PERIHELION

60

Autumn 2001

Comet Class Association Newsletter

NEWSLETTER NUMBER 60
AUTUMN 2001

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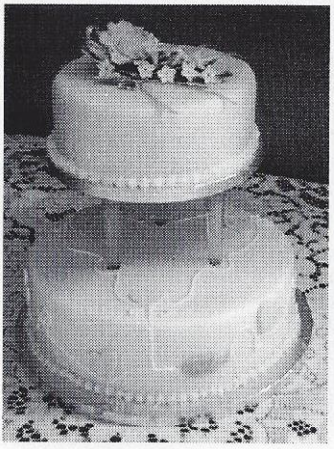
Cover picture: Henry and Norah Jaggers cutting the cake at their wedding reception (Photo: Anne Browning)

WEDDING OF THE YEAR

Norah and Henry were married on 11th August in Kingsclere. Comets were well represented: Norah's daughter Nancy Gould was one of the bridesmaids and best man was Derek Coleman. And so it should be, for it was through Comets that Norah and Henry met. As Derek said at the reception "it was all Andrew Simmons' fault"!



The cake was decorated with Comet logos

The happy couple

At the reception:

Cutting the cake

A toast to the bridesmaids

Best man replies, and reads the cards

Henry and Norah

CHAIRMAN'S REPORT

And so, dear reader, I married her.

From the list of committee names and addresses inside the front cover, you may think our AGM produced a new Hon Secretary. Not so! I am proud to report that Norah and I were married on the 11th August. Thank you all for the sincere congratulations and good wishes we received. We were also delighted to see so many Comet sailors and other sailing friends at our reception, and thank you, Ann Hooper, for coming specially to take photos after the ceremony. Derek was my very Best Man and got me to the starting line on time.

Naturally we started our honeymoon by attending the Cransley open the day after the wedding and were treated to something of a surprise party after the sailing. Thank you Ros et al., it's not many couples who have two wedding cakes, both superb, and both with Comet symbols!

We have now moved so please note our new address and phone number. Although a bit more remote than before, we should still be able to get to most Comet venues, if not quite as regularly as in previous years. We rather expect a constant stream of visitors here, too, do look us up if you are in the area.

As well as the contents of our two former homes with all the trappings of life that could possibly be acquired by any mortal (hoarders both), three cats and one dog, Comet 1, "Numero Uno" has also moved to Devon and is currently enjoying the fine view over Beer and the sea from our back garden. It is still our plan to restore her on behalf of the Association but with the move and everything this is likely to be later rather than sooner. Meanwhile, if anyone has any recollections of her history, especially any photos from earlier years, then please let me know.

Our 2001 National Championships were a great success with 40 entrants: something of a record for a tidal venue! Portland Harbour really did prove to be a superb location and the weather was very kind over the three days with a range of winds to suit all tastes. We all enjoyed some really good sailing and the championship remained open right to the last race. Indeed, this year the seven races had five different winners! Congratulations to all who took part. You should find a full report of the event later in this issue.

As you know, we shared the venue with Trios, Duos, and Zeroes, and seeing our builder, Andrew Simmons, sailing in the midst of such a fine large fleet of Comet Dinghies' boats I could not help but think how proud he should be of his creation.

The Association is not always uncritical of the builder but thank you, Andy, and thank you for organising this event. Thanks, too, to Weymouth and Portland Sailing Academy.

The AGM was well-attended and you will find details of the key points discussed in "Notes from the Committee". I will just repeat my thanks to Phil and Liz for their service over the years and extend a warm welcome to Ros Stevenson.

In the last issue I put in a plea for more articles and photos on general, social, and non-racing matters. I do not know if there has been much response yet as I do not usually see the full Perihelion until after publication. In any case, I hope the next issue will prove equally or more fruitful. It has surely been a fine and busy summer for sailing and Comet sailors so let's hear what you've been up to!

Good Sailing,

Henry Jaggers, Chairman

NOTES FROM THE COMMITTEE

1. Following the Annual General Meeting during the National Championships, there are some changes to your Committee:

Liz and Phillip Hossell have resigned from the Committee after several years of valuable service. Liz has shown flair and imagination in buying trophies and mementoes for the Championships and the Aphelion and Orbital events, while Phillip has processed and managed the results data. He has provided us with the Aphelion and Orbital placings and written comprehensive and informative articles for Perihelion. Phillip has also been involved when there have been issues in respect of racing and scoring, bringing his considerable experience to tease out problems for the class.
We were pleased to be able to make a small presentation to them both at the Annual General Meeting and to extend the thanks of you all.

Paul Hinde has agreed to process the results, has been working with Phillip for a while and is looking at suitable computer software to make the task as stress-free as possible.

Ros Stevenson has agreed to join the Committee as Trophy Buyer. She has a been doing an excellent job with trophies for her home club, Winsford Flash, and we look forward to welcoming her to the Committee.

2. Derek Coleman, our Treasurer, announced that he will not be seeking re-election to the Committee next year, feeling that 10 years service as Treasurer is sufficient. If you would like to follow in his footsteps, please give him a ring to discuss the implications and the amount of work involved. It would be nice to have a volunteer, rather than having to press-gang someone!

