

PERIHELION

 **75**
Summer 2005



**Comet Class Association
Newsletter**

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Racing rules Clinic Keith Lamdin

Website to Simon Ellis
Money to Richard Smallwood

Open meetings and general information to Nora Jagers

Comet Class Association Website:- www.cometsailing.org.uk

NEWSLETTER NUMBER 75

Summer 2005

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Chairman's Report

Summer 2005



My opening remarks in the last Perihelion seem to have rebounded on me somewhat! We have "had the builders in" which has left us with a lot of work to do. With that and other

local commitments, my Comet sailing has been more curtailed than usual so far this season.

Nevertheless, I have managed to get to a number of open meetings: Shearwater, Fishers Green, Hunts, and Taplow. The competition was as keen and friendly as ever and I hope those of you who went to the ones I missed enjoyed your days out as much as I did. Hunts was a new venue and proved to be a very good place to sail, I do hope we can return there next year.

The Association Championships at Staunton Harold was an event I wasn't going to miss and a very enjoyable weekend it was. We had quite good weather, a fair mixture of wind strengths, and excellent competition. Our new Association Champion, Bill Webber, sailed superbly. The social side was good, too!

I must comment on the experience I had at Taplow. It was a very blustery day with frequent and unpredictable gusts up to 25 knots or so. Almost unsailable at times, especially for lightweights like myself! I retired from the first two races after battling round for a lap or two. Boats were going down all round or getting stuck in irons to windward and there didn't seem much point in my continuing near the back of the fleet. Then, for the final race, Diana Thompson lent me her boat to try. Knowing what the weather conditions were likely to be she had brought a Mino rig with her so she might at least get some sailing in if not actually racing. So, with the Race Officer's agreement, I started that last race with a Mino rig: and a very enjoyable sail it was. After a brief period getting

used to the different rig I found I was in control and could concentrate on tactics and wind shifts instead of on the next capsizes. It flew offwind too but still felt remarkably stable. In those rather extreme conditions, and although not strictly competing in the race, I made my way steadily up through the fleet to finish third on the water! This was the first time I had tried this rig and I can't help thinking it is perhaps time for the Association to give more thought to the place of the Comet Mino.

I have given in to local pressure (it's a very small village) and joined Beer SC. Premises perched high on the cliffs, but you soon get used to the walk. A tiny clubhouse but well equipped, very friendly and superb hot showers. No need to carry loads of gear about either, everyone seems happy to leave everything on the beach under the boat cover, foils and sails included. Extremely steep pebble beach, impossible to pull even a Comet up on its trolley, but the electric winch makes the task quick and easy. A little cove with high cliffs on three sides but fairly easy to get afloat at all states of the tide and with really great views once you're out there. I haven't actually had a race so far being the only member of the handicap "fleet" to turn out, I just start with the Lasers and tag along. And I don't do too badly either! Still not that sure of the waves at times but I'm getting the hang of it and there are advantages – usually less gusty winds than inland and easier to gybe (yes easier, the waves seem to help!). Early days yet but I think I am going to enjoy sailing at Beer! (And perhaps I'll get a Mino rig for the stronger conditions).

This talk of sea sailing brings me to our 2005 National Championships, Lee on the Solent, 27th – 29th August, details enclosed. Do come. An opportunity for us all to relax and sail on this world-renowned stretch of water, hopefully in glorious summer weather. There's plenty too for non-sailors to do and see in the near vicinity. This should be a really good event, what better way to spend a Bank Holiday weekend!

Even if you are not intending to sail in the Nationals, why not come along on the Sunday evening for our AGM? It's your chance to see how the class is going, to have your say in things and to meet some of your fellow Comet sailors. I assure you it won't be too long and boring and we can swap Comet stories over a drink or two at the bar afterwards.

The open meeting at Rugby and Daventry SC, one of our new venues, has had to be

re-scheduled to 17th September (instead of in July). Hope to see you there and at some of the many other events still to come – not forgetting Lee on the Solent!

Good Sailing,
Henry Jagers

Ps. Don't forget the Photographic Competition. To us by the 15th October please.

Notes from the Committee



I started with "well done lan" last time. This time I'll start with "good luck lan", as he sets off for Weymouth and Portland to represent the class at the opening of the National Sailing Academy on June 9th. Once again this is a pursuit race, with 60 classes expected to compete. Unfortunately there is no room for anyone else from the Association to attend as spectators.

2. Our thanks go to Nigel Fern, and Lesley for all their hard work for the Association Championships over May Day Bank Holiday. The weekend was a great success, both on and off the water. With 36 entries there was plenty of competition. Congratulations to Bill Webber from Winsford Flash who is our 2005 Association champion.

3. Plans for the National Championships at Lee-on-the-Solent over the August Bank Holiday are well advanced, thanks to Derek, with support from Richard Smallwood and John Regnard. You will find various contributions from them elsewhere in this edition.

4. The Open events have been held in a variety of weather conditions, and have been well supported. It has been good to meet up with old friends, and to welcome new faces to the circuit. Some, such as Brendon Carroll and Callum Wilson, are sailing boats which are already used to travelling with their previous owners.

5. When you looked at your fixture card which was enclosed with Perihelion 74, you will have realised that there were 28, not 27, Open events. This is because Hampton Sailing Club, on the Thames, asked us at the Dinghy Show to include their meeting in the programme.

6. Rugby and Daventry SC have had to reschedule their event. The new date is Saturday 17th September and you will find a flyer with this Perihelion.

7. Our thanks go to Ian Hodge for agreeing to be our contact with Redoubt. Your Committee sent a small donation for the RNLI in Jeff Clarke's memory, for which Marion has sent thanks, saying that she was able to send approximately £900 to the charity.

