



NEWSLETTER NUMBER 52
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Front cover:

Peter Hayes at speed on the way to winning this year's Glossop Open meeting.

(Photo: Henry Jaggars)

CHAIRMAN'S REPORT

Nearly the end of another season? Not really, for I know many of you will continue sailing at your clubs right through the autumn and winter. There are also five key events still to run on our open meeting programme. I am looking forward to competing in all of them. Why not join me?

This year's National Championships at Herne Bay provided three very enjoyable days of sailing. The weather could not have been better and most of us gained a mediterranean style tan: unfashionable these days but pleasurable nonetheless. Each day the first race started in a light wind on a glassy-flat sea, the wind then steadily strengthening and the waves building as a sea breeze developed. But neither wind nor waves were ever too arduous or worrying. Indeed with the warmth and sunshine there were times when a refreshing capsized (of which there were very few) might have been welcomed! Congratulations to John Challenger who once again demonstrated his prowess on the sea and many thanks to Hampton Pier YC who put on their usual good show. What a shame more of you were not there to share the weekend with us.

As is customary, our AGM was held during the championship weekend and some items of interest will be found later in Norah's "Notes from the Committee". Full minutes will, of course, be published at a later date. Suffice for me to say, you are stuck with the same Committee and Officers through the coming year except it was agreed we should co-opt two new members to our ranks: Nick Warren and Paul Hinde. A very warm welcome to them both.

A chance remark towards the end of last year has just resulted in me selling an old but still serviceable sail to another Comet owner. I had no idea what it was worth but was pleased to accept his offer. Since then I have heard of a couple of other owners who are looking for second-hand sails and wonder if any of you (probably the keen racers who replace their sails more often) have any unwanted sails you might consider parting with? A little extra cash in your pocket and a new lease of life for an older Comet.

It is not too late to enter the Photographic Competition: photos to be received by me or Alan Browning by the Pingewood meeting please. From the numbers we have in already I think the judges may have a harder task than usual this year!

I seem to be doing more travelling than ever this year, perhaps that is one of the more important duties (self-imposed) I and other committee members do on

behalf of the Association. Yes, we get a lot of pleasure from the racing and from days away in different parts of the country, but we also get to hear and share some of the problems clubs experience and the solutions they have tried. In this way I like to think we do our bit for sailing and for the promotion of the Comet, as do all of you whether you take part in our events or just show off at your own club.

Good Sailing,

Henry Jagers, Chairman.

● EDITOR'S NOTES

Very many thanks to the many contributors to this issue, Committee news, meeting reports, meeting results, thoughts from the bank/beach, comments on sails, scoring systems and tie-breaking and a fine article on rudderless sailing! On The latter I wonder what Walter learned about "setting up the Comet rig". If he means setting the sail, then perhaps he should tell us about it.

I did try to lay on a "Talking to . . ." article but for one reason or another it didn't happen, not least due to family visitors arriving unexpectedly just when I would have been hard at it! Never mind, I have two up my sleeve for later issues.

Do note the extra names in the Committee list, there should be one not too far away if you want to communicate with us.

What a superb cover photograph this time, Peter Hayes before his fall accident (we wish him well for a speedy recovery). This could set a standard for the photo competition this year, but the competition organiser took it - - - - ! By the way, note that for this year's photo competition there is no time period specified, that means that last year's photos are eligible or any other year for that matter.

All over this issue there are remarks about scoring and tie-breaking. I have found this a bit confusing and have tried to help you by quoting, on pages 29 and 30, important parts of the three relevant documents. I felt that the discussion might be more easily followed if precise document wording is conveniently to hand and I recommend that you start from there before reading the articles by Phil Hossell and John Regnard.

Alan Browning

NOTES FROM THE COMMITTEE

1. The Annual General Meeting was held at Hampton Pier (not Frensham Pond as your agenda indicated - the Secretary has never pretended to be perfect, or even terribly efficient!) during the National Championships. The minutes will be published in a later edition of Perihelion, when there is less sailing news.

2. As a result of the AGM we are pleased to welcome Paul Hinde and Nick Warren to the committee. They both volunteered to join the committee but did not want to dislodge any of the existing members. As a result, they have, along with Liz Hossell, been co-opted. This gives us quite a large committee, but a far more representative one. We now have members from Glossop, Evesham, Staunton Harold, Northampton, Littleton, Reading, Frensham Pond and Chichester. Meetings can be problematical in terms of venues, and we have always accepted that full attendance at them all cannot be expected. It will be good to have some new ideas and different views. If you want something put forward for consideration, get in touch with one of your committee members.

3. The motion, put forward by the committee, to raise the annual subscription was defeated. The members attending the AGM felt that we had not prepared a sufficiently persuasive business case for an increase. They also felt that people recruited though the membership drive last year might be put off rejoining in January 2000 if the fee had been raised.

4. Perihelion 48 contained an explanation of how our Championships are funded. This year we have tried a slightly different approach by asking the host clubs to add a premium to the entry fees. This premium has come straight to the Class Association and has been used towards purchasing the trophies. It has not added greatly to the entry fees levied, but has gone a significant way towards meeting the CCA costs of the Championships. We would be grateful for any comments you may have - positive or negative.

5. And now the news that you have all been waiting for - next year's championships. The Nationals will be at Glossop Sailing Club over the May Day Bank Holiday (April 29/30th & May 1st). Glossop are widening the slipway which will make life a lot easier in terms of launch and recovery.

The Association Championships will be at Mudeford on August 5th and 6th. This will be the first weekend of Mudeford Week - so book your summer holidays now!

FIRST SIX AT THE OPEN MEETINGS

SOUTHERN AREA

Taplow Lake

1	657	M Wilkins
2	626	L Dean
3	625	A Best
4	63	C Robinson
5	711	B Welham
6	565	R Smallwood

Frensham Pond

1	642	J Sutton
2	657	M Wilkins
3	700	J Windibank
4	565	R Smallwood
5	188	S Thompson
6	711	B Welham

Hillhead

1	657	M Wilkins
2	40	S Cook
3	565	R Smallwood
4	99	P Luttmann

WESTERN AREA

Merthyr Tydfil

1	650	P Hossell
2	419	P Govier
3	460	M Govier
4	205	A Hughes
5	500	H Jagggers

Mudford

1	159	J Challener
2	565	R Smallwood
3	99	P Luttmann
4	419	P Govier
5	460	M Govier
6	95	H Back

Cotswold

1	500	H Jagggers
2	650	P Hossell
3	565	R Smallwood
4	707	D Coleman
5	518	R Ballam
6	419	P Govier

CENTRAL AREA

Redditch

1	500	H Jagggers
2	633	J Edwards
3	675	M Squirrel
4	650	P Hossell
5	585	B Herring
6	724	R Duncan

Naseby

1	650	P Hossell
2	(532)	J Coppenhall
3	500	H Jagggers
4	211	C Weston
5	585	B Herring
6	669	G Parry

Aylesbury

1	650	P Hossell
2	711	B Welham
3	745	N Warren
4	500	H Jagggers
5	585	B Herring
6	63	C Robinson

NORTHERN AREA

Combs

1	500	H Jagggers
2	633	J Edwards
3	331	S Heyes
4	374	J Thompson
5	585	B Herring
6	762	R Stevenson

EASTERN AREA

Chipstead

1	657	M Wilkins
2	353	G Wilkins
3	555	J Windibank
4	745	N Warren
5	711	B Welham
6	99	P Luttmann

Note: These results are those that count towards the Traveller's Trophies. Results accrued by sailors who were not members of the Association at the time of the meetings are omitted.