3. The motion proposed by Keith Bullock and Len Dean was discussed fully at the Annual General Meeting. The main points made related to the fact that the proposed modifications would compromise the Comet's one design status unless all boats were adapted, and that there were a number of safety issues involved. In a vote, there was no support for the motion.

4. The National Championships at Weymouth and Portland were well attended, and the comments on the venue were favourable. It was good to see the other Comet classes on the water too, and to have the opportunity to socialise with other helms. Thanks go to Andrew Simmons for the planning and negotiations.
As a Committee we would appreciate your comments on the event. If they are favourable, then we may look at a similar high-profile venue for the Nationals in 2003.

5. We have been made very welcome at Middle Nene and Cransley and look forward to Severn. Thank you to those responsible for organising these new events, reports on which should appear elsewhere in Perihelion.

6. Thank you again to Banbury, Shearwater, Chester and Sutton Bingham for rescheduling events cancelled because of foot and mouth, and to Pingewood for organising an extra Open meeting.

7. Welcome back to all of the people who rejoined after receiving a letter from the Treasurer and Secretary. For general information, the renewal slip will be found in the December issue of Perihelion.

8. The secretary will soon be starting to put together next year's programme of events. Please give her a ring if you have any suggestions or comments to make, or dates and venues to offer.

9. Lastly, you may have noticed that your secretary has a new name and address. Thank you for all of your good wishes for our marriage and new home.

Norah Jaggers, Class Secretary

COMMITTEE CHANGES

Committee 2000/2001

Back row (left to right): Derek Coleman (Treasurer), Phil Hossell (Results), Nick Warren, Paul Hinde, Henry Jaggers (Chairman), Alan Browning (Newsletter)

Front row (left to right): Liz Hossell (Trophies), Norah Jaggers (Secretary).

Committee 2001/2002

Liz and Phil Hossell have stood down. Results coordinator now Paul Hinde, Trophies now organised by Ros Stevenson

NATIONAL CHAMPIONSHIPS REPORT

The sailing area with vessels large and small.

The National Championships of the Comet, Zero, Trio and the Tidal Championships of the Duo were held at Weymouth and Portland Sailing Academy on August 25th-27th. Race officer Dr Frank Newton set excellent courses in Portland Harbour with all four fleets sharing but starting at five-minute intervals.

Saturday's first race was postponed until a gentle sea breeze set in. A P-shape course was laid but, with shifting wind, reaches turned into beats etc. The Comet single-handers were the second off with 40 entries, a record for a "sea" Nationals. Newcomer Alan Bennett from the Mirrors had first place with Henry Jaggers and Peter Hayes in their new Comets second and third. The second race was won by Simon Thompson with Henry and John Windibank behind.

Sunday dawned with a fresh breeze but this soon decreased to a force 3. This time a Slalom type course was set with a long beat followed by four reaches, great for asymmetric spinnaker Trios, and just as good for Comets! In the Comets, a new order of John Challener, Ian Coppenhall and Mark Wilkins finished 1,2,3 in

the first two races but Ian secured first place in Sunday's last race with Alan Bennett back in the running in second and Robin Ballam third.

Monday had clear blue skies and lovely views of the Dorset coastline beyond the harbour breakwater but with what seemed like a force 5 blowing. A P-shape course was laid. The Comets had John Challener back in front with Stephen Lemmon second and Robert Hamilton third. The last race saw Mark back on form after a change of sail with Dave Harris second and John third, clinching the title for him.

Everyone agreed the event was a great success with four small friendly classes, albeit related, successfully sharing a prestigious venue with professional organisation and challenging racing.

A big thanks to Weymouth & Portland Sailing Academy for a great event.

Andrew Simmons

A "galaxy" of Comets of all types!