8. Your Annual General Meeting will be held at Lee-on-the-Solent, during the National Championships, on Sunday 28th August 2005. The meeting will start at 18.30 or one hour after the end of the last race, whichever is the later. You will find an invitation and provisional agenda with this copy of Perihelion.

9. If you want to put forward a motion for consideration by members at the AGM, please send them to me by August 1st 2005. They must be proposed and seconded by full members of the association.

10. You have already been advised of the views of various members of the committee who feel that it is time for some new faces and new ideas. The Association cannot function without a working Committee, so what can YOU offer? You will find nomination forms with this copy of Perihelion.

Norah Jagers
Class Secretary

COMET CLASS ASSOCIATION
INCOME AND EXPENDITURE FOR 1 JANUARY 2004 TO 31 DECEMBER 2004
 (WITH 2003 FIGURES FOR COMPARISON)

INCOME	NOTES	2003 £	2004 £
MEMBERSHIP FEES	1	2226.00	2754.00
FROM COMET DINGHIES (£12.00 FOR EACH NEW BOAT IN 2004)		36.00	60.00
NATIONAL AND ASSOC. CHAMPS. REVENUE	2	1012.50	628.00
INSURANCE COMMISSION (NOBLE MARINE)	3	938.00	2000.11
BUILDING SOCIETY INTEREST (PORTMAN)	4	77.85	108.23
WEBSITE DONATIONS FOR ADVERTISEMENTS	5	123.00	162.00
DONATIONS AND SALES	6	27.50	72.05
	TOTALS	<u>4440.85</u>	<u>5784.39</u>
 EXPENDITURE			
PRIZES AND ENGRAVING		1191.97	1374.75
PERIHELION AND EDITOR'S COSTS		1253.23	1394.68
EXHIBITION CHARGES		0.00	400.00
RYA AFFILIATION FEE		67.00	70.00
ADVERTISING IN YACHTS AND YACHTING EXPENSES (INC. PETTY CASH: £106.25)	7	359.56	370.13
ADHESIVE LABELS		128.59	343.80
NATIONAL AND INLAND CHAMPIONSHIPS	2	9.00	7.80
		772.50	126.00
	TOTALS	<u>3781.85</u>	<u>4087.16</u>
	NET SURPLUS FOR YEAR	<u>659.00</u>	<u>1697.23</u>

Richard Smallwood Date 31.3.05
 (Comet 750 - Hon. Treasurer)

W John Edwards Date 4.4.05
 (Comet 633 - Hon. Auditor)

NOTES

1. MEMBERSHIP. A membership drive in mid-Summer brought many former members and some new members into the fold! As a result the CCA finished 2004 with 246 members compared with 208 in 2003. There were 146 renewals (2 "family"), 83 new members (1 "family") with old boats, 4 new members with new boats, 11 new members carried over from late 2003, and 2 honorary members. This generated $144+82+4 = 230 \times £12 = £2760$; $3 \times £18 = £54$; total £2814.

2. NAT. CHAMPS. There were 33 entries, including Minos, at the Association Championships at Hampton Pier and 46 at the Nationals at Rutland. Some entry fees for the Nationals were processed through the Association's accounts, and Hampton Pier paid £5.00 per entry to the CCA. Income was down from 2003 but so was expenditure.

3. INS. COMMISSION. Note that the apparently high net surplus for the year (£1,697.23) is distorted by the inclusion of two Insurance Commission payments (for 2003 and 2004) being included in this first "Balance Sheet" for the Comet Class Association. This will be corrected in future years' Balance Sheets.

COMET CLASS ASSOCIATION
BALANCE SHEET AT 31 DECEMBER 2004

ACCUMULATED FUND

BALANCE B'T FWD.	£3,556.65	BALANCE AT BUILDING SOC.	£4,433.02
SURPLUS FOR THE YEAR	<u>£1,697.23</u>	BALANCE AT BANK	£19.63
BALANCE C'D FWD.	<u>£5,253.88</u>	CASH IN HAND	<u>£23.25</u>
		TOTAL	<u>£4,475.90</u>
SUNDRY CREDITORS & ADJUSTMENT [Chairman's Expenses (£50) and Perihelion 73 (£282.13) less £100 deposit paid in advance for Sailboat 2005]	£232.13	SUNDRY DEBTOR [2004 Insurance Commission]	£1,010.11
	<u>£5,486.01</u>		<u>£5,486.01</u>

MEMORANDUM

The Association held the following assets at 31.12.04:

Comet No 1 (nominal value)	£100.00
Stock of Prizes	£203.41
Hon. Secretary's Materials	£98.06
Hon. Treasurer's Materials (Stamps and Envelopes)	<u>£39.44</u>
	TOTAL <u>£440.91</u>

The Total Net Assets of the Comet Class Association
 (Balance Carried Forward plus Assets) on 31.12.04 are therefore:-

Total Net Assets £5,694.79p

Richard Smallwood Date 31.3.05
 (Comet 750 - Hon. Treasurer)

W John Edwards Date 4.4.05
 (Comet 633 - Hon. Auditor)

4. B/S INTEREST. Another nice bonus was received from the Portman Building Society.

5. WEBSITE DONATIONS. A further rise in 2004; only non-members of the Association are asked for a donation when we advertise their Comets on the Website.

6. DONATIONS & SALES. In 2004 this came from sales and miscellaneous donations.

7. EXPENSES. The increase over 2003 is mainly due to the recruitment drive when all known non-member owners were invited by letter to join the CCA.

All in all a very satisfactory year with a net surplus for the year of £1,697.23, but it must be remembered that the 63 new members who joined after 1 August 2004 do not have to pay in 2005 so income is likely to be down in 2005 unless more new members can be recruited.

