PERIHELION 83

Comet Class Association Newsletter

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Information Comments Articles Results
Racing Results to Paul Hinde
Newsletter to John Windibank
Racing rules Clinic Keith Lamdin
Website to Simon Ellis
Money to Richard Smallwood
Open meetings and general information to Norah Jaggers
Comet Class Association Website:- **www.cometsailing.org.uk**

NEWSLETTER NUMBER 83

Summer 2007

CONTENTS

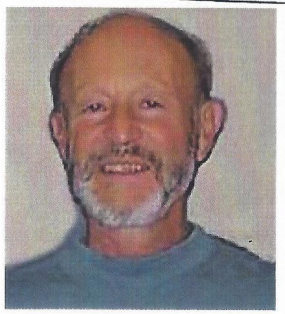
		Page
Reports		
Chairman	Henry Jaggers	4
Notes from the Committee	Norah Jaggers	6
AGM Minutes	Norah Jaggers	7
Treasurer	Richard Smallwood	10
Features		
Five Top Tips	Mark Govier	12
Championships		
Association Championships 2007	Chris Robinson	14
Open meetings		
Rudyard Lake	Alan Bennett	18
Taplow Lake	Brian Welham	19
Crawley Mariners		20
Hampton Pier	John Windibank	21
Perihelion Series		
Comet People	Norah J & John W	22
Letters to the Editor	David Jobling	22
Notice Board		23

Photographs

Front	: Burghfield 2007	: Follow my leader	: Norah Jaggers
Page 13	: Mark Govier	: Clean as a whistle	:
Page 14	: Burghfield 2007	: Competitors all	: Norah Jaggers
Page 15	: Burghfield 2007	: Gybe Mark	: Norah Jaggers
Page 16	: Burghfield 2007	: Alan Bennett Champion	: Norah Jaggers
Page 18	: Rudyard Lake	: Steve & Allan	:

Inserts Originally : Norah Jaggers : Helen Leivers

Chairman's Report



Boat Shows and Exhibitions seem ages ago; winter behind us; all the planning complete and events already underway: now's the time to get out and enjoy what we like the best, sailing Comets. A very warm welcome to summer!

Life down here and at Beer Sailing Club continues much as usual. During the winter the beach is left as clear as possible of club and members' boats and other paraphernalia to minimise the risk of storm damage, hence there is always plenty to do at the start of the new season. I helped to get our three safety boats out of their winter storage (a local farmer's barn) and down to the beach and with setting out our decking runways. How much easier it would have been if the decking had been in place before we tried to move the boats! Norah and I helped with spring cleaning the premises and with other tasks. As in most good clubs, working parties are fun and help to build friendships as much as contributing to the running of the organisation. This year's Fitting Out Supper was held in the Indian restaurant – a first for Beer (and for Beer SC) – and a splendid affair it was.

More recently we helped the club run an RS800 event. We spent the morning greeting competitors, helping them sort out their boats, directing cars to car-parks, and getting boats launched. The afternoon I spent on the winch getting them back up the beach. We were delighted to find we knew one of the competitors: Heather Back, an erstwhile Mudeford Comet sailor. It turned out that we also knew the mother (Frensham SC) of one of a couple we gave a bed to. Sailing's a small world!

I may not have sailed off our beach yet this year, but I have competed at Shearwater, Fishers Green, Hunts, Taplow, and Burghfield: all were well-run and enjoyable events.

All of you who supported the Association Championships at Burghfield will have enjoyed the weekend as much as I did. Yes, we could have done with just a little less wind on the first day and just a little more on the second, but this made for an interesting and testing competition in which consistent performance paid off. Congratulations to our 2007 Association Champion Alan Bennett! My thanks go to Burghfield SC and to everyone who was involved with this event, including the competitors.

Are you coming to this year's National Championships, 25th - 27th August at Teignmouth? I do hope so as it promises to be a super holiday weekend! You should have had forms for entry and meal orders with your last Perihelion but if you need more, just email or phone me and we will get them to you. There is a substantial discount for entries received, with payment, before 20th Aug so don't delay! (Refunds will only be made against serious illness of the competitor or an immediate family member and only at the sole discretion of the Committee, bad weather will not count!) We also need you to prebook for the Saturday evening meal and the Sunday barbeque.

