

# PERIHELION

 55

Summer 2000



## Comet Class Association Newsletter

# NEWSLETTER NUMBER 55 SUMMER 2000

## CONTENTS

CONTENTS	PAGE
CHAIRMAN'S REPORT	2
FIRST SIX AT THE OPEN MEETINGS	4
NOTES FROM THE COMMITTEE	4
RENEWAL VERSE	5
2000 NATIONAL CHAMPIONSHIPS REPORT	6
2000 PHOTOGRAPHIC COMPETITION	7
2000 NATIONAL CHAMPIONSHIPS RESULTS	8
SCENES AT THE NATIONALS	9
SCENES AT THE NATIONALS AND OPEN MEETINGS	10
FORTHCOMING EVENTS	12
PERIHELION	12
ASSOCIATION CHAMPIONSHIPS INFORMATION	13
CHESTER OPEN	14
BANBURY OPEN	15
INTRODUCING . . . REDOUBT S.C.	16
INTRODUCING . . . CARSINGTON S.C.	17
RE-INTRODUCING . . . MERTHYR TYDFIL S.C.	18
<u>MI-NOTES</u>	19
EDITOR'S NOTES	20
TALKING TO . . . WHO NEXT ????????	21
INDEX OF CUSTOMISATION ITEMS, PERIHELIONS 44 - 54	22
NOTICE BOARD	24

Front cover: Our Chairman at the Nationals

(Photo: Michael Cohen)

## CHAIRMAN'S REPORT

Greetings to you all, and especially to those new members who have joined us this year. Whether the Comet is your first boat or you are already an experienced sailor from another class, I am sure you have made a wise choice and will enjoy many years sailing with us. Remember, we are here to help everyone get the best from their sailing so feel free to ask me or any of the other committee members should you need any advice.

I have recently been asked whether the Comet really is a good single-handed boat for a beginner in terms of stability and handling. My answer is yes, or at least as good as any other boat. You see every design of sailing dinghy has its own characteristics and what could be thought a problem by some can be considered a virtue by others. The Comet certainly is a lively little boat in comparison to others and quick reactions are needed to get the best performance from it. However, newcomers to sailing do not have this comparison to worry about and should, with perseverance and sympathetic advice, progress fairly rapidly to a good level of competence. Some people are absolutely fearless in any weather, or perhaps it would be more honest, if tactless, to say they simply have no appreciation of what the conditions are! But for most beginners a gentle zephyr will at first seem like a howling gale and a good breeze or gusty conditions can see them careering out of control at every opportunity - whether in a Comet or any other boat! As your experience progresses you will find yourself willing, happy, and competent to venture out in stronger winds and, at least in the early days, don't be afraid to reef. As well as the ability to reef, Comets have a considerable advantage in being easy to right after a capsize and a lot easier to haul yourself back onboard than with many boats. A good number of sailing schools have adopted the Comet over other single-handers for teaching purposes so their merits are appreciated by the professionals as well as by us enthusiasts! Of course, if you intend to race, and want to do well, you will need plenty of experience to get the best performance from any boat. Then there's the Racing Rules, tactics, tidal awareness, concentration, etc. Even the best of us are still learning - but that's sailing for you!

Our National Championships at Glossop over the May bank holiday weekend were very successful and it was good to see a number of newcomers at the event. The weather was especially good to us and some excellent sailing was enjoyed by all over a range of wind strengths. Many thanks to Glossop and District SC for hosting us. Many thanks too to Stuart and Hilary Gilder for all their hard work and for organising the most enjoyable treasure hunt on the Saturday evening. Congratulations to John Challener of Mudeford SC (Comet 159) for retaining his

title and proving himself equally at home on inland waters as we all know he is on the sea. A full report of the racing can be read elsewhere.

The AGM was held at Glossop on the Sunday evening and a report of some of the items from that will be found in "Notes from the Committee" later in this issue. For my part, I thank you for re-electing me as Chairman for another year and will do my best to live up to the confidence expressed in me. All other officers were re-elected. The rest of the Committee were re-elected, too, with the exception of Stuart Gilder who has stood down after many years of sterling service to us all. Thank you, Stuart, for all your efforts in the past, you will be missed but not forgotten! With a vacant place, we were able to elect Paul Hinde (Comet 641) who we had co-opted last year. Other co-opted members are Liz Hossell and Nick Warren (Comet 745).

Apart from the Nationals, we have already had six open meetings as I write, of which I have been pleased to get to five. There will have been more by the time you are reading this. As last year, there are some new faces on the circuit and I hope to see even more of you as time goes on. My usual words of encouragement, if you are at all interested in racing and whatever your standard do make a point of coming to at least one or two of the open meetings this year. You will be surprised what a friendly and welcoming bunch Comet sailors are and what a good day out a visit to another club can be.

Come to Mudeford! The Association Championships are at Mudeford on the 5th and 6th August and it should be a great weekend. A very friendly club with sailing on sheltered tidal waters, this event deserves all our support. I know some have already booked for the Mudeford Week Regatta which immediately precedes our event so why not make this a family holiday in a very attractive part of the country and join us for the weekend.