The net surplus is also distorted by the inclusion of two insurance commissions from Noble Marine (for 2003 and 2004), but this is offset by other adjustments as shown on the Balance Sheet.
 Hon Treasurer

COMET National Championships LEE On The SOLENT Sailing Club

27th to 29th August 2005

By John Regnard - Comet 534

Further to article by Richard Smallwood in the Spring 2005 (No 74) 'Perihelion', I now live very close and it's my pleasure to be a member of LOSSC. The sailing is fantastic! (I recently moved home from Bath, and Shearwater SC, to Lee On The Solent). The following article may interest members.



Richard gave you all a very comprehensive report and lots of excellent tips, information and generalities concerning sailing on the Solent. **Re-read his article now to refresh your memory.** I am not repeating his words but want to try and give you other data that may make your visit to the Nationals a little easier.

DO NOT MISS THIS FINE OPPORTUNITY TO SAIL ON THE RENOWNED MOST POPULAR sailing waters in the United Kingdom.

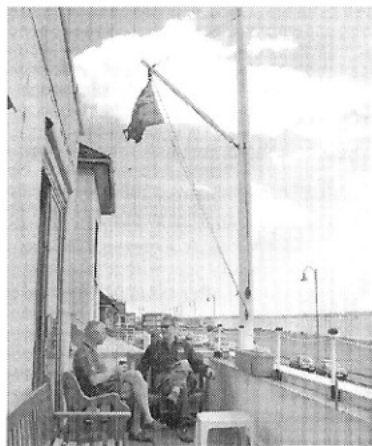
COME along and JOIN in the COMET NATIONALS

The Area has great appeal to residents and visitors alike, so much to see and do. Bring your families along to enjoy the myriad of pleasures, modern shopping centres, recreational activities, ice rink, swimming pool, displays, museums, walks etc., all within easy reach; also Portsmouth City, Historic Dockyard, the new Millennium Spinnaker Tower (350m high) at the harbour entrance, with high up viewing platforms (by lift) - fantastic sights not to be missed - an outstanding area everywhere around. The sailing is second to none and just watching the hundreds of yachts and dinghies out on water is a

sight to behold. There are plenty of seats, grass areas etc.. and a promenade at Lee as well.

LEE On The SOLENT Sailing Club (LOSSC)

LOSSC has an excellent reputation, hosting several Open Meetings & Championships each year on these spectacular waters. The club is 5 miles from M27 motorway Junctions 9 or 11. However, Junction 9 is recommended as Junction 11 is highly congested around Fareham at almost any time. The route from **M27 junction 9** (signposted Fareham West) is via Segensworth roundabout onto **A27 East** lane, continue approx. 1 mile (over roundabout) until reaching a set of traffic lights adjacent to Titchfield Abbey and Titchfield Mill public house at bottom of incline. **Take the outside lane uphill and turn RIGHT** at offset traffic light (in a U turn) then bearing hard left 50 yards after the light, signposted **Stubbington, Lee on Solent and Gosport**. Follow straight along this road (over 2 small roundabouts close together) arriving at Lee On The Solent sea front. Watch out for the **Speed Camera** as you go along towards the Hovercraft slipway! The LOSSC signal station/ boat park is at the far end of Marine Parade on the seaward side. An adjacent car park is on the east side of the signal station/ boat park.



The main club house has a fine sea front setting on the opposite side of the sea front main road with a first floor lounge overlooking a fantastic view of the Solent and Isle of Wight, a fully equipped and staffed bar, and an excellent menu at modest cost. You are requested not to wear shorts in this bar and lounge in the evenings.

During the Championships meals will be available in the main clubhouse for sailors and supporters, and hot and cold snacks will be available at the signal station.



CAR PARKING, including Trailers (as a second vehicle).

Fees are payable in all Council Car Parks for a fee of £3.00 per vehicle per day.

Limited Free Parking is allowed on the main road opposite the Main LOSSC clubhouse (situated on landward side of Marine Parade 100 metres to west of boat park) and other places along Marine Parade going west.

Special arrangements are in hand for CCA members' cars to be parked on the grass to the west of boat park from the public toilets up to the main club house (on opposite side of road) only for duration of the championships. This does not include the area immediately adjacent to the boat park which has recently been re-grassed. At the time of writing it is not clear whether there will be a charge for this parking area.

Trailers are also charged same rate as a car if left a Council car park so you are recommended to utilise the beach area for trolleys by the LOSSC signal station.

Beware! The wardens are extremely efficient in issuing tickets, especially to the sailing fraternity!

ACCOMMODATION

Members needing accommodation are advised to book as early as possible as the Nationals are over August Bank Holiday weekend. Lee on the Solent is a popular seaside resort with miles of shingle beach and fortunately very little of the commercialisation normally associated with resorts. There are plenty of very reasonable cafés, restaurants etc. to suit all tastes and even a chippie close to the boat park! Kingfisher Campsite (www.kingfisher-caravan-park.co.uk) is less than 1 mile further past the signal station at Browdown, has a good reputation and is reasonably priced. Information on B&B, Guest Houses etc.. can be found at: www.visitgosport.org . There is also a useful 'Lee on the Solent Visitors Guide' (Tel: 02392 522944 for a copy).

SAILING FACILITIES

Sailing takes place from a signal station 300 metres SE of the main clubhouse with heated changing facilities, hot showers, and a light refreshments galley. **Public Toilets** are just a few metres along the sea front, adjacent to the boat park/ signal station. Details are on the website: www.lossc.co.uk

SAILING - WIND & TIDAL DATA

The waters have good wind with the prevailing South Westerly creating waves. This wind can increase as the sea breeze joins the east or west direction wind around 2pm. Thus sailors must be prepared for increased winds during the afternoon races. Force 3 wind is ideal for single handed boats to overcome any adverse tidal stream conditions.