NATIONAL CHAMPIONSHIPS REPORT

The National Championships took place with 24 entries over three days, starting on Friday 30th July. Brilliant sunshine throughout and varying, but not extreme winds, ensured a successful weekend. It was a triumph for John Challenger who won six races in a row and rested on his laurels for the seventh.

Friday started with a dead calm. When the wind arrived, just before the start, it posed problems to the Race officer who had to change an Easterly beat to a Northerly one and then found the start line biased. In a force two wind on a flat sea, Challenger rapidly gained a short lead from Mark Wilkins and John Windibank, who finished in that order. After lunch with a stronger wind, using a 'triangle and sausage course', Challenger gained an early lead and processed with Mark Wilkins and Richard Smallwood in attendance.

The third race on Saturday was heralded by another flat calm, developing into a Force 2 ENE breeze. A triangular course producing some good planing as the wind freshened. Guy Wilkins now replaced his brother in the chasing position, initially followed by Simon Thompson and then by Mark Wilkins. Race 4, after lunch, used a triangle with the start on the seaward side, as a good Force 4 wind threatened to veer to SE, kicking up a short chop on the sea. First Guy Wilkins and then Mark Wilkins assumed the lead with Challenger lurking in close proximity. His opportunity came in the last seconds of the last run, as he nosed ahead to win by one second. Race 5 was 'back to back' with race 4. A change in tide was only noticed by some competitors when they started prematurely, causing a General Recall. With the 'Black Flag Rule' in operation, helms were more line shy for the second start. Mark Wilkins hit the front, with Michael Thompson and Challenger behind. After two laps Challenger returned to his normal position. Although conditions moderated towards the end some very tired helms were glad to come ashore, after more that three hours on the water!

Race 6 on Sunday morning used a rectangular course with a long beat against a strong tide, into a Force 2 Easterly which progressed to a Force 4. Challenger, who had already won the Championship, was followed home by Mark Wilkins and S.Thompson. With the new Champion missing in the last race, Phil Hossell assumed his mantle, in a closely fought battle with Guy Wilkins and Windibank. Michael Thompson and Paul Luttmann provided light relief by executing a pairs capsized in front of the Club House and becoming entangled.

John Finch (Comet 325)



John Challenger, National Champion 1999



Presenting the cup



Left to right:

Mark Wilkins, Richard Smallwood, Annette Walter, Paul Luttmann, Michael Thompson, Henry Jagers, Guy Wilkins, John Windibank, John Challenger, Diana Thompson, Simon Thompson.

FULL NATIONAL CHAMPIONSHIPS RESULTS

				Races:							Pts	Cat	
				1	2	3	4	5	6	7			
1	159	John	Challener	Mudford	1	1	1	1	1	1	25	5	
2	657	Mark	Wilkins	<u>Chipstead</u>	2	2	3	2	2	2	25	10	
3	353	Guy	Wilkins	<u>Chipstead</u>	4	4	2	3	4	4	2	15	
4	700	John	Windibank	<u>Chipstead</u>	3	7	5	5	7	5	3	21	V
5	565	Richard	Smallwood	Frensham Pond	5	3	8	4	5	25	8	25	V
6	188	Simon	Thompson	Crawley Mariners	10	11	4	6	8	3	5	26	
7	117	Michael	Thompson	Crawley Mariners	8	9	15	7	3	10	16	37	V
8	650	Phillip	Hossell	Evesham	12	15	6	9	10	15	1	38	
9	99	Paul	Luttman	Crawley Mariners	9	5	16	13	6	7	13	40	
10	63	Chris	Robinson	Tamworth	14	10	11	8	12	6	6	41	
11	500	Henry	Jaggers	Staunton Harold	7	6	7	14	25	8	25	42	V
12	745	Nick	Warren	Littleton	17	8	17	10	11	9	7	45	
13	162	Matthew	Bromley	Crawley Mariners	15	16	9	12	14	16	4	54	
14	170	Ian	Hodge	Redoubt	13	12	13	15	13	11	9	58	V
15	641	Paul	Hinde	Middle Nene	21	17	10	11	15	12	11	59	
16	645	Tony	Ellison	Littleton	25	13	14	16	9	13	12	61	
17	247	Barry	O'Herlihy	Chipstead	11	14	12	18	25	14	10	61	V
18	323	Annette	Walter	Welwyn	6	18	21	21	19	17	20	80	L,J
19	430	John	Peach	Redoubt	19	22	19	17	18	20	15	88	
21	50	Diana	Thompson	Crawley Mariners	16	19	24	20	21	18	19	92	L,V
20	259	Barry	Sandle	Crawley Mariners	20	20	20	19	16	21	17	92	V
22	295	Jeff	Clarke	Redoubt	22	23	23	23	17	23	14	99	V
23	325	John	Finch	Hampton Pier	18	21	18	22	25	22	25	101	V
24	58	David	Pescod	Redoubt	25	24	22	24	20	19	18	103	

Prize winners:

National Champion: **JOHN CHALLENGER** Mudford

Runner-up **Mark Wilkins** Chipstead

Ladies Champion Plate: **ANNETTE WALTER** Welwyn G.C.

Ladies Prize: **Diana Thompson** Crawley Mariners

Veterans Prize: **Henry Jaggers** Staunton Harold

Team Trophy: **Mark Wilkins** 2nd
 Guy Wilkins 3rd
 John Windibank 4th

Chipstead S.C.

Committee prizes:

For perseverance in finishing all 7 races:

David Pescod

Redoubt

For humour (“copulating Comets”)

Michael Thompson

Crawley Mariners

and **Paul Luttman**

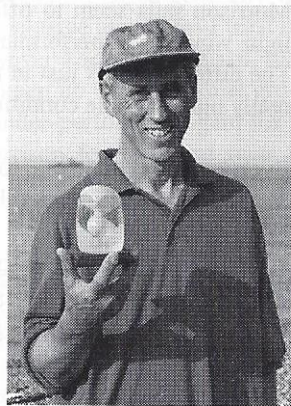
Crawley Mariners

Editor’s Note: There were 4 errors on the final results sheet which have been corrected here. They affected the positions 8, 9, 10, 18 and 19. Chris Robinson goes down 2 places to 10th (and Phil Hossell misses 7th prize by 1 point!). Annette Walter goes up one place to 18th.



“Sailing in”

Henry Jagers, Nick Warren, Paul Luttman



Michael Thompson,
in the prizes this year

(All the photographs in this issue, except the cover, are by Anne Browning)

COMPARISON BETWEEN HYDE AND MORRISON SAILS

Editor's Note: After my note in Perihelion 50, page 12, I invited four top Comet sailors, all of whom travel a lot and have used both Morrison and Hyde sails, to give their views on the comparison between them. So far I have had two responses and these are reproduced below. Contributions to this discussion are not limited to those who I have spoken to, any members who have used both sails are of course at liberty to comment on what seems to be not a trivial issue.

Some brief thoughts from Mark Wilkins (Comet 657)

I'm no expert on sails, the following comments are a few thoughts that I've written down in response to a request from Alan. I would be interested in the thoughts of other Comet sailors on the subject.

My opinion

- The Morrison sail lasts longer (I'm currently using a sail that came off my old Comet which I sold in 1994 so it must be at least 6 or 7 years old).
- Morrison sails seem to offer significantly better performance, particularly in light winds (My performance with a Hyde sail has always been below par. The difference isn't just in terms of speed, I find the Morrison easier to use in really light variable conditions - which we often encounter on Inland waters).
- Everybody I've spoken to who has expressed an opinion thinks that the Morrison sail is faster and lasts longer.