We need your support, too, for the Millennium Regatta at Chipstead SC on 29th and 30th August. This promises to be a memorable event and will bring all classes of Comet Dinghies together in a feast of sailing and social activity. It is aimed at cruisers as much as racers. It is hoped it may prove the way ahead for future years and proffers much to those of you who don't usually race as well as those who do. There are some good prizes on offer for all!

That's it for now. Enjoy your sailing, enjoy your Comet.

Henry Jagers, Chairman.

## FIRST SIX AT THE OPEN MEETINGS

### NORTHERN AREA

#### Winsford Flash

1	500	H Jagers
2	745	N Warren
3	650	P Hossell
4	585	B Herring
5	726	T Walsh
6	648	B Hamilton

### EASTERN AREA

#### Fishers Green

1	323	A Walter
2	117	M Thompson
3	700	J Windibank
4	500	H Jagers
5	621	G Flemons
6	518	R Ballam

### CENTRAL AREA

#### Banbury

1	636	I Coppenhall
2	427	M Coppenhall
3	500	H Jagers
4	762	R Stevenson
5	645	T Ellison
6	670	P Hayes

#### Chester

1	500	H Jagers
2	633	J Edwards
3	585	B Herring
4	670	P Hayes
5	762	R Stevenson
6	650	P Hossell

#### Crawley

1	188	S Thompson
2	711	B Welham
3	99	P Luttmann
4	700	J Windibank
5	518	R Ballam
6	117	M Thompson

### WESTERN AREA

#### Sutton Bingham

1	460	M Govier
2	419	P Govier
3	707	D Coleman
4	500	H Jagers
5	623	R Newton

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.

## NOTES FROM THE COMMITTEE

1. The motion to increase the membership fees from 1st January was passed at the AGM. The secretary apologises for not having set out the arguments in the last edition of Perihelion. Suffice it to say that without this increase, the prospects for next year were grim.

2. We are looking forward to the Millennium event at Chipstead. The organising committee asked for sponsorship, and we have agreed to provide a prize for each of the Pursuit races. These will be awarded to the boat finishing in a particular position which will have been chosen at random and which will not be revealed until the race ends. It all sounds great fun. We'll see you there!

3. Keith Bullock and Len Dean put forward a proposal for the AGM. Unfortunately, it arrived too late for the meeting to consider. However, their letter has been forwarded to Andrew who will be considering the idea and responding in due course.

4. Now that the last date for membership renewal is past we are updating the data base - a tedious job! Once that has been done, we will be writing to all those people who have not renewed, inviting them to do so. So, if you are reading this in someone else's copy of Perihelion, and wondering why your copy didn't arrive .....

5. There is a constant demand for previously owned Comets, so if you know of one which has outlived it's usefulness to it's current owner, why not suggest that they sell it? Tony Ellison will be pleased to put it on the website, and Alan Browning keeps a list of boats for sale. (addresses and telephone numbers inside front cover. Ed)

Norah Gould, Hon Secretary

## ● RENEWAL VERSE !

Comment found on the renewal sheet, Comet 436:

Can't think of anything to say -----  
except that it's a joy to pay  
subscriptions annually to you  
for Comet sailors, old and new,  
to have fun throughout the year  
at clubs both far and near.

This year, Comets, everywhere  
make a date, find time to spare,  
come to Chipstead - join the fun  
to celebrate the Millenium.

## 2000 NATIONAL CHAMPIONSHIPS REPORT

The Millennium Comet Nationals took place over the May bank holiday weekend at Glossop & District Sailing club, to the east of Manchester.

Thirty four Comets, from Crawley to the Severn and from Chester to Carsington, benefited from mainly steady force 3 Easterly winds with patches of bright sunshine in an exciting three days of sailing on the 160 acres of Torside Reservoir.

The practice race saw the wind drop at the wing mark of the first lap, with Ian Coppenhall first round it gaining 150 yds as others wallowed. He led comfortably all round, and won from Debbie Degge and John Windibank. This early win by a Junior served due warning to the fleet of what was to come.

Phillip Hossell led the fleet to the windward mark on the first points race but was overtaken by Ian Coppenhall, Debbie Degge and Mark Coppenhall as the wind dropped to force 1 during the second lap. John Challenger contrived a capsized as the wind freshened, losing the 3rd place he had clawed up to from his early mid-fleet position. Henry Jagers came through the leading group to take 3rd in front of Hossell, Mark Coppenhall, Emma Coppenhall, Roger Lemmon and John Edwards who had swapped places throughout the race. Ian Coppenhall and Debbie Degge maintained their positions to finish 1st and 2nd.

Richard Smallwood led the pack at the start of the second points race, breaking through the line first but was unable to hold his position at the windward mark as Mark Wilkins rounded first, followed by Challenger and Ian Coppenhall. In strengthening winds, John Coppenhall rolled his Comet violently and capsized twice but bravely continued despite losing a good place to finish 23rd but win the Race Officer's prize for "the right stuff". (results sheet gives 14<sup>th</sup> not 23rd Ed.). Ian Coppenhall won from Degge and Mark Wilkins.