However, if the wind is northerly (coming off the mainland), the inshore sailing area can be very flat, almost calm, with wind patterns similar to a lake whereby swirling and calm patches appear without warning, catching out the most expert sailor. Even the less experienced sea sailor has a chance at that elusive 'gold'. The sea breeze kicks in around 2pm daily as the wind then comes from the seaward direction, until around 4pm when the wind decreases again as the sea breeze fades (not always though). Wind less than Force 2 may lead to postponements of racing until a sea breeze kicks in,



to overcome tidal stream problems. Racing courses can be set about one mile offshore in lighter winds to obtain good racing conditions, so be prepared for an earlier start and get out to race area in good time. If stronger wind and/or waves are evident then, once clear of the shoreline, the sea settles into a steady state; it is coming ashore again that needs a little care. (Read Richard's advice again on this aspect).

Tidal stream flow is a feature lake sailors do not often experience. The tidal flow in the Lee on the Solent racing area has a set pattern and demands respect. Double high water occurs in the Solent; I am not going to explain why this occurs in this article but solely to say that numerous different directions and tides can converge in closely associated places on the water creating confusing but understandable advantages for those who study these tidal flows. Fortunately, at Lee you only need to know that the direction is roughly easterly or westerly at predicted states of the tide. Simply put, the tidal flow is **westerly** (along the shoreline) at **2hrs before until 2 hrs after High Water (HW)**, (0.5 to 1.8 knots). Then for **HW +4 until HW -4 it is easterly**, (0.5 to 1.0 knots) (Tide data for Lee is the same as Portsmouth HW times). The faster tidal stream flow is when Spring Tides occur (i.e. Highest HW height) and slower for Neaps (Lowest HW height).

It is very important to use your eyes to take transits to ensure you do not get swept the wrong side of a turning mark (or start line). Look at buoys, moored boats etc.. to assess the tidal flow direction and strength.

The Comet Nationals will be raced with HW on Sat 27th Aug at 1739hrs (4.0m.), Sun 1814hrs (3.7m), Mon 1949hrs (3.6m.) during a Neap Tide period, thus less tidal flow and height with racing near Low Water time.

LAUNCHING & RECOVERY

LOSSC water access has a concrete slipway through a shingle beach. The slipway is fairly shallow gradient and, with Neap tide, will mean easier launching/recovery with just ankles getting wet provided no high wind or waves. You will need to ensure your **rudder blade and centreboard are NOT lowered too early and/or is raised before you come back to the shore**. The tidal flows run across the slipway. At Low Water the bottom is sandy and, if inversion occurs close to shore, masts may get stuck into sand. **Take note of Richard's article concerning stronger winds and waves affecting your boat to avoid damage and difficulties arising.**



DO NOT ATTEMPT to launch or recover from the **LEFT HAND side of the slipway** (facing the sea). There is a 10ft drop due to major transformation of the shoreline and sea defences height, undertaken with new groynes, new outfalls, walls to safeguard properties, promenade etc.. Also the left hand (East) side has a large drying rocky spit between slipway and Eastern groyne at Low Water and with Neap Tides will be a hazard to avoid. The message is **KEEP to RIGHT of slipway (facing sea) at all**

times. Return to the beach area **between slipway & Western groyne facing signal station** rather than directly to the slipway in the first instance, to ensure the slipway is clear and to avoid being swept past the end of the slipway to the East side. Ensure no swimmers are in the area as you approach the beach. It is a Public beach although people are advised not to swim near the slipway. The slipway is a Public slipway and not the sole preserve of LOSSC. Safety boats have priority for launch/recovery.

Plenty of room exists on the shingle beach to 'park' your boat, but please keep boats clear of the signal station team 'line of sight' for start/finish line transit marks (if used).

Finally, come along and have fun, the only way to enjoy sailing to the full.



Any queries - feel free to contact me.

John Regnard (Comet 534)

Tel: 02392 550 426 or Email: jonregnard@aol.com

Mino Rig

The Mino rig is a smaller version of the ordinary Comet rig. I have found it great and a case of going out or not going out, with the amount of wind we have had so far this year.

We have three mino rigs at Winsford ranging from a young girl, Lady with a dodgy knee and a gentleman of 60, and we all have made very good use of them.

Last year at the Nationals at Herne Bay there were seven Mino rigs most of them men who normally sail on the sea and realise it can get rough out there. We raced separately from the ordinary Comets and all had a great time. I hope there will be quite a few at the Nationals this year at Lee-on-Solent, it would be lovely to have enough to make good racing. So come on if you feel a bit nervous about the sea bring the Mino along and let's have some good fun.

If you are interested in a mino rig, just give Andrew a ring.