Teignmouth holds a favoured location on the Devon Riviera coast, easy to get to and offering much for both family and individual visitors. A lot of effort has gone into organising this event for your pleasure so please come and join us for a weekend of Comet sailing and fun.

What better additional enjoyment to sailing is there than visiting different parts of the countryside and coast, seeing how things are done at other clubs, meeting up with old friends and making new ones? I have long been an advocate of what to me and many others is the demonstrable fact that you will improve your sailing competence, and confidence, far more rapidly and more surely by racing than by any other method. And by racing I mostly mean fleet racing where you can observe and exchange advice with other Comet sailors. There is a limit to what you can achieve at your own club, always competing against the same people (irrespective of whether you usually win or usually come last), so join us at the Open Meetings and Championships and broaden your horizons. You can be sure of a warm welcome!

The Association has bought a new supply of class flags which are being presented to clubs not already having one where class racing is provided or which regularly host Comet events. Let us know if you think your club qualifies for one.

Don't forget the Photographic Competition! Entries, free to all members and their friends, should be sent to me or to the Editor by the closing date of 5th October.

Good Sailing,

Henry Jaggers

Comet

National Championships

2007

Teignmouth

25th– 27th August

THE PLACE TO BE

Secretary's Report

Notes from the Committee

1. 2007 continues to be a busy one for the travelling Comet sailor, with 6 meetings already as well as the Association Championships. Attendances at Open meetings continue to be in the mid teens, indicating that this continues to be an active group comparable with other class associations.
2. Burghfield hosted a successful Association Championships giving us some interesting weather conditions which challenged all the helms. The results are a testimony to those conditions with our new Association Champion, Alan Bennett, showing consistent form over the weekend. Congratulations Alan.
3. Henry is negotiating the final arrangements with Teignmouth. Please send in your application forms as soon as possible. We need to go back to pens and paper for this event - or we can email application forms to you on request. We have agreed a guaranteed number of boats for Teignmouth, and hope that as many of you as possible will be there.
4. We do not yet have a venue for the Nationals in 2008. All offers and suggestions will be considered!
5. The Annual General Meeting will be held at Teignmouth Corinthian Yacht Club on Sunday 26th August 2007 at 18.30, or one hour after the end of the last race, whichever is later. Motions for consideration should be sent to the Secretary, in writing and duly proposed and seconded, by Sunday 29th July 2007. You will find a provisional agenda with this edition of Perihelion, along with a motion from the Committee to alter the Constitution so the committee would be composed of 8 members (to include representatives from the Mino and Xtra fleets) with a quorum of 5. At the moment the committee comprises 6 members, with a quorum of 4.
6. The Dinghy Sailing Show was as successful as ever. Thank you to everyone who helped with the stand in any way. Once again we had a stand next to Comet Dinghies, which means that we are able to make use of their lighting, display boards etc. which greatly reduces our costs. The stand is in the West Hall, which also means that we do not have the additional cost of carpeting the area.
7. So far this season the Committee has been pleased to present class flags to Hunts, Rudyard Lake and Burghfield, and plans to do the same for other clubs who regularly host events or have class racing and who do not already have a flag.

Norah Jaggers
Class Secretary

COMET CLASS ASSOCIATION
Minutes of the Annual General Meeting
Winsford Flash Sailing Club
Sunday 27th August 2006

The meeting was attended by 38 members of the Association and the builder.

1. Apologies:
Apologies were received from Keith Lamdin, Ian Coppenhall, Emma Brisley, Mark Coppenhall, Mark Wilkins, Oliver Harford, Jennifer Lemmon, Nick Warren, Keith Appleby.

2. Minutes of the AGM held on 28th August 2005
The minutes of the last AGM were agreed and signed. Proposed by Stephen Lemmon. Seconded by Helen Leivers.