Sunday was bright in patches with a force 3 which unfortunately backed and veered as cloud formations passed, resulting in the beat on the first race of the day becoming port biased on some laps. The resulting procession was led throughout by Challenger with Ian Coppenhall 2nd and Guy Wilkins 3<sup>rd</sup>.

The fourth points race gave the spectators full view of a tremendous tacking battle up the length of the lake to a windward mark near the clubhouse. Boats spread right across the beat with Simon Thompson rounding behind Guy Wilkins but overtaking him on the downwind legs to lead on the second lap. Challenger joined battle at the front and led on the 3rd lap but was deposed by Thompson on the 4th.

Challener regained the lead at the finish from Thompson and Guy Wilkins, with Paul Luttmann frequently threatening to show in the top group but finishing 6th.

The next race required a pathfinder to lead the fleet round a double-P that ensured high-speed reaches in the force 3 - 4 wind. A perfect start by the fleet on a tight line was led by Degge who held off Challener for 3 laps but chose the wrong side of the lake for the final beat and dropped to 3rd behind Challener & Mark Coppenhall. Groups of boats changed position throughout the race and Windibank and Mark Coppenhall couldn't be separated at the finish, being given equal 10th.

Bank Holiday Monday was a rarity - warm, sunny and an Easterly that held at force 3 until the final leg of the last race. In the sixth points race Challener again led from start to finish on a course where boats spread right across the lake on the beat and downwind leg.

With the series result in the bag, Challener rested himself for the final race that used the whole lake and gave spectators the chance to hear the sailors on the beat as well as see them. Ian Coppenhall came through in first after a fierce struggle with Degge to cement his second overall and Annette Walker came through in 3rd place for a deserved podium finish.

## ● 2000 PHOTOGRAPHIC COMPETITION

1999 produced a record number of entries for the competition. Many of these have been published in Perihelion over the past year and have also been of tremendous value to us at exhibitions and in other publicity material. I hope this year you will be at least as enthusiastic in sending us your photos, and remember, we want to see more in the "Fun" category this time!

**Purpose** - to supply photos for us to use and/or publish in any way and free of charge for the good of the Association.

**Entry** - free, send as many as you like but enclose stamped addressed envelope or label if you want them returned.

**Prizes** - A first prize of £15 and runners-up prize of £10 will be awarded in each of the categories "Comet Racing" and "Comet Fun".

The judging panel to be appointed by the Chairman. Judges will not be eligible for prizes.

**Closing date and address for entries** - All entries must be received by 29th September at the latest. All photos submitted to Perihelion are entered automatically. Alternatively send to Henry Jaggers.

Henry Jaggers



# 2000 NATIONAL CHAMPIONSHIPS RESULTS

				Races: 1 2 3 4 5 6 7 Pts									
1	159	John	Challener	Mudford	10	1	1	1	1	1	dns	5	
2	636	Ian	Coppenhall	Hunts	1	4	2	5	2	3	1	9	
3	777	Debbie	Degge	Barley Green	2	9	4	13	3	2	2	13	
4	657	Mark	Wilkins	Chipstead	3	2	5	8	6	11	7	23	
5	353	Guy	Wilkins	Chipstead	dns	dns	3	3	8	5	4	23	
6	99	Paul	Luttman	Crawley Mariners	17	3	16	6	4	4	9	26	
7	188	Simon	Thompson	Crawley Mariners	13	8	17	2	5	9	5	29	
8	427	Mark	Coppenhall	Hunts	6	13	8	4	10.5	6	8	32	
9	650	Phillip	Hossell	Evesham	5	11	11	9	13	10	10	45	
10	711	Brian	Welham	Taplow Lake	16	rtd	6	15	12	7	6	46	
11	700	John	Windibank	Chipstead	ocs	5	ocs	7	10.5	8	21	51.5	
12	500	Henry	Jaggers	Staunton Harold	4	19	14	10	21	17	15	60	
13	117	Michael	Thompson	Crawley Mariners	15	6	13	28	9	18	18	61	
14	565	Richard	Smallwood	Frensham Pond	14	7	ocs	19	16	12	12	61	
15	323	Annette	Walter	Welwyn	11	24	19	18	17	13	3	62	
16	745	Nick	Warren	Littleton	12	15	12	12	14	19	13	63	
17	308	Stephen	Lemmon	Severn	20	rtd	7	11	15	22	14	67	
18	488	Emma	Coppenhall	Hunts	7	18	18	16	20	15	11	67	
19	673	Roger	Lemmon	Severn	8	10	20	17	18	27	17	70	
20	532	John	Coppenhall	Hunts	22	14	15	21	27	14	20	81	
21	670	Peter	Heyes	Redesmere	dns	dns	10	14	7	28	26	85	
22	633	John	Edwards	Chester	9	rtd	21	23	28	16	16	85	
23	518	Robin	Ballam	Crawley Mariners	21	22	9	22	19	20	25	91	
24	621	Gordon	Flemons	Chipstead	23	17	22	20	23	23	22	104	
25	707	Derek	Coleman	Coney	25	12	26	25	24	21	24	106	
26	641	Paul	Hinde	Middle Nene	18	16	25	27	25	30	23	107	
27	100	Steve	Bellamy	Winsford Flash	26	20	23	26	26	dns	dns	121	
28	643	Keith	Appleby	Carsington	27	21	24	24	29	26	29	122	
29	585	Brian	Herring	Winsford Flash	28	23	27	30	22	24	30	124	
30	762	Ros	Stevenson	Winsford Flash	19	dns	28	29	rtd	25	27	128	
31	50	Diana	Thompson	Crawley Mariners	29	25	rtd	31	30	29	19	132	
32	424	Penny	Vere	Upton Warren	rtd	dns	rtd	32	31	32	28	156	
33	438	Guy	Benson	Redesmere	rtd	dns	dns	rtd	32	33	31	159	
34	115	Roger	Monks	Winsford Flash	24	dns	dns	dns	rtd	31	dns	160	