Ros Stevenson



Mino's at Hampton Pier 2004



ASSOCIATION CHAMPIONSHIP 2005



Staunton Harold Sailing Club

30th April - 1st May

5 races 4 to count

Pos	Sail No	Helm	Club	R1	R2	R3	R4	R5	Nett
1st	107	Bill Webber	Winsford Flash	1	1	8	1	1	4
2nd	620	Alan Bennett	Staunton Harold	DNF	6	2	2	2	12
3rd	168	Stephen Lemmon	Severn	3	4	3	3	3	12
4th	809	Simon Thompson	Crawley Mariners	5	3	4	43	4	16
5th	745	Nick Warren	Littleton	6	5	7	47	11	29
6th	349	Jonathan Lathan	Winsford Flash	8	9	5	34	9	31
7th	780	Peter Mountford	Staunton Harold	9	13	20	6	8	36
8th	711	Brian Welham	Taplow Lake	17	20	10	5	6	38
9th	650	Phillip Hossell	Severn	4	8	14	46	13	39
10th	532	John Coppenhall	Hunts	7	10	22	11	12	40
11th	636	Ian Coppenhall	Hunts	2	2	1	DNF	RAF	41
12th	800	Henry Jagers	Beer	19	16	9	10	7	42
13th	707	Derek Coleman	Coney	10	11	19	4	18	43
14th	496	Peter Thornley	Welwyn Garden C	13	7	23	12	14	46
15th	488	Emma Coppenhall	Hunts	18	12	11	18	10	51
16th	518	Robin Ballam	Crawley Mariners	15	17	12	9	21	53
17th	624	Josie Adams	Staunton Harold	29	15	16	22	5	58
18th	549	Michael Thompson	Crawley Mariner	11	24	21	7	19	58
19th	376	Callum Wilson	Welwyn Garden C	30	21	15	8	15	59
20th	812	Roger Lemmon	Severn	12	14	30	15	25	66
21st	420	Alan Bevan	Merthyr Tydfil	14	19	13	23	20	66
22nd	649	Diana Thompson	Crawley Mariners	27	18	6	24	26	74
23rd	730	Brian Herring	Winsford Flash	16	22	17	34	22	77
24th	828	Cynthia Harness	Swarkestone	25	23	26	14	17	79
25th	643	Keith Appleby	Carsington	21	27	18	25	DNF	91
26th	627	Tony Abbey	Roundhill	23	25	31	21	23	92
27th	820	Ros Stevenson	Winsford Flash	26	DNF	25	19	24	94
28th	641	Paul Hinde	Severn	20	31	24	20	30	94
29th	271	Jennifer Lemmon	Severn	DNF	29	27	29	16	101
30th	483	Nigel Fern	Staunton Harold	22	28	32	26	27	103
31st	205	Rhian Bevan	Roundmill	24	26	29	28	28	106
32nd	438	Guy Benson	Redesmere	28	30	33	27	31	116
33rd	724	Helen Leivers	Severn	DNF	32	28	30	29	119
34th	190	Dean Jones	Swarkestone	DNF	34	34	31	32	131
35th	688	Hilary Weatherdor	Staunton Harold	31	33	DNF	33	DNF	134
36th	824	Linda Pullen	Staunton Harold	DNF	35	DNF	32	33	136

Prizes

Champion :	Bill Webber	Lady :	Emma Coppenhall
2nd :	Alan Bennet	Junior :	Callum Wilson
3rd :	Stephen Lemmon	Newcomer :	Tony Abbey
4th :	Simon Thompson	Committee :	Paul Hinde
Ancient Mariner :	Brian Welham	Veteran :	Phil Hossell

Association Prize Winners



Results from Paul Hinde
Photographs by Nora Jagers

OPEN MEETING REPORTS

2005 Banbury Comet Open

The 2005 Banbury Comet Open was held on Saturday 14th May. 10 boats ventured out onto the water in a strong south-easterly breeze. The Duty officer, Vic Gyselynck, apologised for the wind direction – as this produces the most flukey conditions on the Banbury water.

The first race saw Banbury Comet Fleet captain Phil Henman capsizing twice before the start and taking no further part in the days racing. Ian Coppenhall finished strongly from Alan Bennett with Ian's father John in third place and John Mountfield forth.

After the usual excellent Banbury lunch, the fleet took to the water again over the same course. Ian Coppenhall and Alan Bennett held onto their first and second places but this time Peter Mountfield beat John Coppenhall for third place

With no change in the conditions and all places except first and second still to fight for the fleet took to the water for the third race. This time round Alan Bennett beat Ian Coppenhall to take first place and Peter Mountfield maintained his advantage over John Coppenhall.

After a leisurely tea, David Glanville, Vice Commodore of Banbury SC, presented the Plate to Ian Coppenhall of Hunts SC. This is the fourth time that Ian has won the trophy in the last five years. In second place was Alan Bennett of Staunton Harold SC and third place went to Peter Mountfield also from Staunton Harold.

Thanks to all the Banbury members who made the day possible by working in the duty team, behind the bar and in the kitchen. We look forward to welcoming everyone back next year.

Eb Brown Banbury Sailing Club

Place	Boat	Helm	Club	Race1	Race2	Race3	Points
1	636	Ian Coppenhall	Hunts	1	1	2	2
2	620	Alan Bennett	Staunton Harold	2	2	1	3
3	780	Peter Mountford	Staunton Harold	4	3	3	6
4	532	John Coppenhall	Hunts	3	4	4	7
5	488	Emma Coppenhall	Hunts	6	5	5	10
6	493	Andy Warwood	Banbury	8	7	6	13
7	496	Peter Thornley	Welwyn Garden	7	6	DNS	13
8	650	Philip Hossell	Severn	5	DNF	DNS	16
9	730	Brian Herring	Winsford Flash	DNF	DNF	DNF	18
9	599	Phil Henman	Banbury	DNS	DNS	DNS	89

Fishers Green Comet Open 23 April 2005

Those travelling from south of the Thames to Fishers Green SC in Essex were relieved to be leaving the torrential rain behind them. A fleet of 21 dinghies rigged up to enjoy a days racing in the pleasant environs of the Lea Valley Park.

Although the heavens threatened only a few spots were experienced, and on the whole it was a rather mild day which was enjoyed by both sailors and spectators alike.

15 Visitors and 6 Home players made their way to the first Start of the day. The Wind E (variable F2) hit upon an unbiased start line, providing a fraught and nerve racking beat to the first mark. All players were in with a big chance at this early stage and eager to outmanoeuvre their opponents.