Possible Explanations/Differences

- The cloth used by Hyde is lighter weight than that used by Morrison. The Hyde cloth is a similar weight to that used in Laser sails which have battens to prolong the life of the sail.
- The luff sleeve of the Hyde is especially light cloth. Does this always return to it's original shape after a good stretch ?
- Maximum flow in the Hyde is further back (seems to be too far).

What's good about the Hyde sail?

- Consistent sail shape, as sails are laser cut they should all be identical. Morrisons had a tendency to differ and it wasn't unknown for people to look at several Morrisons before finding one they were happy with.
- They look pretty (if you like that sort of thing).

What could be done?

- Hyde could be requested to use heavier cloth.
- The Comet Class could make a decision to revert to Morrison sails.

Post Script

I wrote the above before the Nationals. My opinion is now less clearly in favour of the Morrison sail having witnessed John Challener's performance with a new Hyde in fairly light winds.

Richard Smallwood (Comet 565) writes:

I bought a Hyde sail early in the 1999 season and noticed immediately that it seemed appreciably flatter than my trusty 1996 Morrison. I agree generally with all Mark Wilkins' comments. After a couple of inconclusive club races I tried it at the Chipstead Open on 5 June where I felt that, however I adjusted the sail, I was not getting the drive I expected and was unable to keep up with my usual group. The following weekend I was at Taplow and was under-performing again for the first two races, after which I changed to the Morrison for the third race and immediately felt the difference, moving up the fleet.

Since then I have stuck with the Morrison for all Open Meetings and the Nationals and have been much happier with my performance in winds from Force 1 to 5, notably at Mudeford and Cotswold. I wonder whether, as my weight is around 12 stones, I require the fuller sail to get me moving?

Having said that, at the Nationals John Challener and John Windbank (for all races) and Mark Wilkins (for the later, stronger wind, races) used Hyde sails very effectively and clearly demonstrated speed in all conditions so maybe this old sea-dog has a few tricks to learn (or could I just have a poor sail?!)"

Over to you, Alan. I hope you get some more comments and can make sense of them all.

COMETS AT NETLEY CLIFF

The annual Civil Service Sailing Championships were held over the weekend of 10/11 July at Netley Cliff on Southampton Water. The overall general handicap event involved some 50 plus dinghies ranging from Fireballs to Toppers but dinghy classes with five or more entrants also qualified for class prizes. Seven Comets, six from Littleton and one from Redoubt (Hythe Kent), competed for championship and class prizes. Over a fine couple of days with winds ranging from force 2 to 5 the Comet class was keenly contested during one practice and three scoring races (one to discard). At the end there were two boats with a first and a second, Tony Ellison and Ian Hodge with the winner, Ian Hodge, being decided on the discard score. Comets did not feature in the championship prizes, all of them finishing close together around the middle of the fleet.

The excitement of racing each other was overlaid from time to time with the appearance of a shoal of high speed catamarans and two groups of Whitbread 60 type yachts all passing through the fleet in very close proximity and claiming right of way.

Ian Hodge (Comet 170, Redoubt S.C.)

Editor's Note: Note that the tie was broken by discards. This is a bit old-fashioned but presumably was clearly specified in the sailing instructions. See pages 29 - 35 of this issue for considerable discussion on tie-breaking.

GLOSSOP OPEN

Saturday 22nd May saw the 1999 Comet Open taking place at Glossop and District Sailing Club.

Due to the severe weather conditions which turned an inland reservoir into something more like the North Sea, only three boats took to the water. The racing which ensued was thrilling to watch as each helm in turn was repeatedly dropped into the drink. The safety boat crew more than earned their keep from the outset and at one stage it looked as if the day would not go beyond one race. Comet people however are resilient as well as friendly and the first race was won by Peter Hayes with Phil Hossell second and Steve Heyes third.

After lunch, with no appreciable change in conditions, the second race was almost a mirror image of the first. The helms went swimming and the onlookers were treated to many views of upturned hulls. The third race saw only two craft on the water, the third taking the view that discretion was the better part of valour! Pete and Phil battled it out but the result was never in doubt as, yet again, Pete came in to win. Results:-

- | | | | |
|---|-----|--------------|-----------|
| 1 | 670 | Peter Hayes | Redesmere |
| 2 | 650 | Phil Hossell | Evesham |
| 3 | 331 | Steve Heyes | Redesmere |

We are now looking forward to the Comet National Championships to be held at Glossop and District Sailing Club in May 2000.

Stuart Gilder (Glossop & District S.C.)

TAPLOW LAKE OPEN

The Comet Open at Taplow Lake in Buckinghamshire took place on 12th June, when a fleet of 21 boats took to the water, one from as far afield as Cheshire. The south-west wind was light and consistent, which did not lead to the most exciting racing but the rain held off until the last race, so it was a successful day. Tony Best acquitted himself well in the first race, winning from Mark Wilkins and Brian Jones, who sadly could participate in only one race.

Robbie Hamilton was first to take the finishing hooter in the second race, followed again by Mark Wilkins with Alex Reeve, now more commonly seen in an RS300, third. Len Dean was fourth. The results board then showed that four people still had a chance of winning the event, and all depended on the last race. However, Mark Wilkins got away to a smart start and led round the first mark from Tony Reeve (Alex's dad) with Alex Reeve third. That remained the order for most of the race until Len Dean worked his way through on the final lap to snatch second place behind Mark Wilkins, with Tony Reeve third and Alex close fourth.

So Mark Wilkins' worthy consistency won the event overall, with Robbie Hamilton second and Len Dean third. Tony Best made fourth place with Alex Reeve fifth and Chris Robinson sixth.

Tony Reeve, Assistant Fleet Captain.

FRENESHAM POND OPEN

I had allowed a page for a report on the Frensham open, promised to me by the slow handicap class captain at Frensham, but even club class captains have their problems and Frensham Pond S.C. is no exception. My friend runs a business and in two days had a contract founder and his computer crashed, important when it's a publishing business. So I said "OK, I'll write something" and here I am, one day before completing this issue, and I have to write it myself!

Unlike Sue Pollard (see page 21) I was actually there, for some of the day at least, On the previous day Anne had had her hip operation and I was scheduled to visit her mid-day, about 15 miles away. That of course put paid to me taking an active part in the meeting, except for putting up and taking down signs on trees.

What can I remember? The weather was very pleasant for watching Comets, the wind light and there were 20 entries. The 12 visitors were a full family of Thompsons and, as usual, Mark, John, Derek, Robin, Brian, Nick, Tony and two Barrys. Well-known locals are of course Jake and Richard (if you don't know who that lot are, you don't travel much!). Unfortunately, Diana was the only lady, you know where Anne was and Alison (Stratford) has left us and bought a Laser.

Of the racing, well I only saw part of the first and third races. In the first, the fleet spread out quickly, with the expected boats at the front. Mark won from Jake and John, and Nick Warren came 4th. I saw none of the second race, but Jake won, ahead of Brian who considerably improved on his 12th in the first race. Mark was third followed by Richard up a place to 4th, beating John. Nick was only 9th.

At this point it looked like being between Jake and Mark, both with a win and only one point between them, but Brian was there too, he had a 2nd and would win the meeting if he won the third race.

I came back during the third race and Jake (Sutton) was already leading Mark (Wilkins) and that was how they crossed the line, so it was Jake's meeting. Brian (Welham) only managed 10th in that race but it gave him 6th overall.

Of the rest, John (Windibank) with 3,5,3 and Richard (Smallwood) with 5,4,4 both sailed consistently and so did Simon (Thompson) with 6,7,5.

I enjoyed watching the racing and I think all those on the water enjoyed it too, and of course there was the usual superb "Frensham Tea" to finish.