## Prize winners

**Champion:** JOHN CHALLENGER

**Runner-up:** IAN COPPENHALL

**Lady champion:** DEBBIE DEGGE

**Team prize:** CHIPSTEAD  
 Mark Wilkins 4th  
 Guy Wilkins, 5th  
 John Windibank 11th

**Junior prize:** Mark Coppenhall

**Veteran prize:** Brian Welham

**Ladies prize:** Annette Walter

**First Championship:** Stephen Lemmon

**Committee prize:** John Coppenhall

## SCENES AT THE NATIONALS



Champion John Challener



Andrew in the beach party



Just look at the view ! (Glossop)



Some of the prizewinners

l-r: John Windibank, Ian Coppenhall, John Challener, Debbie Degge, Paul Luttmann, Simon Thompson, Annette Walter

## SCENES AT THE NATIONALS AND OPEN MEETINGS



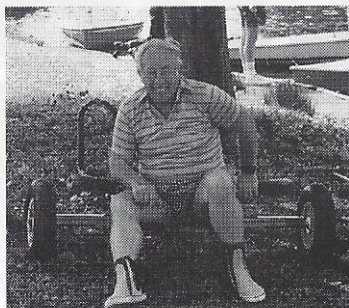
A start on the first day



Stephen Lemmon, Brian Herring, Robin Ballam, Roger Lemmon , Steve Bellamy



Debbie Degge



A happy Treasurer !



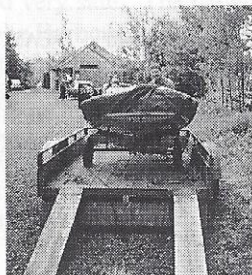
Henry: "Starboard Diana !" (At Fishers Green)



Another pretty venue (Staunton Harold)



Mark Govier, winner  
at Sutton Bingham



A different kind of road trailer !  
(Chris Weston, Comet 211)



Winners at Banbury: Mark Coppenhall, Ian Coppenhall, Henry Jagers

## FORTHCOMING EVENTS

JULY -1<sup>st</sup> OCTOBER 2000

<u>Date</u>	<u>Club</u>	<u>Area</u>	<u>Contact</u>	<u>Telephone</u>
Sat 1 July	Combs	NORTH	<b>Peter Meddows</b>	<b>0161 434 7505</b>
SUN 2 July	Hillhead	SOUTH	Paul Drew	01329 667666
Sat 8 July	Cotswold	<b>TRAINING DAY</b>	Peter Haddrell	01249 720097
SUN 9 July	Naseby	CENTRAL	Chris Weston	01858 545226
Sat 15 July	Cotswold	WEST	Peter Haddrell	01249 720097
SUN 16 July	Aylesbury	CENTRAL	Mike Palmer	01296 436414
Sat 22 July	Redoubt	WEST	Jeff Clarke	01303 813213
<b>Sat-Sun</b> <b>5 - 6 Aug</b>	<b>ASSOCIATION CHAMPIONSHIPS</b> <b>MUDEFORD S.C.</b>		<b>Mike Roach</b>	<b>01202 477553</b>
SUN 13 Aug	Hampton Pier	EAST	Geoff Gambrill	01227 361156
Sat 19 Aug	Carsington	NORTH	Keith Appleby	01332 840612
<b>Tue - Wed</b> <b>29 - 30 Aug</b>	<b>COMET MILLENIUM SPECIAL EVENT</b> <b>CHIPSTEAD S.C.</b>		John Windibank	01474 325653
Sat 2 Sept	Staunton Harold	EAST	Trish Moore	01509 261845
Sat 9 Sept	Littleton	SOUTH	Nick Warren	01344 623591
SUN 10 Sept	Arden	CENTRAL	Clive Marlow	01684 562808
Sat 30 Sept	Merthyr Tydfil	WEST	Mark Govier	01222 778459
Sat 30 Sept	Pingewood	<b>TRAINING DAY</b>	Norah Gould	01635 298074
SUN 1 Oct	Pingewood	SOUTH	Norah Gould	01635 298074

(Note: Contacts at Combs and Mudeford have changed, see above)

## PERIHELION

The next issue will be circulated in September 2000. Contributions to me by the end of August please.