As always at Fishers Green, the wind played its own tricks, shifting not only around itself, but also around the curves of the water and the island lee shores. A single leg could switch from a broad reach to a beat. With light airs, racing tactics rather than 'survival' skills were cunningly applied from the top to the bottom of the fleet.

A familiar result was beholden as Ian Coppenhall (Hunts), took 1st position, however newcomer Alan Bishop (FGSC) in Comet 660 achieved 2nd with Emma Coppenhall (Hunts) chasing both at 3rd.

After lunch the wind still a F2 was a little stronger and at the top end of its range.

The race officer simplified the course, to provide a circuit within the more consistent wind streams.

In this race Ian Coppenhall 1st, Brian Welham (Taplow) 2nd and Henry Jagers (Beer) 3rd.

Back to back racing meant that Race 3 was soon off. The wind had intensified, gusting at F3 and giving us more delights and dicey death-rolls whilst running. Welwyn Garden City junior, Callum Wilson (13) was the first to succumb but bravely managed to climb out of the water to his board and continued to race to the finish (which is a lot more than can be said for me!). Ian Coppenhall was obviously bored of coming first and so managed to start the race 4 minutes after everyone else. At first I assumed we were being lapped as he picked us off one by one as he skilfully regained ground around the course. However on this occasion he wasn't fast enough and the race finished with Alan Bishop 1st, Henry Jagers 2nd and Emma Coppenhall 3rd.

Final Positions for the Meeting were :-

- 1st Ian Coppenhall (Hunts)
- 2nd Alan Bishop (FGSC)
- 3rd Henry Jagers (Beer)
- 4th Emma Coppenhall (Hunts) 1st Lady
- 13th Callum Wilson (Welwyn) 1st Junior

Many thanks to all our visitors and support team at FGSC an enjoyable time was had by all. We look forwards to meeting and racing you next year.

Karen Ascii (Comet 178)

Winsford Flash Comet Open Meeting

On Saturday May 7th Winsford Flash Sailing Club hosted there Comet Open Meeting. Twelve Competitors arrived from as far as Seven, and Hunts Sailing Clubs. The wind played the major role, with force 5 gusting 6 causing many capsizes.

Ian Coppenhall from Hunts sailing club was first at the first and second marks, but then disaster struck and the first three boats capsized on the dead run and gybe mark. Jonathan Latham recovered quickly and led for a lap, only to be overtaken again by Ian and then Phil Hossell from Seven Sailing Club. Only four boats finished the race. 1st Ian, 2nd Phil and 3rd Jonathan 4th John Coppenhall (Hunts).

The second race started with no improvement to the weather, with only four boats taking to the water. Ian again took the early lead, and kept it until capsizing and letting Jonathan through, Jonathan managed to hold on to the lead and crossed the finishing line first. John overtook Ian when he capsized and finished second, Ian third and Steve Bellamy (Winsford Flash) fourth.

The third race started with only four boats. Ian took the lead and kept it to the end. Steve Bellamy sailed a very good race and finished second. Jonathan and John capsized and both retired.

Overall results 1st Ian Coppenhall (Hunts), 2nd Jonathan Latham (Winsford Flash), 3rd Steve Bellamy (Winsford Flash) 4th John Coppenhall (Hunts).

John Coppenhall, Steve Bellamy, Ian Coppenhall, Jonathan Latham.

Ros Stevenson.



Hampton Sailing Club Comet Open Sunday June 5th 2005

Eleven boats competed in this the first Comet Open meeting to be held at Hampton, with boats from the home club being joined by sailors from Taplow Lake, Hunts, Severn, Hawley Lake, and Frensham Pond Sailing Clubs. This event was also part of the Southern Aphelion Trophy series for Comets.

The racing took place in a brisk south westerly wind that contributed to some good and closely fought battles throughout the fleet.

In race 1 Stephen Lemmon, from Severn Sailing Club, sailing no 168 led from start to finish, leaving John Coppenhall in 532 from Hunts Sailing Club, Peter Skingley in 209 from Hampton Sailing Club, and Brian Welham in 711 from Taplow Lake Sailing club, to fight over second place.

John Coppenhall eventually gained second

spot after climbing up from 5th place at the start of the third lap.

Race 2 saw Stephen Lemmon contesting the lead with Ian Coppenhall in 636 from Hunts Sailing Club. After two close laps Ian drew away and had gained a comfortable lead by the end of the race. Peter Skingley again finishing third on the water.

The deciding race ended in a clear victory for Ian, with Stephen again taking second spot and John Coppenhall in third.

Final Results: -

1st	Ian Coppenhall	636	Hunts Sailing Club
2nd	Stephen Lemmon	168	Severn Sailing Club
3rd	John Coppenhall	532	Hunts Sailing Club
4th	Brian Welham	711	Taplow Sailing Club
5th	Richard Smallwood	750	Frensham Pond
6th	J Lemmon	271	Severn Sailing Club
7th	J Sturgeon	246	Hawley Lake

Norah Jagers & Richard Smallwood



Comet Open Hunts S.C.

12 visitors joined 3 local boats for the 1st Comet Open to be held at Hunts S.C. on 24th April. Racing took place in force 3 winds, which reduced during the day. Racing took place alongside club racing. This did not cause too much of a problem for the competitors even though wind shadows were formed by the larger sailed boats.

Throughout the day the wind moved round from the east to southeast.

Prior to the first race John Coppenhall found himself tangled round the anchor warp of the committee boat after his horse had come undone. (Who forgot to check his equipment)? With the start imminent he had little time to rectify the problem so started the race with no horse and headed off up the first beat taking a slight detour to the shore where he repaired his boat. He ended up at the rear of the fleet.