NATIONAL CHAMPIONSHIPS RESULTS

					Race	1	2	3	4	5	6	7	Pts
1	159	**JOHN**	**CHALLENER**	Mudeford		5	7	1	1	9	1	3	11
2	636	**Ian**	**Coppenhall**	Hunts		4	15	2	2	1	4	21	13
3	657	**Mark**	**Wilkins**	Chipstead		6	4	3	3	5	8	1	16
4	620	**Alan**	**Bennett**	Shustoke		1	6	10	10	2	5	8	22
5	673	**Dave**	**Harris**	Severn		22	8	8	4	6	6	2	26
6	168	**Stephen**	**Lemmon**	Severn		10	10	4	11	10	2	15	36
7	188	**Simon**	**Thompson**	Crawley M		9	1	11	5	12	14	20	38
8	700	**John**	**Windibank**	Chipstead		16	3	7	8	20	10	11	39
9	750	Richard	Smallwood	Frensham P		17	16	6	6	7	7	19	42
10	803	Peter	Hayes	Redesmere		3	25	9	9	15	24	9	45
11	800	**Henry**	**Jaggers**	Staunton H		2	2	26	22	18	41	6	50
12	150	Robert	Hamilton	Taplow L		12	29	5	13	23	3	18	51
13	427	Mark	Coppenhall	Hunts		8	9	12	18	41	11	12	52
14	518	Robin	Ballam	Crawley M		21	5	15	33	3	9	26	53
15	730	Brian	Herring	Winsford F		25	14	13	7	17	15	14	63
16	745	Nick	Warren	Littleton		23	11	18	14	25	21	4	68
17	645	Tony	Ellison	Littleton		26	19	14	12	14	16	13	69
18	724	Roger	Lemmon	Severn		15	30	16	24	4	19	22	76
19	650	Phillip	Hossell	Severn		29	13	22	20	22	12	10	77
20	488	**Emma**	**Coppenhall**	Hunts		11	24	21	21	8	22	17	78
21	303	Derek	Coleman	Coney		19	17	24	19	11	17	24	83
22	641	Paul	Hinde	Middle Nene		41	31	17	16	26	20	5	84
23	63	Chris	Robinson	Burghfield		13	22	20	17	21	18	16	84
24	323	Annette	Walter	Welwyn G C		7	12	30	32	16	31	23	88
25	117	Michael	Thompson	Crawley M		20	34	25	26	24	13	7	89
26	532	John	Coppenhall	Hunts		24	21	23	28	13	23	25	104
27	778	David	Chesworth	Chipstead		18	20	29	30	19	25	29	111
28	247	Barry	O'Herlihy	Chipstead		14	23	41	15	33	41	28	113
29	436	Nancy	Gould	Pingewood		41	41	19	23	28	26	32	128
30	633	John	Edwards	Chester		31	18	41	27	32	41	27	135
31	643	Keith	Appleby	Carsington		27	33	28	25	27	41	30	137
32	611	**Philip**	**Walter**	Welwyn G C		32	26	27	29	29	27	34	138
33	50	Diana	Thompson	Crawley M		28	27	41	37	30	30	31	146
34	344	Nigel	Boarder	Severn		33	32	31	31	34	41	41	161
35	762	Ros	Stevenson	Winsford F		30	28	41	34	31	41	41	164
36	500	**Stu**	**Meese**	Brightlingsea		41	41	33	35	35	28	33	164
37	237	**Laura**	**Cruttenden (M)**	Crawley M		35	35	32	36	36	29	35	166
38	68	John	Dyer	Castle Cove		34	41	35	41	37	32	41	179
39	249	**Amanda**	**Rea (M)**	Crawley M		36	36	34	38	38	41	41	182
40	561	Guy	Wilkins	Chipstead		41	41	41	41	41	41	41	205

("M" signifies Mino rig)

Prizewinners

National Champion: JOHN CHALLENER
Place prizes: 2nd to 7th
First Lady: Emma Coppenhall
First Veteran: Henry Jaggers
First Ancient Mariner: John Windibank
First Junior: Amanda Rea (who happened to be sailing a Mino)
First Newcomer: Stu Meese
First Mino: Laura Cruttenden

Team Trophy:

1. Severn (Dave Harris, Stephen Lemmon, Roger Lemmon)
2. Hunts
3. Chipstead
4. Crawley Mariners
5. Winsford Flash

Committee prize: Philip Walter (for being last of the standard Comets, having finished all seven races)

All competitors received a stick of Weymouth rock as a memento which was embellised with a comet sticker designed, printed and donated by the Comet Association Chairman, depicting emblems of all the Comet dinghies.

Left to right: John Challener, Peter Hayes, Henry Jaggers and some Trios with the Dorset cliffs in the background.

FORTHCOMING EVENTS

END OF SEPTEMBER AND OCTOBER 2001

Date	Club	Area	Contact	Telephone
Sat 29 Sept	Chester	NORTH	John Edwards	01829 781234
SUN 30 Sept	Merthyr Tydfil	WEST	Mark Govier	01222 778459
Sat 6 Oct	Redesmere	**TRAINING DAY**	Tim Baker	01477 534238
SUN 7 Oct	Redesmere	NORTH	Tim Baker	01477 534238
SUN 14 Oct	Kingsmead	SOUTH	Geoff Kempton	01753 885782

Please telephone before travelling.

SUBSCRIPTIONS FOR 2002

REMINDER. Your renewal slip will be in or attached to Perihelion 61, the Winter issue. If you have not received same by the third week in January, give me a call to remedy the situation. You will not get Perihelion 62 until you have renewed your subscription.

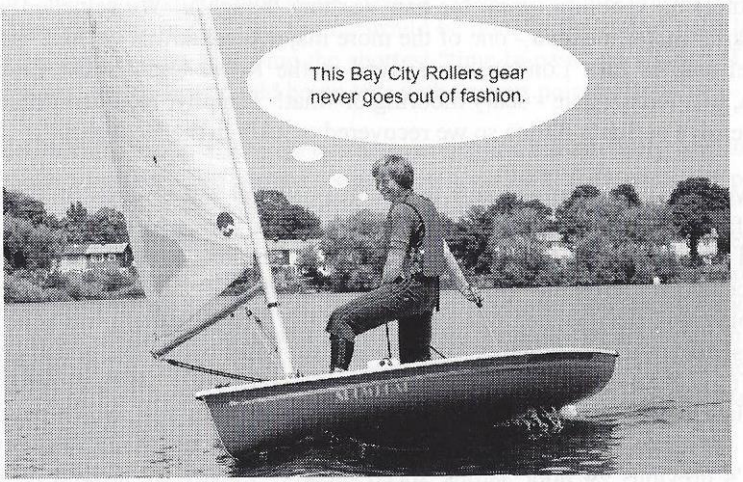
Derek (Treasurer) 01243 672520

PERIHELION

The next issue of Perihelion will be circulated in December 2001. **Contributions to me by Friday 23rd November please**. As last year this is a few days earlier than usual but it is well away from the last two meetings of the season. This is to ensure that my editorial activity is not hampered by Christmas preparations and ease the task of the printers and distributors.