Editor.

## ASSOCIATION CHAMPIONSHIPS INFORMATION

The Association Championships (Tidals) will be held at Mudeford S.C. on 5<sup>th</sup> - 6<sup>th</sup> August 2000. It is preceded (29<sup>th</sup> July - 4<sup>th</sup> August) by Mudeford week which is a lighthearted event with a mixture of series racing, fun races and a wide variety of social events to suit all ages and tastes. For the racing the Comet is one of the classes specified. Details of all this from the new Mudeford Sailing Secretary:

Mike Roach  
5, Foxwood Avenue,  
Christchurch,  
BH23 3JZ

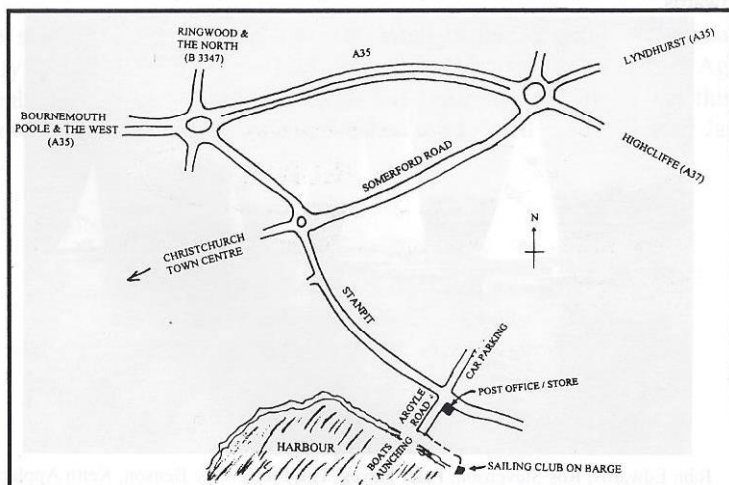
Tel: 01202 477553

Vital information: Saturday 5<sup>th</sup> August: Briefing 1300 hrs, First race 1400 hrs

Sunday 6<sup>th</sup> August: First race 1500 hrs, Prizes 1900 hrs (ish)

Mudeford S.C. was introduced in Perihelion 38 (page 25). Sailing is in Christchurch Harbour which is shallow and very safe. The Clubhouse is situated at the very safest and most scenic point in the Harbour, overlooking Stanpit Marsh Nature Reserve. It is a fully rigged Dutch barge, moored against the Harbour shore and provides a galley, changing rooms, (but no bar) and wonderful views across the Harbour.

Note: There is no vehicle access to the club, the boat park is by Argyle Road.



## CHESTER OPEN

There was a good turn-out of 9 Comets for the second of the Northern Area Aphelion Trophy events for the year 2000 held on the river Dee at Chester on 13th May. With visitors travelling from Severn, Staunton Harold, Carsington, Winsford Flash and Redesmere Sailing Clubs competitors were faced with a testing variable light southerly wind which provided an entertaining days sailing for participants and spectators alike.

In the first race John Edwards led for the first lap only to be overtaken by Henry Jagers who held his lead to the finish of the 6 lap race from John and Peter Hayes.

The Race Officers retained the same long beat course for the second race and, with the lead position frequently changing, Henry finally crossed the line ahead of John and Ros Stevenson.

With the event winner already established all boats took to the water for the final race on a changed course. Brian Herring took an early lead only to be overtaken by Henry who went on to win from Brian and Peter.

### Final Results :-

1	500	Henry Jagers	Staunton Harold.
2	633	John Edwards	Chester
3	585	Brian Herring	Winsford Flash
4	670	Peter Hayes	Redesmere
5	762	Ros Stevenson	Winsford Flash

John Edwards



John Edwards, Ros Stevenson, Peter Hayes, Tim Finch, Guy Benson, Keith Appleby

## BANBURY OPEN

In its 50th year Banbury Sailing Club hosted its second Comet open meeting on 20th May. Twenty seven boats took part with visitors from Naseby, Cransley, Hunts, Staunton Harold, Winsford Flash, Chipstead, Littleton, Middle Nene, Severn, Redesmere, Coney and and BLYM. In all thirteen clubs and twelve Banbury Comets participated.

The weather forecast was a light to gentle breeze from the South West with the prospect of rain later.

The first race was scheduled for four laps but in a light wind the course was shortened to three laps for which action the Race Officer received a resounding cheer from the fleet. Derek Coleman made it first to the windward mark but slipped down the field finishing fourth. Ian Coppenhall made his way through the field to finish first finally overtaking his brother Mark on the last lap with Henry Jagers finishing a strong third.

The wind strength increased somewhat for the second race with Ian Coppenhall leading all the way. Second place was hotly contested between Ros Stevenson and Mark Coppenhall with Ros gaining the advantage at the last mark, Tony Ellison finished fourth.