3. Reports by Officers:
The Chairman, Henry Jaggers, welcomed members to the meeting, and thanked Winsford Flash Sailing Club for making accommodation available for our Annual General Meeting. He then thanked the committee members for all that they have done over the last year and went on to outline the contribution which individuals had made: Paul for keeping the results in order – not the easiest job when clubs don't send him the information: Clive for taking on the trophy buying which has reduced the load on himself and Norah: Ros for her continued support, and the fact that she has sorted out the trophies for the Nationals: Chris for being willing to pick up the maintenance of the website: Norah for organising the programme: and special thanks to Richard for keeping the finances in order and acting as membership secretary.
On behalf of the Association Henry also thanked John Windibank, who has continued to improve "Perihelion" - the new colour editions are his latest innovation and Simon Ellis who has done an excellent job with the website. Simon has recently stood down, finding that website maintenance isn't easily compatible with a demanding job and a young family. Henry was pleased to report that Linda and Roger Pullen have recently volunteered to take on the website. They have a proven track record in managing the site for Staunton Harold SC.
John Edwards continues to monitor the Association's activities through his role as Auditor. The Association expresses sympathy to him on the recent death of his wife, Jean.
Henry thanked Ian Coppenhall and John Windibank for being such good ambassadors for the Class Association in the pursuit races at the Boat Show at ExCel where they came 7th and 10th in a strong field. Last autumn Ian Coppenhall and Steve Lemmon represented the Comet Class at the Endeavour Trophy. We have been invited to send a team again this year, but the financial arrangements have been altered and include a sizeable deposit on the use of the boat.
Henry noted that 2006 marks the Comet's 25th Birthday, which have contributed to Andy Simmons' deciding on a face-lift. The centre sheeting option is one aspect of this and the grab holes another. We will hear more of this when we look at the motions. Andy has also designed a "new look" Comet – the Xtra, which has a very different rig.
Henry concluded with a reminder of the Photographic Competition.

The Secretary: Norah Jaggers, thanked all the clubs which were hosting events for the Association. She said that it was good to see the old favourites being joined by new venues such as Hawley Lake, Bexhill and Swarkestone. As she reported last year, Sutton Bingham has decided not to offer a meeting and Arden has also withdrawn as their Comet fleet has diminished and become less active. We will miss the Severn/Arden weekends! Norah was particularly saddened by the demise of Pingewood/Kennet Valley as she had spent so many hours there over the last 20 years.

Norah commented on the slightly lower numbers attending Open meetings and asked if there are too many fixtures on the programme
Next year's Nationals will be at Teignmouth over the August Bank Holiday , and the Association Championships has yet to be decided – we are open for offers of a venue.
The Secretary concluded by asking for nominations for the Hossell and FATE plates. These are currently held by Tony Ellison and Robin Ballam.

The Results Officer: Paul Hinde apologised for the lack a report last year. He confirmed that the attendances at events in 2005 had been down on previous years, partly as a result of fuel costs and environmental concerns. He congratulated Ian Coppenhall on winning all the trophies, with the exception of the Association Championship, and noted that he is will not be able to qualify for some events this year as he is working abroad.
Paul concluded by reminding everyone that he needs the total results from clubs, and the sail numbers.

The Newsletter Editor: John Windibank, thanked everyone who has sent in articles. He may be asking people for information on their clubs as there have been some interesting articles on clubs and classes. John said that the change to colour has meant a small increase in price, and said that photos need to have a sharp image to do justice to the colour. He concluded by reminding people to include their names on photos and articles so that things can be attributed accurately.