Alan Browning (trying my best to make it interesting!)

REDDITCH OPEN

The Comet Open was the first to be held at Redditch for about four or five years, with seven visitors taking the total entries to ten dinghies. The first race started in light conditions with the O.O. D. setting a triangular course around Arrow Valley Lake. At the end of the first lap Phil Hossell was leading with John Edwards in second place and Henry Jagers in third place. By the end of the second lap the lead had changed and Henry led followed by Richard Duncan with Phil falling back into third and John slipping back to fourth. The third lap saw John fight his way to first place which he held for the next two laps, giving him first place with Phil in second place and Henry in third place.

The second race, following lunch, started in slightly better conditions although some peculiar wind shifts still plagued the competitors. Henry led, closely followed by Mike Squirrell and these two continued to battle it out for lap two, exchanging places at the end of lap three and finally changing again at the end of lap four, giving Henry his first win of the day with Mike second and John third.

With the wind strength picking up the O.O. D. added a further two marks for the third race to add some reaching and gybing to the fun. Henry took an early lead and held Phil, Mike and John off for the first lap. By the end of the second lap, Mike had managed to take the lead and John had moved forward into second, Henry slipping back to third, closely followed by Phil. The race continued with constant changes of position as the lead boats moved ahead of the rest and continued to battle it out to the line, with Henry moving back into first and Brian Herring coming from the middle of the fleet into second place, John third and Mike slipping back into fourth.

The overall positions were:

1	500	Henry Jagers	Staunton Harold
2	633	John Edwards	Chester
3	675	Mike Squirrell	Redditch
4	650	Phillip Hossell	Evesham
5	585	Brian Herring	Winsford Flash
6	724	Richard Duncan	Redditch
7	641	Paul Hinde	Middle Nene
8	658	Ros Stevenson	Winsford Flash
9	748	Bob Willis	Redditch
10	744	Jane Middis	Oxford

Bob Willis, Comet Fleet Captain

NASEBY OPEN

A stiff nor'wester and warming sunny intervals gave thirteen Comets a thrilling open meeting at Naseby, Northants, on 20 June. Although never frightening, conditions were exciting enough to give easy planing on the reaches, with numerous capsizes to interest the spectators.

Race 1 gave a win for John Coppenhall (Hunts SC) who was sailing a boat borrowed from the home club. John's son Ian came 2nd with the ever-sharp Phil Hossell (Evesham) in 3rd place,

Race 2 saw Ian pull out an early lead to win with Phil 2nd and John pushed down to 3rd.

With the wind freshening further for Race 3 only nine boats started. Phil Hossell was looking for a win to put him on equal points with Ian Coppenhall but at the first mark it was John Coppenhall who was leading, with George Parry (Naseby) lying second, and Phil somewhere in mid-fleet. The next mark, to leeward, was in a creek which seemed to have wind coming from all directions. All nine boats rounded in a string with Ian and his brother Mark moving up to second and third places, but a series of squalls caused several capsizes and the retirements of George Parry and Henry Jaggars (Staunton Harold).

By the end of lap 2 Phil Hossell and Ian Coppenhall had both overtaken John and held those places to the finish. Chris Weston (Naseby) kept out of trouble to come 4th, followed by the other three survivors, Mark Coppenhall, Brian Herring (Winsford Flash) and Emma Coppenhall.

The situation was thus a tie on $2\frac{3}{4}$ points for Phil and Ian. The winner's trophy went to Phil because his best score was in race 3. This was extremely bad luck on Ian since his discard result had been a 2nd whereas Phil's was a 3rd.

3rd place overall went to John Coppenhall. In 4th place was that light airs specialist, Henry Jaggars, who had hung on gamely in the first two races to win the Seniors' trophy.

Well-deserved winner of the Ladies' trophy was Emma Coppenhall who completed all three races. No doubt she was determined not to be out-done by her two brothers and they all made sure that John enjoyed his Father's Day outing!

Naseby SC enjoyed hosting its second Comet Open Meeting but hopes that next season room can be found in the calendar to avoid having two Central region events on the same weekend.

Chris Weston (Comet 211)

Editor's note, after correspondence with Phil Hossell and John Regnard:

The tie-break situation is interesting here. Under the Racing Rules of Sailing 1997-2000 there would have been two alternative discards for Ian, discarding one he wins, discarding the other he loses. However, the Naseby sailing instructions referred specifically to the experimental appendix "RYA1, scoring" as the system that was to be used for deciding the race placings.

The wording of this appendix as it applies to tie-breaking is given on page 30 and the way it worked in this case was as follows: Firstly, Appendix A2.1 was applied to determine the discards. Phil's was a 3rd, Ian's his 2nd place from the first race because the earlier of any equal worst scores is specified in the appendix. With Phil and Ian each having a 1st and a 2nd places the tie remained so Appendix A2.2 was invoked. This states that "if a tie remains it shall be broken in favour of the boat that obtained her best score nearest the end of the series". Phil won the last race and that gave him the meeting.

For further reading on scoring and tie-breaking see John Regnard's latest article (pages 30-33) and Phil Hossell's article (pages 34-35).



The next issue of Perihelion will be circulated in December 1999. **Contributions to me by Wednesday 25th November please.** I am sorry that this is a few days earlier than usual but it is well away from the last two meetings of the season. The reason for the change is to ensure that my editorial activity is not hampered by Christmas preparations and to ease the task of the printers and distributors.

Alan Browning, Editor

● FORTHCOMING EVENTS

SEPTEMBER - OCTOBER 1999

<u>Date</u>	<u>Club</u>	<u>Area</u>	<u>Contact</u>	<u>Telephone</u>
Sat 25 Sept	Pingewood	Training day	Norah Gould	01635 298074
SUN 26 Sept	Pingewood	SOUTH	Norah Gould	01635 298074
Sat 9 Oct	Redesmere	NORTH	Tim Baker	01477 534238
SUN 17 Oct	Kingsmead	EAST	Geoff Kempton	01753 885782

● CLUBS THAT SAIL COMETS

Clubs with Comet fleets of over 4 are as follows:-

Chipstead	41	Tamworth	8
Crawley Mariners	33	Chester	7
Littleton	29	Naseby	7
Aylesbury	27	Sutton Bingham	7
Kingsmead	20	Hampton Pier	6
Frensham Pond	15	Mudford	6
Redesmere	15	Merthyr Tydfil	5
Shearwater	14	Weirwood	5
Taplow Lake	14	Weston	5
Banbury	12	Winsford Flash	5
Cotswold	10	Bewl Valley	4
Fishers Green	9	Durleigh	4
Redditch	9	Kennet Valley	4
Welwyn S.C.	9	Nantwich & Border Counties	4
Arden	8	North Devon	4
Burghfield	8	Pingewood	4
Staunton Harold	8		

MERTHYR TYDFIL OPEN

It was a little disappointing when only two visitors arrived to join the three club sailors (two others were unable to attend due to illness). However, a straight and true southerly wind provided excellent conditions when combined with the warm sunshine. The strength built through the day from a moderate 3, to a challenging 5 gusting 6.

For the first race a 'figure-of-eight' course was set near the clubhouse for the benefit of spectators. Henry Jagers reached the windward mark first, very closely followed by Paul Govier and Phillip Hossell. These positions were maintained for three laps, but on the fourth and final lap both Paul and then Phillip managed to pass Henry as the wind strength built. Mark Govier followed closely in fourth place and Alun Hughes finished shortly after.