Alan Browning, Editor

At the Nationals, Tony Ellison leading this little gaggle.



Comet fun at Littleton. This is a photo from Walter De'Ath.
(Note: this demonstrates that I can put in photos via email)

CRUISING - BUT NOT IN A COMET

In response to Henry's request in Perihelion 59, inquiring what others things we do, I should like to put my hand up and explain my recent absence from dinghy sailing.

To cut a long story short, I have been sailing, only this time in bigger boats, sunning myself in the Mediterranean Sea, Indian Ocean, south and north Atlantic and also the Caribbean sea!

A total of 14,000 nautical miles, visiting 12 islands, mooring at 21 different locations, the South African mainland three times, in two different yachts, one a 41' Victory ketch, the other an Oyster 56.

The trip started in September 2000, with a 36 hour coach trip to Bayona in north west Spain, and meeting the Victory 41. From there four of us sailed to Gibraltar, onto Valletta in Malta, then to Marmaris, Turkey. I came home, and the yacht sailed onto the Seychelles via the Suez Canal for Christmas - missing the pirates, which now 'hit' one in three yachts in that part of the world. I rejoined her this January, and with three men, took 19 days to sail to Richards Bay, north of Durban. In hindsight, we think we were on the edge of Cyclone Dera for the latter part of this trip - the weather and conditions were atrocious! Unbelievable thunderstorms crashing all around us all night long, often with torrential rain, so absolutely no visibility (great for hair washing though!). We refuelled, and got the starter motor mended - one of the more major breakdowns we had. And after a brief stop in East London, we arrived at the Royal Cape Yacht Club, Cape Town, in a force 9 gale - scary mooring or what! Happily, food and drink is very inexpensive in South Africa so we recovered quickly in the local bar!

Twelve days later (and as many adventures), we set sail towards St Helena (my very favourite island stop of the whole trip) then Fernando de Noronha, a tiny island off Brazil (bit of a language difficulty there, none of us spoke Portuguese). We celebrated crossing the equator on the 26th March, at 06.45 am with chocolate and champagne! Past the mouth of the Amazon - there was almost black river sediment in the Atlantic some 30 nautical miles out to sea, which lasted for some three days - possibly a spread of 300 plus square nms which surprised us all. (Brilliant fishing - we caught an 100 lb. Wahoo or King fish, which fed the four of us for seven days!).We had splendid winds in the 'doldrums', and broke the yacht's previous 24 hour sailing speed record. Finally we arrived in Tobago, ready to chill out in the Caribbean forever!

Regrettably I only managed six weeks there. I visited seven islands, and joined an all girl crew on an Oyster 56, for the sail back to the UK. I was never expecting to sail home across the north Atlantic, so didn't have the necessary warm clothing - and it was perishing cold and wet after the tropics, so I flew home from the Azores in the middle of June.

I have no excuse now for not sailing my Comet, only the English water does seem very cold and uninviting all of a sudden, I have so many memories of never-ending horizons of tropical blue seas and warm temperatures. Also I fear my wetsuit may be a little too tight now - whoops!

Ann Hooper (Comet 43)

COMETS CRUISING ON A LAKE ?

Here's a thought: Would Comet owners be interested in sailing in close groups, fairly socially, with no premium on sailing as fast as possible? In a creative moment I wondered if a "Flotilla Competition" would be attractive. What I mean is social group sailing with a bit of competition in it, the main object being, unlike a race, to keep the spread of the group as small as possible.

Simple rules for it could be groups of equal size starting at, say, 10 minute intervals, sailing an agreed number of laps. At the end of each lap the groups would cross a line where an official would record the time taken for them to pass by, ie the time between the bow of the leading boat crossing the line and the stern of the last boat clearing it. This timing would be done at the end of each lap, the winner being the group achieving the shortest "time-to-pass" on any lap. To vary the difficulty, timing lines could be on legs with various points of sailing.

It would be in the group's interest to start together and remain fairly well together throughout, ideally in line-abreast, conversing socially if they wish and perhaps the more experienced encouraging those of lesser experience. The "faster" helms would of course have to sail at the speed of the slowest, a challenge for them, and no physical contact would be allowed (eg towing). An exception to this could be assistance in a capsize or getting stuck in the reeds (or transferring food and drinks). Most of the usual perks of cruising could no doubt be arranged on shore, eg sunbathing, ice creams, pub visits, cream teas, etc.. And of course the boats don't have to be all the same, all the Comet types could sail together, and any other classes too within reason. No fuss about "one-design"!

Any good ? Comments welcomed.

Editor.