4. Builder's Report:
Andrew Simmons started by saying that it was good to see new faces as well as the old ones, and that he got a real buzz to see so many boats out on the water. However he was disconcerted to see so many at the front of the fleet with sail numbers around the 100 mark!
Andrew went on the talk about the Comet Xtra, explaining that he is trying to sell new boats in a market where the boat shows don't always reflect what happens in clubs. The Xtra is a different class from the Comet, with a smaller sail area, which he feels will suit less experienced helms. So far he has sold 6 (1 with rear sheeting), and 10 conversion kits.
He has sold a number of conversion kits for the centre mainsheet, mainly to people who are not on the racing circuit or who are keen club sailors. He invited people to try the centre mainsheet Comet and the Xtra over the weekend.
Andrew said that the days of turning out 100s of boats every year have gone. Even the Trios have been quieter, although he has made 109 Versas in 4 years. He has designed a smaller, easier to handle rig for the Zero. Next year he will take 5 boats to the London Boat Show, but noted that as there were 110000 fewer people attending this year the Dinghy Show will become increasingly important.

5. Adoption of Accounts:
The Treasurer, Richard Smallwood, said that he wished to stand down at the next AGM, and asked for a volunteer to come forward. He commented that the roles of Treasurer and Membership Secretary go well together. He said that membership stood at 200 before the Nationals, and is now 207. He reminded members to read the recent article in "Perihelion" about the website and to check the details about their own clubs.
Richard then spoke to the accounts, which were published in Perihelion 79. The accounts were adopted by the meeting. Proposed by Phillip Hossell. Seconded by Paul Hinde.

6. Consideration of Motions:
Proposed Changes to Class Measurement Rules:

26 RIGGING:
a. Mainsheet. Optional aft or centre mainsheet. Aft mainsheet of 2 – 1 purchase only. Centre mainsheet to start on aft end of boom and mainsheet horse and finish only in centre. 2 ½ - 1 purchase only. Type and size of blocks and rope shall be optional.

ADDITIONAL RULES:
16. DECK FITTINGS:
c viii. Eye fittings fitted central on top of bulkhead C with shock cord to hold up rear of toe strap.
ix. Maximum of 2 inset grabholes as supplied by Comet Dinghies fitted to each cockpit side in the appropriate position.
x. Eye plate fitted centrally on top of bulkhead B for the purpose of a centre mainsheet block.

After discussion of the pros and cons, the motions were adopted en bloc, with 36 in favour. Proposed by the Committee. Seconded by Josie Adams.

7. Election of Officers and Committee:
Ros Stevenson stood down from the Committee The other Officers and members of the Committee were prepared to stand for a further year, with the Treasurer confirming that he would be standing down next year and that he would welcome the opportunity to work alongside a volunteer during the year.
The remaining members of the Committee were elected en bloc. Proposed by Diana Thompson, seconded by Roger Lemmon.
One new Committee members was elected:
Brian Herring. Proposed by Chris Robinson. Seconded by Ros Stevenson

The Committee is:

Chairman:	Henry Jaggers	Treasurer:	Richard Smallwood
Secretary:	Norah Jaggers		
Committee:	Paul Hinde (Results)	Clive Chapman(Trophies)	
	Chris Robinson	Brian Herring	

It was suggested that the Mino and Xtra rigs should be represented on the committee. This will be discussed by the committee at their next meeting. They welcome Stephen Harvey's offer to represent the Xtras.

8. Appointment of Auditor:
John Edwards was appointed as Auditor. Proposed by Richard Smallwood, seconded by Phillip Hossell.
The meeting recorded a vote of thanks to John for his work on behalf of the Association.

Any Other Business:
a) The meeting noted a request for a coastal venue for some sea training.
b) The meeting clarified that Comet Xtra helms are members of the Class Association, and that Xtras will be treated in the same way as the Minos. The meeting noted a request that Xtra times could be taken when they have a separate start, which will help establish their handicap.
The meeting closed with thanks to Winsford Flash Sailing Club.
The Chairman then made a presentation of a collage of photographs to Ros Stevenson to thank her for her support over the years.