At the start of the final race the wind strength had lessened somewhat and a strongly contested start line had four boats forced to restart. Again the Coppenhall brothers led the race with Ian finishing on top for the third time. Matthew Packer, a Banbury Junior, finished third - well clear of Henry Jagers in fourth.

### Overall Results:

1	636	Ian Coppenhall	Hunts
2	427	Mark Coppenhall	Hunts
3	500	Henry Jagers	Staunton Harold
4	762	Ros Stevenson	Winsford Flash
5	645	Tony Ellison	Littleton
6	670	Peter Hayes	Redesmere



## INTRODUCING ... REDOUBT S.C.

The Redoubt Sailing Club, at West Hythe, Kent, was formed on the 1st of May 1967 and moved in 1978 to it's current location (Grid reference TR 135 333). It has been extended since then and the club house now has changing rooms and limited facilities for serving refreshments. The sailing area is an inland lake formed from quarry workings and gravel extraction still takes place to the West of the club. There is ample parking space and plenty of room within the boat park area. Like many other clubs we also share our water with the Cinque Ports Angling society.

The strengths of the club are the safe, all year sailing environment and the training capability for both youngsters and adults. Many people have learnt to sail at the Redoubt club and moved on to other clubs or big boat sailing. The focus is primarily on sailing with off water facilities at a minimum, however a number of social activities take place, mostly during the winter months, these include an annual dinner dance, quiz nights, rambles etc.

In the past both Scorpion and Miracle Class Associations have held open meetings at the Redoubt and in 2000 this is being extended to include a joint Comet and Streaker class open meeting.

The Club owns three rescue boats with engines, six Topper sailing dinghies and two Optimist sailing dinghies. The Toppers and Optimists can be hired by Members. They are also used for Club courses.

The Club became a recognised RYA training establishment in 1978 and courses are run by Club Instructors based on the RYA teaching programme. Race training is also run alongside the novice course. The Principle of the training establishment is Mike Smailes, one of the club's founder members.

Dinghy racing takes place every Sunday from April until the end of February and on Wednesday evenings during the summer. In all our events, both on and off the water, the Club strives to maintain the friendly family atmosphere that has been built up over the years, and because of this, plus the safety of inland water, many youngsters can sail in conditions that would not normally be practical.

The club web site is [www.redoubt-sc.fsnet.co.uk](http://www.redoubt-sc.fsnet.co.uk)

Jeff Clarke (Comet 295)

## INTRODUCING ... CARSINGTON S.C.

### A New Venue for 2000

This year is a first for us and we hope that we can attract a large turnout to the Comet open meeting at Carsington Water, so I make no apologies for what may turn out to be something of an advert. We are a part of the Northern circuit but are well worth a visit from afar. We are a very large Club with over 700 members but only 3 Comets. Other boats have opens, so this year we took the plunge after considering the idea for some time. The time is never right but with new regions being drawn and the Central Region coming into being, a new venue for the North seemed like a good idea at the time.

Carsington is on the edge of the Peak District National Park, north of Derby and in the triangle between Ashbourne, Belper and Wirksworth. A new reservoir, completed in 1992, there are over 700 acres of water, of which 400 acres are available for sailing, the remainder being kept as a nature reserve. The water is about 200 metres above sea level in a beautiful setting and with the wind relatively uninterrupted.

We do share the water with a commercial water sports centre, but there are no powered boats allowed other than rescue. The open is on a Saturday (19th August) and there will be normal Club Sailing. This means that there is likely to be some keelboat racing, some cruising and a fair amount of social sailing and maybe some training courses. This is no problem with more than enough room to go round and plenty of interest going on. Those not sailing could try a walk round the water (but it is about 7 to 8 miles), alternatively it is a very popular bike ride with the neighbouring Visitor Centre providing a hire service.

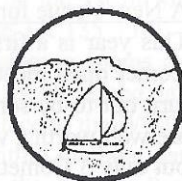
Access is easy in many ways. There are plenty of road signs (the brown ones) indicating the way to Carsington Water from many miles away. The launching is from a gently sloping (gravel) shoreline and the club has plenty of parking.

I did warn that I was likely to lapse into advertising mode, but I hope that we can make a success of a first Comet event here. Being a large venue with a lot of activity we may be a bit less informal but the clubhouse is of a high standard with large changing rooms and showers. We cannot put up a big home fleet but do come and enjoy a new venue, an attractive area, and a big water.

For any more information please contact either of us  
Keith Appleby 01332 840612  
Jack Thompson 01335 330511

## RE-INTRODUCING MERTHYR TYDFIL S.C.

Our club has one of the most beautiful settings in the whole of the UK with over 100 hectares (280 acres) of water surrounded by the southern mountains of the Brecon Beacons National Park. We believe that we are the highest sailing club in the UK, with the clubhouse sitting on the 330m contour line (1100ft). But, when you visit MTSC, you will not notice your Comet going any slower due to the thinner air acting on its sail. Even the non-sailing members of your family can enjoy a lovely day out, with a gentle stroll around the reservoir or not so gentle walk UP the hills or simply relaxing and enjoying the views. The younger members of the family in age or heart may also enjoy a trip on the steam train, which now passes the sailing club.