FIRST SIX AT THE OPEN MEETINGS

NORTHERN AREA

Combs

1	636	I Coppenhall
2	800	H Jaggers
3	670	P Hayes
4	532	J Coppenhall
5	585	B Herring
6	100	S Bellamy

NORTHERN AREA

Carsington

1	636	I Coppenhall
2	374	J Thompson
3	800	H Jaggers
4	780	P Mountford
5	633	J Edwards
6	532	J Coppenhall

SOUTHERN AREA

Taplow Lake

1	636	I Coppenhall
2	188	S Thompson
3	150	M Hamilton
4	518	R Ballam
5	800	H Jaggers
6	711	B Welham

SOUTHERN AREA

Aylesbury

1	427	M Coppenhall
2	518	R Ballam
3	687	I Hylton
4	711	B Welham
5	323	A Walter
6	801	A Best

SOUTHERN AREA

Frensham Pond

1	636	I Coppenhall
2	626	L Dean
3	700	J Windibank
4	711	B Welham
5	800	H Jaggers
6	750	R Smallwood

SOUTHERN AREA

Mudeford

1	750	R Smallwood
2	711	B Welham
3	707	D Coleman
4	611	P Walter
5	323	A Walter
6	675	M Squirrel

EASTERN AREA

Chipstead

1	636	I Coppenhall
2	561	G Wilkins
3	657	M Wilkins
4	700	J Windibank
5	518	R Ballam
6	532	J Coppenhall

WESTERN AREA

Redditch

1	636	I Coppenhall
2	777	D Degge
3	427	M Coppenhall
4	620	A Bennett
5	650	P Hossell
6	800	H Jaggers

CENTRAL AREA

Middle Nene

1	636	I Coppenhall
2	800	H Jaggers
3	650	P Hossell
4	532	J Coppenhall
5	211	C Weston
6	641	P Hinde

CENTRAL AREA

Naseby

1	636	I Coppenhall
2	620	A Bennett
3	800	H Jaggers
4	427	M Coppenhall
5	532	J Coppenhall
6	670	P Hayes

CENTRAL AREA

Cransley

1	636	I Coppenhall
2	427	M Coppenhall
3	650	P Hossell
4	620	A Bennett
5	800	H Jaggers
6	532	J Coppenhall

CENTRAL AREA

Banbury

1	636	I Coppenhall
2	427	M Coppenhall
3	620	A Bennett
4	801	A Best
5	730	B Herring
6	707	D Coleman

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.

AYLESBURY OPEN

With all the problems the recreational area has suffered in the early part of the year, we were as concerned as everybody else that this year's open could become a victim of foot and mouth controls. Fortunately, this was not to be, and eleven visitors took on seven Aylesbury sailors for the three-race programme.

The weather was kind, and a gentle breeze, with a few gusts to catch the unwary, made the first two races very competitive. Mark Coppenhall was in no mood to take prisoners, and won both races. Aylesbury's Andrew Kemp put up an excellent performance to take second place in the first race, and 5th place in both the second and third. Brian Welham finished third in the first race, and would have been highly placed in the second too, had he not been distracted by the spectators, and turned away a few metres before the finish line, thinking he had finished. By the time he had corrected the error, others had sneaked through, so that mistake sadly. cost Brian third place overall on the day, but helped Robin Ballam to a final second place.

The third race produced that perennial Aylesbury problem, very little wind. This was not enough to deter Mark Coppenhall from his third win, and made him undisputed leader for the whole day. Ian Hylton, who had spent the early races hiding further down the fleet, put up a stalwart performance to finish second in the race, and third overall on the day. Annette Walter returned to claim the prize for First Lady, with a very creditable sixth place overall to go with it.

For the last few years this meeting has been the personal jousting arena of Rob Kerry and Phil Hossell. It was nice to see them both at it again, and I'm glad I had not put my shirt on their retaining their first and second placings. Both were well up the fleet, but it was nice to have some changes too.

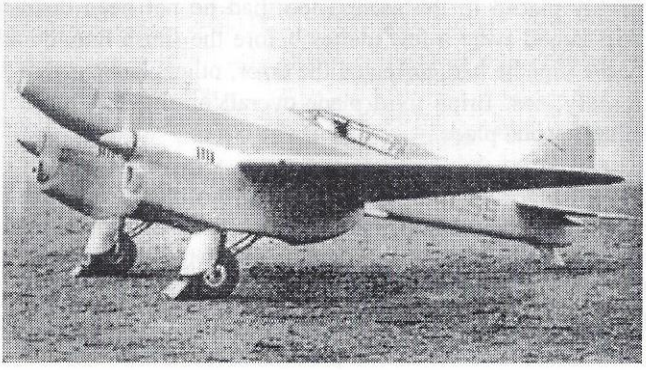
Our thanks go to all the visitors who take the time and trouble to come to Aylesbury. This is the one time of the year when we natives can measure ourselves against many of the best helms in the Comet class. Sometimes, we even manage to do quite well against them. What this meeting does, more than anything else, is keep the Comet class alive and thriving in Aylesbury Sailing Club. We hope you all feel up to coming back next year.