The first boat at the windward mark was Derek Coleman. He wasn't able to keep this position on the next leg and was over taken by Ian Coppenhall and Alan Bennett who finished in that order. Coleman slowly moved backwards throughout the race finally finishing in 9th. Emma Coppenhall moved into 3rd place closely followed by Ros Stevenson. Stevenson stayed in contact until the third lap when she capsized on a run. This left E. Coppenhall clear in 3rd.

There was a close battle going on for the minor places between John Coppenhall who had pulled up through the fleet, Henry Jaggars and Peter Thornley who finished in that order.

After lunch the second race again saw Derek Coleman leading at the first mark but he was soon over taken by the first 3 from the 1st race who again finished in that order.

Coleman slowly dropped back through the fleet and finished in 7th.

The third race again started with Derek Coleman leading at the 1st Mark. This race saw Bennett come 1st with Ian Coppenhall 2nd. Derek Coleman held onto 3rd for a considerable part of the race but John Coppenhall moved into that slot until the last down wind leg when Callum Wilson a new sailor to the class and one to watch out for in the future and Henry Jaggars sailed past them both. J. Coppenhall hit the final mark and did a 360 moving back to 6th behind Coleman who had improved his final position throughout the day.

Results

- 1st Ian Coppenhall Hunts S.C.
- 2nd Alan Bennett Staunton Harold
- 3rd Emma Coppenhall Hunts S.C.
- 4th Henry Jaggars Beer
- 5th John Coppenhall Hunts S.C.
- 1st Lady outside top 3 Josie Adams



FIRST SIX AT OPEN MEETINGS

Shearwater WEST

- 642 Jake Sutton
- 711 Brian Welham
- 800 Henry Jaggars
- 532 John Coppenhall
- 488 Emma Coppenhall
- 745 Nick Warren

Sandwell WEST

- 636 Ian Coppenhall
- 620 Alan Bennett
- 532 John Coppenhall
- 650 Phil Hossell
- 780 Peter Mountford
- 812 Roger Lemmon

Winsford NORTH

- 636 Ian Coppenhall
- 349 Jonathon Latham
- 100 Stephen Bellamy
- 532 John Coppenhall
- 650 Phil Hossell

Hunts CENTRAL

- 636 Ian Coppenhall
- 620 Alan Bennett
- 488 Emma Coppenhall
- 800 Henry Jaggars
- 532 John Coppenhall
- 730 Brian Herring

Banbury CENTRAL

- 636 Ian Coppenhall
- 620 Alan Bennett
- 780 Peter Mountford
- 532 John Coppenhall
- 488 Emma Coppenhall
- 496 Peter Thornley

Fishers Green EAST

- 636 Ian Coppenhall
- 800 Henry Jaggars
- 488 Emma Coppenhall
- 711 Brian Welham
- 780 Peter Mountford
- 549 Michael Thompson



Hunts Comet Open

COMET CLASS ASSOCIATION

Minutes of the Annual General Meeting held at Rutland Sailing Club on Sunday 30th May 2004

The meeting was attended by 28 members of the Association and the builder.

1. Apologies:

Apologies were received from Keith Lamdin, John Windibank, Peter Hayes, Mark Wilkins, James Wilkins, Ian Coppenhall, Steve Bellamy, Catherine Bellamy, Phil Hossell, Brian Welham, Simon Thompson

2. Minutes of the AGM held on 24th August 2003:

The minutes of the last AGM were agreed and signed. Proposed by Paul Hinde. Seconded by John Coppenhall.

3. Reports by Officers:

The Chairman, Henry Jagers, welcomed members to the meeting, and thanked Rutland Sailing Club for making accommodation available for our Annual General Meeting. He noted that the sailing had been interesting and varied so far, and that the event had produced more than its fair share of casualties.

Henry went on to thank Ros Stevenson for all her hard work in finding suitable and acceptable trophies, and for her success in finding sponsorship. Hyde Sails have sponsored these National Championships by donating some tee-shirts which Ros is in the process of raffling. The raffle will be drawn at the prizegiving.

So far this year we have taken advantage of three main opportunities to advertise the Class Association. The Marine Federation invited the Class Association to take part in a "Sail Past" to celebrate the 50th London Boat Show, which was held at ExCel. Derek Coleman loaned his boat, which he and Richard Smallwood took turns in demonstrating to a large audience, and Henry thanked them for their commitment on a chilly January day.

Henry thanked Alan Bennett for organising volunteers to run our stand at the Boating, Camping and Leisure Show at the NEC in February. He also thanked Roger Lemmon, who helped to set up the display, and Andrew Simmons for lending us a new boat.

Henry thanked Ros for allowing us to use her new boat for the Dinghy Sailing Show at Alexandra Palace, Brian Herring for helping with transport, and Nick Warren, aided by John Windibank, for setting up our stand and display.

Henry then thanked Paul Hinde for keeping the results, and Richard Smallwood for his work as Treasurer and Membership Secretary.

The Chairman noted that although he has only recently taken on the editorship of Perihelion, John Windibank is already making his mark and doing a good job. Henry noted that Tony Ellison has indicated that he would be happy to step down as webmaster, because of increased commitments, and thanked him for keeping the website in good shape. Henry concluded by thanking the secretary for her work in arranging a full and varied programme of events.

The Secretary: Norah Jagers, thanked all the clubs which had agreed to host events for the Association, and announced that next year's Association Championships will be held at Staunton Harold Sailing Club over the May Day bank holiday. She offered information on 2 possible venues for the 2005 Nationals, and asked members for comments later in the meeting. As a result of suggestions by members, their results from Mudeford can be counted towards the Aphelion of their choice.

Norah said that Naseby has been forced to cancel their Open meeting, and as a result attendance at either Arden, Littleton or Pingewood/Kennet Valley could be used towards an individual's qualification for the Central Aphelion.