After lunch a longer course was set with a long first beat and several gybes and 'cracking' reaches. This allowed Phillip to reach the windward mark first, followed by Paul and Mark. Phillip and Paul swapped places several times during the three laps of the race watched closely by Mark just behind. Phillip managed to stay ahead of Paul at the finish with Mark taking third place. Henry was now being overpowered by the freshening wind and retired shortly after completing the first lap. Alun battled on to the finish having learned a few of the tricks of sailing Comets in stronger wind conditions.

With the result to be decided everyone started the final race. The course was changed again to start with a shorter beat, which Mark managed to complete first just ahead of Phillip and Paul, only to lose the lead with a spectacular capsize at the first gybe. Henry valiantly battled against the conditions but was being overpowered too often and retired at the end of the first lap. Alun was performing well now, as he was getting used to the conditions. On lap two Mark squeezed past his brother into second place. On the final lap, Mark managed to pass Phillip who finished second ahead of Paul. Alun, completing only his second open meeting, finished shortly afterwards.

Overall results:

1	650	Phil Hossell	Evesham
2	419	Paul Govier	Merthyr Tydfil & BS Port Talbot SC
3	460	Mark Govier	Merthyr Tydfil
4	205	Alun Hughes	Merthyr Tydfil
5	500	Henry Jagers	Staunton Harold

COMBS OPEN

(O.K., I know I wasn't there, and, yes, I've compiled this report from the results sheet, but I have it on good authority that a) there were no spectacular capsizes, b) the lead did not change hands much, and c) everyone behaved as impeccably as Comet sailors normally do!).

Combs Sailing Club's fourth Comet Open meeting was held on Saturday 3rd July. The lowering clouds over the hills of the Peak District threatened a miserable wet day, and the light wind of the morning afforded little hope of them being blown away. Twelve boats took part in the three races. Due to the unavoidable absence of two home helms, the Combs Commodore and a committee member - normally Lightning and Byte sailors - 'gusted' in Comets for the day ('cos they've been secretly intrigued by the boat ever since I bought mine! SP). Steve Bellamy was especially welcome, taking part in his first Open.

The first race was won by Rick Whitehouse (*in my boat!* SP), with Henry Jagers second and Ros Stevenson third.

Surprisingly the rain held off and, indeed, gave way to a sunny afternoon. Harry Mayo got off to a promising start in the second race, but was overhauled by the field after the first lap. Henry Jagers won the second race, followed by John Edwards and Steve Heyes.

The wind had almost disappeared by the start of the third race and it seemed that a frustrating 'drifter' would decide the final positions. However, the wind suddenly sprang up again, and the third race saw the best sailing of the day. Henry Jagers finally overcame a stiff challenge from Rick Whitehouse to win overall, and John Edwards came in third.

Final positions:

1	500	Henry Jagers	Staunton Harold
2	235	Rick Whitehouse	Combs
3	633	John Edwards	Chester
4	331	Steve Heyes	Redesmere
5	374	Jack Thompson	Carsington
6	585	Brian Herring	Winsford Flash
7	762	Ros Stevenson	Winsford Flash
8	100	Steve Bellamy	Winsford Flash
9	568	Harry Mayo	Combs
10	411	Will Ablett	Redesmere
11	643	Kelth Appleby	Carsington
12	338	Pete Meddows	Combs

Sue Pollard (usually Comet 235)

MUDEFORD OPEN

Nine visitors joined five home Comets for the Mudeford Open on 17 July, on a warm sunny day with a steady force 4 wind.

The first two races were long courses with two beats across the full width of Christchurch harbour. The third race was changed to a triangle-sausage-triangle course in the centre of the Harbour to utilise the deeper water. By then several boats, particularly the lightweights had retired, although Heather Back and Ann Hooper sailed all 3 races to finish 6th and 7th overall. Richard Smallwood sailed consistently, he led the first lap of the first race, was never lower than 2nd place all day, finished 2nd in every race, and was 2nd overall !

Paul Luttmann and Paul Govier had a close battle for third place overall, tied on points, and Govier would have been 3rd if he had not been disqualified by the race officer for hitting a mark. M. Govier finished 3rd in the third race, to finish only one point off 3rd place overall. John Challener was over the line and hit the starting mark in the first race, but recovered to win all 3 races.

Overall results:

1	159	John Challener	Mudeford
2	565	Richard Smallwood	Frensham Pond
3	99	Paul Luttmann	Crawley Mariners
4	419	Paul Govier	Merthyr Tydfil
5	460	Mark Govier	Merthyr Tydfil
6	95	Heather Back	Mudeford

Answers to voice recognition mistakes

grim Siberia, elbow corps, force day, laugh, Iris 400, cattle, pinch word, a smack expenditures, storms and held, obscene 650, order tools, French them, end easy show, play's, tent start-up, fringe some pond, easy lay readers, all but all, sex blisters all odds, Africans, typed been, r wire a, rabbit ground, your ups and yachting.

Grimsby area, Albacore, forestay, luff, RS 400, praddle, Pingewood, asymmetric spinnikers, Staunton Harold, I've seen 650, Orbitals, Frensham, NEC Show, Blaze, tensed up, Frensham Pond, Easy-Loaders, Orbital, six best results, Aphelions, tight in, RYA, wrap it around, Yachts & Yachting.

AYLESBURY OPEN

A beautiful sunny morning, and a reasonable breeze for the first two races, was the reward for the ten visitors and eleven home based Comets taking part in the open this year. Having helped the visitors to haul their boats over the notorious "high bank" and got them all over to the club site, we revived them with coffee, and got on with a good day's sailing.

The first race looked as though it was going to Henry Jagers. He led for four laps, and was then pipped to the post by Rob Kerry, who had dogged his tail from lap two. Phil Hossell was also on the scene to take second place. Brian Welham was fourth throughout most of the race, and held the position at the end.

Race two had Brian Welham away first, with Nick Warren making his challenge, but it was once more Rob Kerry who took the lead for three laps. Brian was not to be denied though, and he took the win with Rob coming second and Phil Hossell third.

Race Officers Brian Percival and Jim Kettle had to hold their nerve too. In mid afternoon they took the decision to delay the start of the last and crucial race till the wind, which had veered, settled to a new direction. Their knowledge and ability were rewarded when they set a new course, which gave an exciting final race. Phil Hossell made a good start, closely chased by Nick Warren. Rob Kerry, who had worked hard all day, came to grief when a sudden gust turned him over on a mark. He fought back from tenth place to sixth, but could not get back in touch with the leaders. Brian Welham continued quietly about his business holding third place in the race from start to finish.

So the day ended with Phil Hossell taking first prize, as he did last year, with Rob Kerry once more finishing second overall. Third place went to Brian Welham. Just a little bit further back down the fleet, finishing 8th overall, was young Annette Walter. She took the prizes for both 1st Lady and 1st Junior. Well done Annette.

Overall results

1	650	Phil Hossell	Evesham
2	370	Rob Kerry	Aylesbury
3	711	Brian Welham	Taplow Lake
4	745	Nick Warren	Littleton
5	500	Henry Jagers	Staunton Harold
6	585	Brian Herring	Winsford Flash
7	63	Chris Robinson	Aylesbury
8	323	Annette Walter	Welwyn G.C.
9	707	Derek Coleman	Coney
10	532	John Coppenhall	Hunts

RUDDERLESS IN WALES

Last year, Jo Lloyd, Tony Ellison and I took our Comets to Plas Menai for a week's sailing. We rated the experience great fun and excellent value for money. We have just returned from another week there.

Last year we said that one way the experience could be improved would be to have a tad more wind. We got more than a tad.