Overall results:

1	Mark Coppenhall	Hunts	10	John Coppenhall	Hunts
2	Robin Ballam	Crawley M	11	Phil Walter	Welwyn G.C
3	Ian Hylton	Aylesbury	12	Chris Robinson	Burghfield
4	Andrew Kemp	Aylesbury	13	Alex Leslie	Aylesbury
5	Brian Welham	Taplow Lake	14	Peter Mountford	Manor Park
6	Annette Walker	Welwyn G.C.	15	Alistair McVean	Aylesbury
7	Rob Kerry	Aylesbury	16	Martin Woodman	Haversham
8	Tony Best	Taplow Lake	17	John Major	Aylesbury
9	Phil Hossell	Severn	18	John Hynan	Aylesbury

First Lady: Annette Walter
First Junior: Andrew Kemp

WHAT'S THIS ?



(answer on page 27)

BANBURY OPEN

Twenty boats competed in the third Comet Open at Banbury on Saturday 18th August with 12 visitors and 8 Banbury boats. This was a rearranged event postponed, from earlier in the season, due to the foot and mouth epidemic. Visitors travelled to the event from: Burghfield, Hunts, Middle Nene, Shustoke, Severn, Winsford Flash, Manor Park and Taplow Lake sailing clubs.

The first race started in a very light wind in a general easterly direction with all the fleet getting away on port tack. Tony Best was first to tack and round the first mark, closely followed by Derek Coleman, and Mark Coppenhall. By the end of the first lap the eventual winner, Ian Coppenhall, had established a comfortable lead over his brother Mark with Brian Herring in third and Tony in fourth place. With a course shortened to 3 laps Ian and Mark took first and second places with Alan Bennett climbing up into third ahead of Brian in forth and Tony in fifth.

The second race started in a light shower with Derek again getting away to a good start and rounding the first mark ahead of Ian and Tony. Derek fell back down the fleet - eventually finishing seventh. Tony was overtaken by Alan and Mark. First Ian, second Alan, third Mark, fourth Tony, fifth Brian.

With overall first place in the bag, Ian led the fleet all the way in the third race. Brother Mark finished a strong second after a good race with Alan in third, Tony in fourth and Derek fifth. Brian crossed the finish line in sixth place but capsized on top of the outer limit mark then, on re-rounding he re-crossed the line in thirteenth place.

Overall results

1	636	Ian Coppenhall	Hunts
2	427	Mark Coppenhall	Hunts
3	620	Alan Bennett	Shustoke
4	801	Tony Best	Taplow Lake
5	730	Brian Herring	Winsford Flash
6	707	Derek Coleman	Coney

Eb Brown (Comet 53)

TAPLOW LAKE OPEN

The meeting was staged in light but very variable winds, in which beats regularly turned into runs and vice-versa. So totally different courses had to be set for each race.

In the first race, Ian Coppenhall led all the way and finished well clear of Simon Thompson and Henry Jaggers, followed by Mike Hamilton, fourth, and Robin Ballam, fifth.

In the second race Mike Hamilton reached the first mark well in the lead. Then he realised he did not know which was the second mark. So he had to wait for the following boats to catch up to find out. Inevitably, that resulted in his finishing second behind Ian Coppenhall, so that decided the overall winner of the event. Despite his unfortunate experience at the first mark, Mike Hamilton challenged Ian for the lead a number of times but the latter gained supremacy at the critical time, followed in by Simon Thompson, third, Brian Welham, fourth, and Robin Ballam fifth again.

In the last race, the wind died towards the end, by which time Ian Coppenhall had established a lead that could not be cut back. Similarly, Simon Thompson was clear in second place, but Mike Hamilton and Robin Ballam enjoyed a close tussle right to the line for third place, in which Robin eventually succeeded, followed by Henry Jaggers fifth.

Overall results:

1	Ian Coppenhall	Hunts
2	Simon Thompson	Crawley Mariners
3	Mike Hamilton	Taplow Lake
4	Robin Ballam	Crawley Mariners
5	Henry Jaggers	Staunton Harold
6	Brian Welham	Taplow Lake
7	Richard Smallwood	Frensham Pond
8	John Coppenhall	Hunts
9	Derek Coleman	Coney

(Tony Best, Tony Reeve and Robert Hamilton completed only one race)

Tony Reeve

NASEBY OPEN

Sixteen Comets gathered at Naseby in warm sunny conditions that put a smile on every face. The trees round the lake make this a testing place to sail, rewarding those who are able to read the dead patches and sudden wind shifts.

The first three competitors produced impressively consistent performances - Ian Coppenhall (three firsts), Alan Bennett (two seconds) and Henry Jaggers (two thirds). In Race 1 these three sailors came in a long way ahead of a chasing pack led by Peter Hayes.

In Race 2 the fleet split in two on the first beat. Those on the starboard side were led by 211 Chris Weston (Naseby) who was third to the first mark. 585 Brian Herring (Winsford Flash) also improved and came 6th in this race. Mark Coppenhall was leading at the final mark but failed to cover his brother Ian who crossed the line in front by a boat's length. In third place behind his two sons was John Coppenhall.

In Race 3 Alan Bennett, a newcomer to the class from Mirrors, passed Mark Coppenhall on the second beat and held on to second place. There was a close pack of 10 boats in mid-fleet and 641 Paul Hinde (Middle Nene) got ahead to come home in 4th place.