The Results Officer: Paul Hinde said that he was now receiving results in the format which he requires, and in a more timely fashion. He said that over last season, open events were attended by an average of 7-12 helms, and that 152 people competed in the Orbital events: 35 in the Northern Aphelion, 45 in the Eastern, 59 in the Southern, 49 in the Central and 45 in the Western. Of the helms entering these events, two thirds were members. Paul reminded members that he needs their nominated Aphelion for their Mudeford result by 19th September. He said that the information in respect of Naseby, would be in the next Perihelion.

The Newsletter Editor: Although John Windibank is not an officer of the class association, a report from the Newsletter Editor has traditionally formed part of the reports to the annual general meeting. John thanked those who have sent in articles and asked everyone for their forbearance with any mistakes which may have occurred with copy. He is gradually finding his feet, and welcomes all contributions. He has started a "Blast from the Past" series, and would be grateful for old photographs.

4. Builder's Report:

Andrew Simmons said that he was impressed with the numbers attending the Nationals, saying that it was good to see new faces. Work on the new brochure is still in progress, and he has been very busy this year, building 2 boats a week, which has included 4 Comets. As a result he is taking on new staff, who will be joining the firm shortly.

5. Adoption of Accounts:

The Treasurer, Richard Smallwood, spoke to the accounts, which were published in Perihelion 70. He is working with the Auditor to create a fuller picture of the financial situation by looking at stock and other assets held. The accounts were adopted by the meeting. Proposed by Alan Bennett, Seconded by Diana Thompson.

6. Consideration of Motions:

There were no motions for consideration.

7. Election of Officers and Committee:

The current Officers and members of the Committee were prepared to stand for a further year, with a plea that other people come forward to ensure that new ideas are encouraged. The Committee was proposed by John Coppenhall, seconded by Brian Herring and were elected en bloc.

The Committee is:

Chairman:	Henry Jagers	
Treasurer:	Richard Smallwood	
Secretary:	Norah Jagers	
Committee:	Derek Coleman	
	Paul Hinde	(Results)
	Ros Stevenson	(Trophies)
	Nick Warren	

8. Appointment of Auditor:

John Edwards was appointed as Auditor. Proposed by Richard Smallwood, seconded by Henry Jagers.

The meeting recorded a vote of thanks to John for his work on behalf of the Association.

Any Other Business:

a) It was suggested that the Class Association approached the builder to consider the option of center main sheeting. This has already happened for some other classes, notably the Toppers, and it was suggested that such a move would make the Comet attractive to a wider number of people, especially those who have recently learned how to sail. There followed a lively debate, and the meeting agreed that this should continue through Perihelion.

b) A request was made for reminders to be sent to people who have failed to renew their membership. The Treasurer said that this was in hand.

c) A show of hands in respect of a venue for the 2005 Nationals was inconclusive. The Committee will consider the options.

The meeting closed with thanks to Rutland Sailing Club

Norah Jagers
Class Secretary

NOTICE BOARD

Comet Dinghies : South Molton, Devon Tel 01769 574358 Fax 01769 574358
email info@cometdinghies.com www.cometdinghies.com

Rugby & Daventry SC Open Meeting Re-scheduled to 17th September from 2nd July

COMETS FOR SALE

Comet 76 : Built 1986, good condition, ready to sail. Oxford blue hull with silver-grey deck. Two piece ally mast & foldable launching trolley - ideal for car topping & storage. Top cover & praddle. Located Didcot, Oxfordshire £700 ono : **contact Connie 01235 850008 conniebell@onetel.com <mailto:Conniebell@onetel.com >**

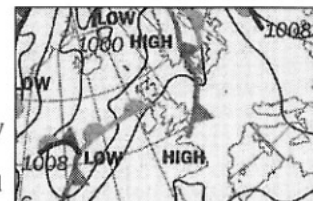
Comet 545 : Charisma, white/blue hull, good condition. Top and under covers, combi trailer, praddle. Stored Christchurch. £1250. Contact Ali Reeves. Tel: 01425 240095 (evenings)
e-mail: ali.reeves@ntlworld.com

Comet 71 : Yellow, excellent condition for age and a very fast boat. Little used and stored under cover at home. 1 Sail, trolley and cover. Lying Christchurch or Southampton. £895 ono. Contact: tel 023 8040 2458 or email steve.holes@eastleigh.gov.uk

Wanted : Decent combi trailer/trolley for comet. Peter Thornley, Hertfordshire.
01582 620755. jpthornley@ntlworld.com

Finding the Wind

As the BBC weather charts have stopped showing the wind direction and strength and do not even show the isobars so we can sort it out ourselves, I decided that I had better find my own forecast to use. I decided that the only thing I really needed to know in advance of travelling to an open or even going down to my own club was how strong would the wind be and which direction. Google was the search engine and my key words were "Weather Maps UK".



The answer came on the first try and was the second site listed with the title of UK Wind Map. It shows a map of Great Britain with lots of arrows all over it. If you take your mouse and select one of the sites it will tell you where it is. These are mostly RAF bases or regional airports but also include the Greenwich and channel Light vessels and many other navigational buoys. The best is yet to come as it is not just the present wind direction and speed but previous 3 hours history and the next 5 days forecasts for every 3 hours.

This site is sponsored by Snowdon Gliders a mountain paragliding centre and for those who would like to go straight to the site is called <http://www.xcweather.co.uk/>

Brian Welham C711

Perihelion 76

Please send your contributions for the next issue of Perihelion by

22nd August 2005

To John Windibank, Class Editor, 2 Dogwood Close
Northfleet, Kent, DA11 8PJ email im@windi.fsnet.co.uk



Comet Class Association

Affiliated to the Royal Yachting Association