Norah Jaggers Class Secretary

TREASURERS REPORT 2007

COMET CLASS ASSOCIATION

BALANCE SHEET AT 31 DECEMBER 2006

ACCUMULATED FUND				
			BALANCE AT BLDG SOC.	£5,481.20
BALANCE BROUGHT FWD.	**£5,856.85**		BALANCE AT BANK	£37.36
SURPLUS FOR THE YEAR	£171.87		CASH IN HAND	£2.03
BALANCE CARRIED FWD.	**£6,028.72**		**TOTAL**	**£5,520.59**
SUNDRY CREDITORS & ADJUSTMENT [Perihelion 81 (£564.87) less £100 deposit paid in advance for Sailboat 2007]	£464.87		SUNDRY DEBTOR [2006 Insurance Commission]	£973.00
	£6,493.59			**£6,493.59**

MEMORANDUM

The Association held the following assets at 31.12.06:

Comet No 1 (nominal value)	£100.00
Stock of Prizes etc. held by Clive Chapman	£366.12
Stock of Prizes held by Hon. Secretary	£40.11
Hon. Secretary's Materials	£97.70
Hon. Treasurer's Materials (Stamps)	£36.97
TOTAL	**£640.90**

The Total Net Assets of the Comet Class Association (Balance Carried Forward plus Assets) on 31.12.06 are therefore £6,028.72 plus £640.90 = £6669.62.

Richard Smallwood ..... DATE 14/5/07
Richard Smallwood
(Comet 750 - Hon. Treasurer)

W J Edwards ..... DATE 16/5/07
W John Edwards
(Comet 633 - Hon. Auditor)

COMET CLASS ASSOCIATION

INCOME AND EXPENDITURE FOR 2006 *(WITH 2005 FIGURES FOR COMPARISON)*

INCOME	NOTES	**2006** £	**2005** £
MEMBERSHIP FEES	1	2450.00	1992.00
FROM COMET DINGHIES (£12.00 FOR EACH OF TWELVE NEW BOATS IN 2006)		144.00	96.00
NATIONAL AND ASSOC. CHAMPS. REVENUE	2	0	1168.00
INSURANCE COMMISSION (NOBLE MARINE)		1038.44	1077.97
BUILDING SOCIETY INTEREST (PORTMAN)		136.72	141.46
WEBSITE DONATIONS FOR ADVERTISEMENTS		60.00	120.00
DONATIONS AND SALES		15.50	18.50
TOTALS		**3844.66**	**4613.93**
EXPENDITURE			
PRIZES AND ENGRAVING		711.25	615.69
PERIHELION COSTS		1788.74	1368.12
EXHIBITION CHARGES		411.25	493.75
RYA AFFILIATION FEE		80.00	74.00
ADVERTISING IN YACHTS AND YACHTING		387.76	381.88
EXPENSES (INC. PETTY CASH: £73.65)		293.79	197.57
ADHESIVE LABELS	3	0	6.95
NATIONAL AND ASSOCIATION CHAMPS.	2	0	873.00
TOTALS		**3672.79**	**4010.96**
NET SURPLUS FOR YEAR	4	**171.87**	**602.97**

R M Smallwood ..... DATE 24.4.07
Richard Smallwood
(Comet 750 - Hon. Treasurer)

W J Edwards ..... DATE 13/5/07
W John Edwards
(Comet 633 - Hon. Auditor)

NOTES

1. MEMBERSHIP. There were 167 renewals (5 "family"), 35 new members (2 "family") with old boats, 12 new members with new boats, 10 new members carried over from late 2005, and 2 honorary members. The total membership at the end of the year was therefore 226. At the end of 2005 there were 238 members.

2. CHAMPIONSHIPS. The 2006 Association Championships and National Championships were conducted by the host clubs without any of the financial arrangements passing through the CCA accounts.

3. ADHESIVE LABELS absorbed in Expenses Line above in 2006.

4. SURPLUS FOR YEAR. This is down from last year due mainly to increased costs of Perihelion, up by £420.62p.

All in all a satisfactory year with a net surplus for the year of £171.87.

Mark Govier

Five Top Tips

For the care and feeding of your Comet

1. Try to keep her dry. Her fibreglass is great and will last virtually forever, but if it remains wet for a long time there is a risk that the structure can be damaged by water or worse still, ice!. So if you hear water sloshing around when you wheel her back into the boat park, open her bung and let her drain. When leaving her, ensure her cover is fitting tightly and any holes that may have developed are repaired soon. Tip: I don't keep the mast etc. under the cover (risk of theft/vandalism) so I use a couple of lengths of plastic gutter to keep the cover up and the water draining away.