Overall results:

1	636	I Coppenhall	Hunts	1.5 pts
2	620	A Bennett	Shustoke	4
3	800	H Jaggers	Staunton Harold	6
4	427	M Coppenhall	Hunts	7
5	532	J Coppenhall	Hunts	8
6	670	P Hayes	Winsford Flash	9

Chris Weston

HAMPTON PIER OPEN

Unfortunately there were only 6 Comets competing, with the addition of 2 club members sailing Minos. This was probably due to the Nationals in Weymouth the previous weekend.

The race officer set a triangular course, with a Committee Boat start and racing took place at the same time as club handicap racing for the Stop Gap Trophy.

For race 1 the wind was a steady force 4 with a choppy sea. John Windibank soon took an early lead, followed by Mark Wilkins and Chris Robinson, and apart from minor changes during the race these three held on to their positions for the 4 laps. John Coppenhall was also in contention for a place until he capsized in the last lap, letting the rest of the fleet sail past him.

In race 2 the wind had started to ease slightly and positions changed slightly from race 1, with Mark taking the early lead and holding on to it for the duration of the race, with John Windibank following on in 2nd place. Chris held 3rd position for the first 3 laps, only to lose out to John Coppenhall in the final lap.

Race 3 was shortened to 2 laps, due to lack of time and the fact that the wind was dropping away rapidly. With only 5 starters Mark again took the lead. By now the tide had changed and was flowing outwards, this meant that all the boats were taking an inshore course on the beat, to avoid the tide. Final placings were 1st Mark, 2nd John Windibank and 3rd Chris.

Tactics certainly played a part in the day's racing and those that took the tides into account certainly took the lead positions. I took part too, but sailing a Mino was near the back of the fleet, but it was a good experience.

An enjoyable, if not exhausting, day's sailing was had by all and much thanks must go to Geoff and Joanne Gambrill, as race officers, who organised the racing, together with their crews in the safety boats.

Overall Results:

1	657	Mark Wilkins	Chipstead
2	700	John Windibank	Chipstead
3	63	Chris Robinson	Burghfield

The meeting completed the Eastern Aphelion competition and the trophy was awarded to Ian Coppenhall, with Mark Wilkins 2nd and John Coppenhall 3rd.

Simon Govier (Mino 377)

YOUR TREASURER'S LUNCH OUT

Newsflash: Knight in shining armour (well, a wetsuit) rescues damsel in distress.

I had been asked by Alan Gilchrist, a former Comet owner, if I would like to join up with a group of Trios on a Saturday in July. They were coming from the Thames Valley area and launching into Chichester Harbour at Chichester Yacht Club to sail the five miles downstream to East Head, which is almost at the mouth of Chichester Harbour.

I launched Comet 303 after rigging at home (80yds) in plenty of time, sailing westwards the two miles plus from East Wittering towards Chichester Harbour. I was past the main part of East Wittering towards West Wittering when I noticed a windsurfer waving their arms aloft ahead of me. It turned out to be a young lady who found she could not cope with the wind and the tide and was being swept eastwards. She had not been able to attract the Windsurf Club.

I managed to assist her aboard whilst she kept hold of the surfboard, then I started to make my way slowly towards West Wittering. After some while I had to change tack and she lost her grip on the surfboard. At that moment the Windsurf Club ski boat arrived, took the young lady aboard and asked me to stay with the surfboard whilst he took the young lady back to their base, which I did. He returned to take the surfboard in tow.

I then carried on (running late) and went close to the shore to avoid the sand bar further out. Down to a few inches of water, I got out to pull the dinghy the twenty yards before deep water again, when the Beach Patrol arrived to tell me that I was not allowed in that area! When I told her what I had been doing, she shrugged her shoulders and walked off. I carried on and into Chichester Harbour and thence to East Head where the Trios had beached their boats and were enjoying their lunch.

My return journey later was uneventful and a lot faster, most of it on a broad reach.

Derek Coleman.

(Who says the days of chivalry are gone? Editor's wife)

HOW DID THE "RIVALS" DO AT THE NATIONALS ?

Imagining that the only legitimate competitors in the 2001 Nationals were those in my Rivals groups A and B (see Perihelion 59, pages 18-19), the results were:

Group A:

		1	2	3	4	5	6	7	Pts
1	**PETER HAYES**	2	5	1	1	3	5	3	10
2	**HENRY JAGGERS**	1	1	6	4	4	7	1	11
3	Robin Ballam	5	2	2	6	1	1	6	11
4	Derek Coleman	3	4	4	2	2	4	5	15
5	Phillip Hossell	6	3	3	3	5	2	4	15
6	Michael Thompson	4	6	5	5	6	3	2	19

Group B:

		1	2	3	4	5	6	7	pts
1	**PAUL HINDE**	4	3	1	2	1	1	1	6
2	Barry O'Herlihy	1	1	4	1	3	4	2	8
3	Diana Thompson	2	2	4	3	2	2	3	11

Had anyone provided prizes for this the winners would have been Peter Hayes and Henry Jaggers in Group A and Paul Hinde again in Group B. What can I say about this?