The first day it was blowing force 5+ down the Menai Straits against the incoming tide resulting in a lumpy sea. Our instructor, John (Plas Menai's assistant Head of Sailing), suggested that we rig our Comets and try "ferrygliding" across the Straits. I looked at the sea state and thought that I was extremely unlikely to glide anywhere. Plough seemed a more apt description of the motion that I was going to follow. Anyhow, I set off hiked well out from the rear of the Comet on a beam reach across the Straits. I quickly reduced my target of perfecting ferry gliding to one of reaching Anglesey without capsizing. That much I achieved but John, still mindful of "ferrygliding", did comment that I needed to sail a bit deeper to avoid being carried with the tide. Obediently, when I tacked to return, I attempted to bear away.

Unfortunately I did this too quickly and the Comet decided to raise its transom, bury its nose and change me from a dinghy sailor to a U boat captain. The struggle to right the Comet in these conditions must have brought about something of a further identity crisis because I must have thought that I was now a windsurfer and I "water started" the Comet but I rapidly parted company with it - the hull that is - I had a firm grasp on the main sheet. The mainsheet had become entangled in the rudder and something had to give - it was the rudder pintles. It got worse in the afternoon. John provided all three of us with Toppers! A complete loss of street cred but we had great fun with these little boats and we stayed upright.

The next day the wind increased to force 6+. It seemed like a good time to repair my Comet and to explore Bangor. The wind moderated in the afternoon and evening. John was very accommodating in supervising us and in arranging for a late meal so that we could sail our Comets well into the evening.

The wind eased considerably on Wednesday and, continuing the theme that I had started on Monday, we tried rudderless sailing in Wayfarers. The wind died in the afternoon so we took the opportunity to take out three jet bikes. These things are

awesome - 1000cc engines developing 100+ bhp and capable of more than 50 mph. For an hour or so they were great fun - sit on, disengage brain and squeeze the throttle. We made good use of them by taking a trip up the Straits to the Britannia and Menai bridges where the Straits narrow to form an infamous fast moving stretch of water known as the Swellies.

More serious stuff was performed on Thursday as John handed over to Nick (Plas Menai's Head of Sailing) for some instruction in setting up the Comet rig and gybing the boat efficiently. In the course of this we identified the Comet phenomenon of submarining by the tiller being pulled towards the helm when the boat is heeled to leeward. The rudder acts as a lifting plane causing the bow to bury itself. Memories of Monday came flooding (sic) back to me. Continuing Monday's theme we tried to sail the Comets rudderless (by tying the rudders in a central position with bungee) - damn difficult. Jo may be making an insurance claim which should make interesting reading!

For the final day the wind cranked up again to force 6. John thought that a catamaran was a good bet for such conditions, especially a Dart 16. Nick seemed particularly keen as he had just acquired an asymmetric kit for the Dart. Some time was spent drilling and fitting various cleats, blocks and sheets to the Dart. Nick seemed to be in his element, thoroughly enjoying his work while muttering darkly about needing some guinea pigs. To check the operation of the kit, the spinnaker was hauled up in the boat park with the result that the Dart leapt a couple of feet to be arrested by a rack of Laser hulls. It may have been after this that Jo suggested to John that he should helm it and she would be happy (?) to crew. As launching this beast approached, I decided to get my camera and, due to having to replace the batteries, I was so late getting to the slipway that John and Jo were nearly ready to go. Oh dear, I couldn't be first to go out. To show willing I put on a trapeze harness - my prime motive was not to equip myself to go out on the wire but a tightly fitted harness can help prevent the involuntary bowel movements that these conditions can stimulate. Sailing a catamaran in a blow is sometimes called "crash and burn". That was accurate as it wasn't long before John's expletives burnt the air as he struggled with this flying cat. The crash came when the Dart pitch polled during a gybe.

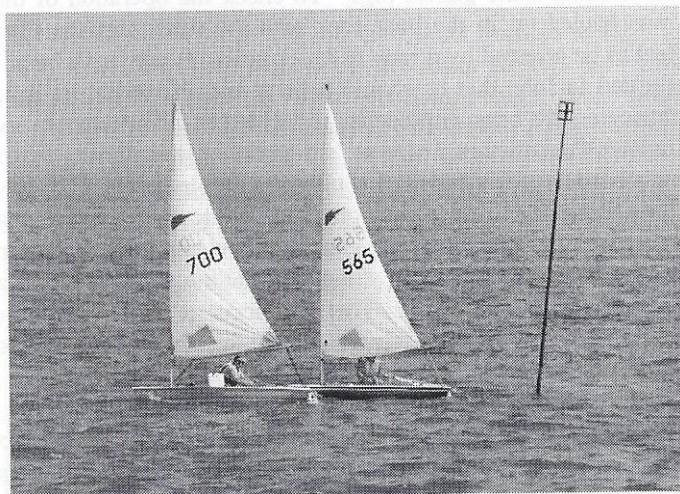
Well, will we do it again? An emphatic yes. Plas Menai has some great boats and facilities. Next time, we're going for a blast in a Laser 4000 (this was promised this time but the conditions didn't permit it) and, now that Plas Menai now has facilities at on Cardigan Bay for sea sailing, we will be doing that too. So there is plenty to keep us going back for more.

Walter De'Ath (Comet 654, Littleton S.C.)

SCENES AT THE NATIONALS



John Challenger out on his own, again !
(but Mark Wilkins was never far behind !)



John Windibank and Richard Smallwood battled it out all weekend,
In the final results, John beat Richard by just 4 points

OVERHEARD ON THE BEACH

(At the Nationals)

(The competitors will, of course, appreciate that we give you our wholehearted verbal support at all times....well, most of the time.)

“Where’s R....?” - “He’s over there, I can see his knees.”

“Whatever are those two up to?” - “I hate to think.” - “I haven’t seen either of them do any turns!”

“I like the hat”

“Look at him, he’s not trying - he’s just sitting there sunbathing!”

“Oh no, they’re going round again...I thought it would be lunch time soon.”

“What’s that flag?” - “Look, it’s black.” - “What’s that for - the plague?” - “No, that would be yellow.” - “Anyway it’s at half-mast, - maybe somebody died.” - “Why don’t they put it right up...”

“Come on, where on earth do they think they’re going?”

“Did you know that banana skins are good for polishing brown leather?”

“He’s on a reach and everybody else is beating....what does he know that they don’t?”

Anne Browning (Comet 587)

Many thanks to the Comet sailors and supporters at the Naseby open meeting who sent me a card while I was in hospital for my (second) hip replacement. Your thoughts and good wishes were much appreciated. I’m not back to sailing yet but progress is good, though I do tend to overdo the exercise a bit sometimes.

Anne Browning

RANDOM THOUGHTS FROM THE BANK

I was so impressed with Perehelion 51 that I felt impelled to write with some random thoughts - sorry about that!

To me, the most important item was the Comet Bouquet - to receive such thanks from the Race Officer at Staunton Harold is vindication of our efforts over many years to keep the Comet Class friendly, yet competitive. All the entrants deserve our thanks for representing the Class in such a manner.

The photograph on page 3 brings home the results of not keeping the angle of the boom to centreline under control. The forces in the sail are clearly working downwards and to windward giving the nose-diving windward roll. The rudder is lifting out of the water and providing little control so the only chance is to jump to the starboard quarter while pushing the tiller hard away to luff up.

I note the proposed increase in fees which have, thankfully, been static for some time. I do hope this is for expanding the Class, as stated, and I would make a plea for some effort on behalf of the cruising community rather than yet more racing expenditure.

I am not surprised by the ISAF Rule changes although it is poor that they did not get it right first time. When I first started racing, there were no discards and all races counted to the score. Discards were brought in to avoid people travelling distances only to have no chance through no fault of their own and this was then reinforced by the introduction of penalty turns for hitting marks or acknowledging rules infringements. Since then, SI's have been the way in which scoring systems and discards have been stated.