2. Keep her clean. You will want to keep the bottom clean to ensure maximum speed through the water. But I also find that keeping the decks clean helps to stop you slipping off! Use a nail brush or similar, just with soapy water to get the muck out of the "chequer-plate" sections. If you combine damp (see above) and dirt then you can get a slippery deck. Do this at the beginning of the season and every few months. If you must polish the boat, use something non-abrasive and make sure you don't polish the "chequer-plate" bits or you'll be sliding all over the place for the next few races.

3. Check nothing's going to fall off her. You'll probably want to check this, once a year at the start of the season; but if you haven't done it for a while; do it soon! All the screws holding important bits into and on the hull will inevitably try to work loose. This happens because everyday changes in temperature cause things to expand and contract. Just take a simple 4mm flat-blade screwdriver and check all the screws are not loose. I'm trying not to say "tighten" them, as you may get carried away and "strip" them out of the wood or fibreglass into which they're fixed. Just check that they are "finger tight". You may find most won't turn at all, but others may need to be turned ¼ to ½ a turn. If they are looser than this then a little more investigation is needed and perhaps re-seating the screw with new silicone sealant (at least). Oh, and don't forget the keel-band if you've got one.

4. Check the metal bits too. A few of us may have found a few bit's and pieces getting loose on the mast and boom. I found several years ago that the goose-neck fitting on the mast became loose and right now the boom fitting rivets are just showing signs of being loose. These are relatively easy to repair; you simply need replacement rivets and "squashing" tool (aluminium rivets of course; don't use steel or steel cored ones), a suitably

sized sharp drill bit and a slow drilling machine - you don't want to slip off line. If you have any doubts consult a friend who's more mechanically minded.

5. Keep her well dressed. Watch your sail for signs of wear and damage. Little bits of stitching coming undone and small holes can be easily repaired yourself by hand. But larger repairs will require and "industrial" sewing machine; so it's best to see a sail-maker (or as in our area - don't dismiss hanglider/para-glider repair people). Try to keep the sail dry of course or at least stored somewhere well ventilated after racing. Eventually she will need a new "dress" though and popping a new sail up, as I did towards the end of last year definitely makes a difference, if you can afford it. Maybe it's just the new "crackly" sound that makes it sound faster...

One final suggestion: beware the "mouse-trap". Two members at MTSC, luckily not me, have had the unfortunate experience of finding something "dead" at the bottom of the mast tube. We think mice may have climbed up, under the cover, and fallen into a small but watery grave. As you can imagine the whiff was awful and it took a good bit of washing to remove. Now these two members place home-made "stoppers" into the hole in the deck to keep livestock out. So if the bows of your boat sit in grass in the boat park beware... perhaps now you know why your clubs harbourmaster has been pestering you to cut the grass around your boat.

Happy sailing.

ASSOCIATION CHAMPIONSHIP 2007

Windy weather greeted the sailors on the first day of the Comet Association Championships at Burghfield Sailing Club on 19th and 20th May. Thirty two Comets entered. The event was shared with the Comet Duo National Championship which had seven Duos competing. Two sailors opted for the smaller Mino rig, while a couple of others opted to reef. The wind was straight down the lake which allowed race officer Richard Goss to set a course with one long beat with no legs crossing each other.

In the first race on the first beat the fleet split either side of one of the islands. Neither side appeared advantageous, although on subsequent laps the majority of the fleet left the island to starboard. Steve Lemmon got to the first mark clear ahead with Phil Hossell and Alan Bennett leading the rest of the fleet. Steve Lemmon pulled away to win. Although challenged by others Phil Hossell and Alan Bennett stayed at the front of the pack. However, on the last beat Mark Wilkins came through to take second place from Alan Bennett while Phil Hossell fell back to fifth behind Chris Robinson.