Group A

There are only six out of the ten in Group A this time and the top three in last time's results are absent, so there are necessarily two new winners. Peter Hayes (absent last time) came top, so well done to him, but again the result was in doubt right up to the last race. Peter (1,1,2,3,3) was very consistent, beating Henry Jaggers (1,1,1,4,4) by just one point. Henry ties on points with Robin Ballam (1,1,2,2,5) but beats him on the tie break on account of his 3 wins. Note there are only 2 points separating the top three places.

Fourth and fifth places are also a tie on points, with Derek beating Phil on tie break to move up higher in the table than he was last time. Note that by deleting all the other competitors the relative order does not necessarily remain the same, in the rivals table Derek is above Phil. (If you don't believe it, please check it yourself). Michael was at the bottom this time but note that he had a 2nd, 3rd and 4th so I hope he enjoyed the day.

Group B

In Group B all three are there this time and Paul Hinde again comes top. He did very well, you will see in the full results that he is above Michael Thompson and close to Derek Coleman. Barry was a worthy second. Diana was at the bottom

again, but note that she was second in two of the races when all three finished. I hope she noticed that.

Top group

Did any of the "Rivals" groups challenge my "top group"? Well not quite. All of the top group bar Guy Wilkins were there in positions 1, 3, 7, 8, 9. Peter Hayes and Henry Jaggers nearly got there being placed 10 and 11 with Robin Ballam and Phil Hossell in 14th and 19th places.

How do these Nationals results affect the selection of Rivals groups? A quick look gives the following averages:

Heidi	Dodd	64
Phillip	Hossell	63
Martin	Vinson	60
Henry	Jaggers	59
Nick	Warren	58
Chris	Robinson	57
Tony	Best	55
Peter	Hayes	54
Robin	Ballam	50
Brian	Welham	49
Michael	Thompson	46
Derek	Coleman	44
Annette	Walter	39
Paul	Hinde	31
Barry	O'Herlihy	23
Diana	Thompson	11

Now, if Rivals competition is to be followed up next season, any selection of the groups is not up to me, but perhaps for a sub-committee. My suggestion, for four groups, is indicated in this table. There are natural breaks where the lines are (well perhaps Derek should be in the second group). The upper group is larger because Heidi and Martin are not active in Comets much at the moment. The lower groups are smaller because the differences in the averages are larger there.

I still feel that the "Rivals Competition" can give interesting non-handicap, non-multi-start competition lower down the fleet, perhaps satisfying "Old and Fat" (see the article "Equal rights for all" in Perihelion 40, page 14). I commend it to the Committee for their consideration. I won't mention it again in Perihelion, unless provoked, but welcome any comments.

Perihelion Editor

COMETS, COMETS, COMETS

You've guessed it - - - the photo on page 20 is another Comet. This time an aircraft, the de Havilland 188 Comet built in about 1934 and used for various purposes, including research and long distance record breaking. One of these records was to Australia and New Zealand.

Editor.

EDITOR'S NOTES

Pride of place in this issue goes to the recent wedding of our Chairman and Secretary, Henry Jaggers and Norah Gould. Ann Hooper took a couple of photos just after the ceremony and the rest of the 4-side feature is based on photos taken at the reception by Anne Browning. We all wish Henry and Norah well for the future. You will find their new address and telephone number on the inside cover.

Thanks too to Anne for the cover photo. She also took a photo of the Committee before the AGM (page 9) when we were all at the Inlands at Littleton. The new Committee is spelt out for you too on that page.

Andrew Simmons reports on the Nationals at Portland together with four superb photos he took there. Thanks Andrew.

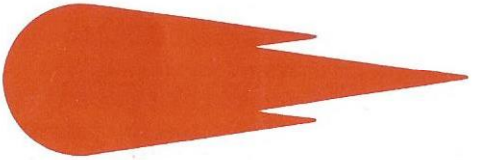
Many thanks to our other contributors: Ann Hooper gives us a report on some sailing experience in a rather larger boat than her Comet and Derek Coleman, our Treasurer, recounts a rescue sortie near his home. Then there are 5 open meeting reports, I was particularly pleased with the one from Hampton Pier which dropped in my letter box only a few days after the event, thanks Simon Govier.

I could not go to the Nationals this year, and the organisers did not run a "Rivals" competition, but I have worked out what it would have been like, which is again very encouraging. I've also updated the data required for the selection of Rivals Groups (adding in the results of the 2001 Nationals). Also, on page 17, I make a suggestion for something that might appeal to "non-racing" Comet owners.

Apart from my aircraft photo on page 20 you will find one other photograph on page 15. This is from Walter De'Ath and, apart from being a delightful snap of a lady called Val at Littleton, it is a demonstration that it is possible to send me photographs by email. That's how it got to me. I'll expound a little on that:

Communication to me by email and fax is a slow way, because I'm not linked up to the net myself, and don't have a fax, these are with my daughter a mile away. I usually only remember to ask her if anything has come in when a deadline is imminent! In addition, the last stage of the email journey is by car on 3.5" floppy discs so high quality photographs can't come that way. Walter sent lower resolution versions to me (JPEG, about 300 kB each) and 4 photos went on one floppy disc. Getting such photos to the printer of Perihelion can of course be done by floppy disc or email without loss of quality.

Alan Browning, Editor



Comet Class Association

Affiliated to the Royal Yachting Association