It was good to see Debbie Degge's success at Staunton - she was a Comet sailor earlier in the 90's and I am pleased to see her back. One of our best publicity photos shows her surfing off the top of a wave at Gunfleet and some people may not know that she was at the very top of the competitive National Topper fleet before moving up in boat size.

I was interested in the two Comet tips, the more-so having watched Brian putting them into practice at Aylesbury. The trouble with the loose fitting bottle is keeping it in position while getting the mast vertical! My arm is long enough to give a quick wipe of the foot before dropping the mast into the tube whilst I found a wipe of vaseline was enough to ease the fit of the mast sections.

Finally, a round of applause for Alan on the standard of newsletter he has achieved - Perihelion has, like the Class, come a long way from the early days.

Keith Lamdin. (Comets 241 & 55)

DOCUMENTS ON SCORING AND TIE-BREAKING

There are three documents which are referred to by John Regnard and Phil Hossell:

- 1) **The Racing Rules of Sailing 1997-2000**, (referred to as "RRS"). The relevant parts are rule 88.3 on scoring which refers to Appendix A2 on scoring systems. The wording on ties, Appendix A2.3 is:

"When there is a tie in series points between two or more boats, the tie will be broken in favour of the boat with the most first places, or, if the tie remains, the most second places, or lower places if necessary, using only the the scores for each boat that count for her series score.

When a tie still remains, it will be broken in favour of the boat with the best score in the last race in which the tied boats raced and scored differently, using only the scores for each boat that count for her series score. For these calculations, if a boat has been awarded average points that do not correspond to a place, she shall be considered to have the place closest in points to the points awarded: if a boat has tied for a place, she shall be considered to have that place."

- 2) **Changes to the racing rules of sailing for 1997-2000**. From 1st January 1999, rule 88.3 did not refer to Appendix A, only to the sailing instructions. At that time it was appreciated that Appendix A2.3 on ties was defective (the exact wording is in my note in Perihelion 51, page 11).
- 3) **Appendix RYA1, Scoring**. This is the experimental RYA alternative to Appendix A, nominally available from 1st January 1999 but only applicable if called up by the sailing instructions.. The relevant wording is:

"A 2.1 Number of races and series score

The number of races scheduled and the number required to be completed to constitute a series shall be stated in the sailing instructions. Each boat's series score shall be the total of her race scores excluding her worst score *. However, when she is disqualified for breaking rule 2, or rule 42 when rule 67 applies, that score shall count and her next-worst score shall be excluded. If a boat has two or more equal worst scores, the score for the race sailed earliest in the series shall be excluded. The boat with the lowest series score wins.

* More than one score may be required to be excluded or all scores may be required to be counted; in either case the sailing instructions shall so state.

A 2.2 Series ties

- (a) In a series where one or more race scores is required to be excluded to determine a boat's series score, no excluded score shall be used in breaking a series tie.
- (b) If there is a tie in series scores between two or more boats, each boat's race scores shall be listed in the order of best to worst. At the point where there is a difference, the tie shall be broken in favour of the boat with the best score. If a tie remains it shall be broken in favour of the boat that obtained her best score nearest the end of the series. If a tie still remains it shall stand for the series results, and boats ties for a prize shall share it or be given equal prizes."

Alan Browning, Editor

RACE POSITION SCORING SYSTEM & TIE BREAK RULES

Further to my articles published in Perihelion 50 pages 32-35, on the above topics, and the extracts from "Changes to the racing rules" in Perihelion 51 page 11, although responses are to be forthcoming in due course I feel it is important to clarify the situation that now prevails so that members have a fuller understanding of the issues.

Firstly, my articles were written to the rules that applied before the new experimental scoring appendix was known and indeed they were very relevant well into 1999.

The two particular topics above were being misunderstood and misapplied. This has proved correct in that the ISAF, through its Racing Rules Council Committee meeting held on 3/4 November 98, submitted numerous amendments to the Racing Rules of Sailing (RRS) as proposed changes from numerous countries including the scoring & tie-breaking subjects, for consideration at the full ISAF World Conference meeting held at the end of November 98. Most of the proposals (52 submitted) were not in fact accepted, which indicates the importance given to scoring & tie break rules.

I have copies of the full minutes of both meetings which can be obtained from Internet website:

Racing Rules Committee:

<http://sailing.org/98november/agendas/racingrules.html>

ISAF Conference:

<http://sailing.org/98november/agendas/submissions/987010.html>

The RRS Rule 88.3 change was only approved at the end of December 98 for implementation from 1st Jan 1999 although issued much later in 1999, but it has a rider attached in the form of an experimental ISAF Appendix A, Scoring.

The World Conference proposed changes to the RRS General Scoring Rules defined in Appendix A were not approved but a combined German/Italian/British experimental version was agreed.

The ISAF & RYA have issued the experimental Appendix titled (in Britain) as RYA 1, Scoring. **The most important aspect in the changes is that Sailing Instructions MUST specify the system being used and defined clearly. The use of RRS Rule 88.3 on it's own is insufficient for Clubs/Regattas/Class Association etc events.** Hence a full understanding of the Appendix RYA 1 is crucial to all race organisers for inclusion in their Sailing instructions. The alternative is the 'status quo' until the experimental system has been reviewed and probably included in the next edition of the RRS Rules (2001-2004).

The wording of the relevant parts of the experimental Appendix RYA 1 Scoring, relevant to series scoring and tie-breaking, is spelt out on page 30 of the preceding article:

In perusing this new Appendix, some of the more notable changes are:

a. The low point scoring system is 1 point for win (not 3/4 point) & 2,3,4 et seq. There is no need to use $\frac{3}{4}$ for a win because the tie-breaking procedure in the new appendix A 1.2 has the same effect.

b. Recommended abbreviations for compiling race results now include some new designations and also differentiates between those not requiring a protest hearing and those that only a Protest Committee can determine.

c. When there is a tie in a series, discards are ignored (A 2.1 and A 2.2a). This method is much fairer and is also good sportsmanship.

Here is an example of a 3-way tie resolved by listing the scores:

Six races, 5 count and three boats are tied on series points, the discards points are ignored and the counting scores are listed in the order of best to worst (A 2.2b) viz:

Boat A: 1 2 2 5 8
Boat B: 1 2 3 4.5 7.5 (tie in races produces half point)
Boat C: 1 2 2 4.5 8.5 (tie in races produces half point)

In first set of scores, each boat scored 1 and, there being no difference the tie is not broken. Same with second set scores. In third set Boat B falls out scoring 3 to the 2 of the others. In fourth set Boat C's 4.5 is better than Boat A's 5, and tie is broken in favour of Boat C. Series finishing order is therefore C, A, B. The effect is that ties are broken in favour of the boat with the most first places, if that does not break the tie then most second etc. If a tie remains it shall be broken in favour of the boat that obtained her best score nearest the end of the series.

Here is an example of a tie resolved by the "best score nearest the end of the series":

A 4 race series, one discard, 20 entries:

Boat A: 1 2 3 21 (DNC - Did Not Come to Start =21)
Boat B: 2 3 1 15

The highest scores are discarded but the listing gives 1,2,3 for both boats which does NOT break the tie. Boat B is the series winner because she had her best score (1st) in her third race against Boat A's 3rd place (remember, discards don't count).

There are many other minor changes and a suggested Sailing Instruction statement is included in the new experimental Appendix RYA 1, Scoring. The RYA is requesting and welcomes comments on this new Appendix from Class Associations, Clubs, individuals etc so an input from all is imperative to achieve what you want to see in the future.