### History

Merthyr Tydfil Sailing Club was formed in 1967, when it initially had permission to sail a maximum of just two boats on Cyfartha Park Lake near the centre of Merthyr Tydfil. It then expanded to a maximum of 25 boats sailing on the Brecon Beacons reservoir. In 1970 the club obtained a lease from the Welsh Water Authority to sail and develop club facilities on the much larger Pontsticill reservoir where the limit is 150 boats on almost 280 acres of water.

The site as originally taken over was empty but for some derelict buildings and a rudimentary access track. So far the club has developed a private access road with car park, a large dinghy park, launching slipways and a very pleasant clubhouse with refreshment facilities, changing rooms and a patio.

### Sailing

We are a very diverse club, sailing everything from boards to 20ft cats including five Comets and ages range from 5 to 75 with abilities to match. General handicap racing is organised on Sundays throughout the sailing season, this running from mid-March to Boxing Day. There are spring, summer, autumn and winter series with a cup for each and many more cup races throughout the year, with several on Saturdays and bank holidays. During most of the season there is sailing on Saturdays, this is a more informal affair with people just cruising, teaching others or organising small races. During the summer months, members who live close enough to get there in time organise their own series for Wednesday evenings. Several training days are held each year to assist new members gain more skills and help encourage them to take part in the racing.

Mark Govier, Comet 460

## MI-NOTES

I have had no contributions on the Mino this quarter so I use this space to catalogue the writings that have been printed in past Perihelions.

### Perihelion page

30	9	Brian Rothwell.	<u>"A cruising rig for the Comet"</u> .
39	18	Tony Thomas	<u>"A Mino-riety of one at the Nationals"</u> .
40	22	John Finch	<u>"Mino-ing"</u>
40	23	Keith Lamdin	<u>"Not a minority of one"</u> .
41	20	Alan Browning	<u>"Comet - Mino comparison - part 1"</u> .
42	13	Committee	<u>"Use of the Mino rig at Comet events"</u> .
42	39	Tony Thomas	<u>"More on the Mino guidelines"</u> .
44	14	John Regnard:	<u>"The Mino is not a Comet"</u> .
45	31	Jane Mansfield	<u>"14 Comets at Banbury and mine's a Mino"</u> .
46	9	Tony Thomas	<u>"Mino handicap and marking"</u> .
54	6	Committee	<u>"Mino rig"</u>

When there is space in future "Mi-notes I will extract comments on the Mino from the "Talking to . . ." articles. Note that my comparison between the Mino and the Comet was theoretical only, I still await someone to write part 2, a sailing comparison.

Editor

## EDITOR'S NOTES

No "Talking to . . ." article this time, but on the facing page I suggest a "different tack", chatting with a group of Comet owners from a club. The objective is to hear from many "middle-of-the-fleet" sailors. I plan to try this in the Autumn for the Winter issue and have a tentative agreement with Crawley Mariners Y.C. for the first chat.

You will find articles introducing the two clubs running Comet opens for the first time, Redoubt and Carsington and also a page re-introducing Merthyr Tydfil S.C.. The entries at Merthyr have not been too good recently, I know it's a long way to drive for many, but that club is obviously in an area of great natural beauty. Their meeting is the last in the Western Aphelion series, on 30<sup>th</sup> September.

I have had no contributions from Mino owners recently, so in the Mi-notes article I give an index of where in earlier Perihelions you can find articles referring to the Mino.

Many thanks to our photographers. Michael Cohen for the cover, the upper photos of page 9 and the sailing shots on page 10. Henry Jagers took the other two on page 9. Norah Gould provided the shot of Derek (p10) and all those on page 11. Liz Hossell sent in the Chester open photo. You may notice that I am now selecting more pictures featuring middle-of-the-fleet sailors.

For the future, how about a line or two from the members taking part in the Nationals for the first time. There were quite a few of you and I'm sure you have some memorable impressions of the event.

I confess that it was I who asked the Chairman whether the Comet really is a good single-handed boat for a beginners in terms of stability and handling. I'm not sure that I agree with him about "progressing fairly rapidly". Comments on this topic are invited.

### E-mail

Note that our Chairman and Treasurer, and perhaps more importantly results man Phil Hossell, now have e-mail addresses.

I don't plan to get a Fax or e-mail equipment myself yet (unless Perihelion contributions dry up completely). It seems though that these "new-fangled" inventions are not always vital, it was most pleasant to have the Chairman's Report and Norah's photographs delivered to me **personally** by them (and Henry lives 150 miles away!).