In summary, this topic and discussions by Comet Class members, the importance for members own club's Sailing Instructions and particularly open events is all necessary to avoid possible conflicts arising, bearing in mind that Comet Class 'rules' for Travellers series, National results and recommended open meeting results will require reconsideration.

I still hold to my queries and questions in Perihelion 50 page 33 that the Comet Class Association should be forward looking and should obtain views and systems operating in clubs with Comet dinghies across the UK and experience from a number of sailing instructions or events during 1999 before making any decisions which may conflict with the RRS & RYA Scoring system(s) and before taking or making resolutions too quickly.

Finally, Comet members should be aware of the rules that we are racing under from the Sailing Instructions issued at all events, after all the wording in RRS Appendix RYA 1, does say: "Sailing instructions may modify or replace this appendix". Maybe the Comet Class Association will wish to recommend their own changes to Sailing Instructions.

A change to results issued from any series events which differs to those sailed under specific sailing instructions (except extracting non-member's results) and which are not defined in accordance with RRS Appendix A or Appendix RYA 1, could be challenged by appeal to the RYA etc for redress.

My apologies for a long article but it is a very crucial and far reaching subject.

John Regnard (Comet 534 & 383, Shearwater SC)

This issue's scoring puzzle: Let us say that in one of the Aphelion open meetings 20 Comets arrived. They all signed on but the air pressure went rapidly down and down, the sky became black, the wind dropped to zero and it rained really hard, 3" of water in the first hour! The meeting was abandoned, and everybody packed up and went home. What overall results should be sent to Phil? It was obviously a 20-way tie for 1st place so they should receive 1 point each, or should it be 21 points each on the basis that none started, or should it be average points of 10.5 ?

(Answers, if any, to the Editor by the November deadline)

● RACE POSITIONS AND SCORING SYSTEMS

On behalf of the Association Committee, I would like to comment (and possibly open up the debate to other members) on the two articles written by John Regnard in Perihelion No.50 (pages 32 – 35). I also understand that John has written a further article for this current issue in relation to amendments to the sailing rules and appendices that should again provide interesting reading. Please note that my article, in line with John's original material, only refers to issues prior to the recent amendments (ie only the Racing Rules of Sailing 1997 - 2000. Ed.).

I will try to discuss items in the order that John's articles were written so all being well it will be easier to follow. These comments are by no means gospel, but what we have gathered from various people over the year and are obviously very much open for debate. To put John's mind at rest, despite a recommendation at the 1997 AGM, it was subsequently realised that sailing instructions, including scoring and tie-breaking, cannot be included in the constitution and so no further action was taken. The Committee was however remiss in not publishing this decision.

Firstly, any club that organises a Comet Open event is not "press ganged" into scoring in any particular manner. Norah does, however, send a letter to the event organiser with various details of information about who to send the results to and writing a report, along with a suggestion for the scoring system. The host club is quite at liberty to score boats however they wish to, providing that details are available to all competitors on the event's sailing instructions. Therefore, surely if the sailing instructions state that 0.75 of a point for a first place will happen, then what is wrong with that? Whilst the committee agree with John and do not see the need for using 0.75 of a point for a first place, there are still a few sailing clubs that like to use this system, and providing the competitors are aware before the racing begins, then there is really no harm done.

Tie-breaking at the Shearwater open meeting

John states that at his club (Shearwater), they had adopted the RRS Low Point Scoring (A2.2) and RRS Ties (A2.3) for their Club and Open Meetings. (This fact is confirmed in the Shearwater Sailing Instructions.) Well, we have looked at John's report of the 1999 Shearwater Open meeting in Perihelion No.51 (pages 6 & 7) and feel that the tie break rule was not applied correctly to decide the first and second places. Details are as follows: -

	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>Total Points to Count</u>
Richard Smallwood	4	1	2	3
Derek Coleman	2	5	1	3

As both competitors ended up with 3 points after using A2.2, it is then necessary to break the tie using A2.3.* (The full text of A2.3 is given on page 29 of this issue. Ed.) Firstly, note that Richard's 4th place is his discard and Derek's 5th place is a discard so that these results do not count in the final outcome. Both competitors had a 1st and 2nd apiece. Therefore the tie should be "broken in favour of the boat with the best score in the last race in which the tied boats raced and scored differently, **using only the scores for each boat that count for her series score**". As Derek won the last race and Richard was second, surely Derek should be the Open Meeting winner? It looks as if the discard result has been used to break the tie - something that John does not approve of. Any comments please?

We need your views

John asks lots of questions in his first article, like what are the views of other Sailing Clubs and what system do they use? Please, let us have more views on this controversial topic. This subject was touched on at the 1999 AGM at Hampton Pier but the members present did not feel inclined to debate the subject. Perhaps we can get more interest going for next year?

Please note that results for the Aphelion and Orbital Trophies are based on the Open Meetings final results as provided by the relevant Sailing Clubs and are only amended by removing non-members. For example, if a non-member won an event and all other competitors were members of the Association, they would all move up by one place to count towards the Aphelion and/or Orbital. We published the entry and tie-breaking procedures for this year's series in Perihelion 50, pages 18-19.

Many thanks must go to John Regnard for the work he has put into his articles. We appeal to other members please to let us know of their experiences and comments on the rules etc, especially now that further amendments have been made which are contained in John's new article elsewhere in this issue.

Phillip Hossell (Comet 650) on behalf of the Comet Class Association Committee

* Editor's note: I have discussed this with John Regnard who points out that in the first race Derek tied with Nick Warren behind the winner. This gave them 2.5 points each but, in the results given in his Perihelion report, both were erroneously awarded 2 points. The totals for Derek and Nick should have been 3.5 and 4.5, so in fact there never was a tie for first place, Richard's 3 points gave him a clear win. It was still very close though, for he still needed to be ahead of Nick in the third race.

REGISTER OF HISTORIC VESSELS

Norah Gould has received a letter from the Scottish Institute of Maritime Studies, University of St Andrews. It reads:

I am writing with a rather unusual request. I am hoping that you will be able to help with a project we are undertaking on behalf of the National Maritime Museum and the National Historic Ships Committee to compile a database of surviving historic craft which meet the following criteria;

- * Built in the UK before the end of 1946
- * Generally over 40 tons displacement and/or 40ft in length
- * Remaining in the UK, either still sailing or, if laid up, which have the majority of their hull structure intact (i.e. not 'shipwrecks')

The aim of our research is to find out exactly how many historic craft survive. Ultimately the Museum and the Committee want to be able to ensure that a representative sample of the best of Britain's maritime heritage is preserved for future generations to experience and enjoy. Even though your association may not be chiefly concerned with historic craft, it could be that you have members who know of or are owners of such vessels. It is only when we have some knowledge of what does survive, that central funding sources can start ensuring that adequate funding is available to support key ship preservation projects countrywide. This is where I would like to ask for your help.

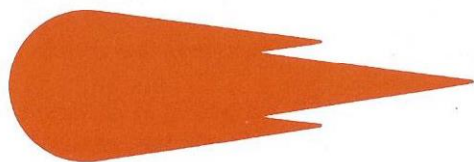
I have enclosed with this letter copies of a new leaflet about the National Register of Historic Vessels which we are launching at the end of August at the *International Festival of the Sea* at Portsmouth. Owners registering their vessels will receive a certificate and also an annual newsletter. I would be most grateful if you could bring the Register and our leaflet to the attention of your members.

Thanking you for your help with this endeavour,
Yours sincerely,

Deanna Groom
Research Officer

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Editor's note: Not really Comet business but some members may be able to help and this would have been a blank page otherwise.



Comet Class Association

Affiliated to the Royal Yachting Association