## TALKING TO . . . WHO NEXT ????????

### “Talking to . . .” articles

I have now produced sixteen “Talking to . . .” articles involving 21 people. They have taken me to Crawley, London, Glossop, Maidstone, Dunstable, Wittering, Maidenhead, Great Missenden, Guildford and Evesham. Of the 21 people, more than half can be described as “top Comet sailors” and four were specialists in other ways (Andrew Simmons, Margaret Hylton, Liz Hossell and Norah Gould). Seven were ladies. All were mainly, if not exclusively, concerned with Comet racing, and from the point of view of those of us who are not front-of-the-fleet sailors, these are just the people from whom much is to be learned. Indeed, learning about the Comet has been my main spur in conducting these interviews and spending much time putting them into Perihelion articles. I have thoroughly enjoyed this and hope that many members have found the articles interesting and helpful.

### Technique articles

In addition to the interviews, on behalf of members I’d met I requested articles on Comet racing techniques and other topics that I had heard mentioned frequently, capsized recovery, strong wind sailing and so on. These appeared in issues 29 to 33 and were also written by top Comet sailors.

### Where do we go from here?

**I think it is time to involve a wider selection of sailors** and doing so might help the Committee to do its best for ALL owners. I am thinking of arranging chats with groups of Comet owners at their own club. This will of course involve many middle-of-the-fleet sailors and I hope the accounts of such chats will prove interesting to members. They will I am sure highlight problems which have been encountered and perhaps throw up some useful ideas too.

Other suggestions for interviews are of course always welcome.

Alan Browning, Editor

## INDEX OF CUSTOMIZATION ITEMS, PERIHELIONS 44 - 54

Over the past three years nearly 50 ideas have been printed in Perihelion, the bulk of which do not flout the Comet Class measurement rules. Below is an index of them. They are serially numbered and each is given a code letter A, B, R, Y or Z:

- A: Definitely within class rules
- B: Believed to be within class rules, but may require a General Meeting resolution
- R: Out of class, but can be removed for racing
- Y: Believed to be out of class
- Z: Definitely out of class.

- 1 A Burgee tube in the upper mast
- 2 A P.t.f.e insert in the mast socket
- 3 A Ratchet block
- 4 A Kicker ring and plate system
- 5 A Boom mainsheet connection eye
- 10 A Launching trolley cradle for club use
- 11 A Spar tidy, for club use
- 12 A Clew tie down.
- 13 A Thin ropes
- 14 A Hand hold for mast settepping
- 15 A Doubling the kicker purchase on a standard Comet
- 16 A Outhaul quick release hook
- 17 A Deck pulleys for increasing the outhaul purchase.
- 18 A Deck pulleys for increasing the Cunningham purchase.
- 19 A Plastic tube burgee mount
- 20 A Mainsheet stop
- 27 A Making little hawks float
- 28 A Hawk and burgee lie detectors
- 30 A Towing two Comets on one standard trailer
- 31 A Hitching the outhaul rope to the mast with a snap shackle
- 32 A 8:1 outhaul
- 33 A Avoiding hitching the downhaul rope to the boom
- 34 A Tight clew downhaul
- 36 A Inclinometer
- 38 A Long outhaul rope to avoid sail flogging at launch
- 40 A Increasing control line purchase
- 41 A Gentry tufts for sail setting on the beat
- 42 A Rubbing strake

- 43 A Modified kicker with jamming cleat above the deck  
 44 A Cascade kicker pulley system  
 45 A Outhaul connection using only one dog-clip
- 6 B Boom to block snap shackle.  
 7 B Inversion recovery rope  
 21 B Preventing the mast and boom from filling with water.  
 22 B Mast thrust bearing  
 26 B Restraining dagger boards in a capsized  
 29 B Protecting plastic self-bailers  
 37 B Ropes to assist climbing in after capsized  
 46 B Grab strap
- 8 R Grab straps  
 9 R Spinnaker  
 35 R Avoiding lateral instability on the run  
 39 R Shock cord to hold the boom out on a run
- 24 Z Comet/Laser cross  
 25 Z Comet trapeze

The descriptions of these items will be found in articles entitled "Customising your Comet" as follows:

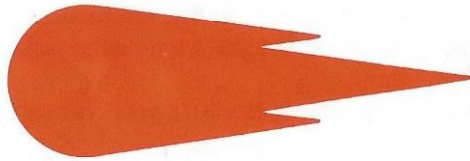
- Items 1 to 11: Perihelion 44 (Autumn 1997)  
 Items 12 to 25: Perihelion 45 (Winter 97/98)  
 Items 26 to 35: Perihelion 46 (Spring 1998)  
 Items 36 to 41: Perihelion 48 (Autumn 1998)  
 Items 42 and 43: Perihelion 53 (Winter 99-00)

I have given the numbers 44 and 45 to rigging details on the display Club Comet at the 1999 Sailboat (Perihelion 51, page 36) and number 46 to the suggestion of a grab strap received this year as a comment on Bill Webster's renewal sheet (Perihelion 54, page 34). In addition there have been a couple of tips from Brian Welham on using a plastic bottle to protect the mast foot and polishing the mast joint to avoid it sticking (Perihelion 51, page 22).

Some of these listed items were found in early issues of Perihelion and I will look through again to see if I have missed anything worthwhile. Perhaps another booklet "Comet customisation and sailing hints" is called for ?

Editor





# **Comet Class Association**

Affiliated to the Royal Yachting Association