Race two was held after lunch. Alan Bennett was first to the first mark followed closely by Steve Lemmon. However, Alan Bennett capsized on the run leaving Steve Lemmon clear ahead and he maintained this lead to the finish. Mark Wilkins initially led the following boats, but Steve Harvey sailing with the Xtra rig and Chris Robinson got past. During the latter part of the race the wind dropped slightly and this did not benefit the Xtra rig and Steve Harvey fell back. Simon Thompson got past Steve Harvey and almost caught Chris Robinson on the final beat.

Race three was held back to back after race two. Steve Lemmon, Simon Thompson and Alan Bennett were the first three around the first mark. Simon Thompson eventually got into the lead and began to pull away while Mark Wilkins got past

Steve Lemmon and Alan Bennett to get into second place. On the last beat Simon Thompson suffered a catastrophic loss in boat speed, probably due to getting some weed caught on his board, and fell back into the middle of the fleet. This gave Mark Wilkins the win while Steve Lemmon was second to Alan Bennett's third.

At the end of the first day Steve Lemmon (two firsts and a second) and Mark Wilkins (first, second and fourth) were the two favourites, although at least three others were in with a chance of winning if they put in two good results on the following day.

The competitors arrived on Sunday morning to find that the wind had swung 180 degrees and dropped away to nothing. By the time of the first race the wind had picked up a little so the race officer set a course using the whole lake with one long beat. Brian Welham was first to the windward mark with a good lead over Simon Thompson who in turn was clear of the rest of the fleet. Alan Bennett, Mark Wilkins and Neil MacDougall were at the front of the following pack. On the run back down the lake Brian Welham pulled away from Simon Thompson and Simon Thompson pulled away from the chasing boats. Alan Bennett also got clear of the fleet and as the wind dropped and shifted ninety degrees the front three sailed away leaving the rest to fight for fourth place. The finish was at the end of the long leg back up the lake and was sailed in almost no wind. The lead positions at the finish remained

unchanged: Brian Welham, Simon Thompson and Alan Bennett. Meanwhile, further back Mark Coppenhall pulled clear of the rest to take fourth position. Mark Wilkins finished sixth and Steve Lemmon ninth which put them both with thirteen points if they failed to improve on their positions in the last race. Alan Bennett, who was only one point behind, was the other possible winner. Steve Lemmon was still the favourite as he had a ninth as a worse score compared to Mark Wilkins's sixth and Alan Bennett's fifth.

As the wind had yet to reappear a shorter triangular course was set. The race started in little wind, but this had dropped again by the time the fleet reached the first mark. Michael Thompson was first to the windward mark with Neil MacDougall right behind. Alan Bennett and Simon Thompson were a little further back. On the run down the lake the leading four bunched while the rest of the fleet picked up a little wind and began to close. However, at the leeward mark the four leaders got round without being caught. On the second lap Alan Bennett got to the windward mark first followed by Neil MacDougall. The course was shortened at the leeward mark so the fleet was now sailing for the finish. Again the chasing fleet picked up a little wind and began to catch the four leaders. Neil MacDougall overtook Alan Bennett to take first place with Alan Bennett second. The remaining boats sailed a lower course compared to the previous lap and found an island between them and the finish. The most direct route was to leave the island to starboard, but this involved sailing over shallows. Boats went both ways. Sailing over the shallows proved disastrous for Michael Thompson who ran aground, but was very profitable for John Coppenhall and Mark Coppenhall who overtook Simon Thompson to take third and fourth respectively. Behind Simon Thompson the boats bunched and over a third of the fleet crossed the finish line almost simultaneously making it impossible for the race officer to determine their finishing positions.
Despite questioning the competitors on the finishing order and a thorough analysis of possible finishing sequences the race officer was unable to determine the finishing order for nine boats so they were all given ninth equal place.

Mark Wilkins and Steve Lemmon were among those given ninth, so Alan Bennett's second place in the last race was sufficient to given him the championship. He achieved this with a string of consistent results, always finishing in the top five and also without a race win. In fact there were four different race winners for the five races. Steve Lemmon and Mark Wilkins tied on points, but Steve Lemmon's two race wins to Mark Wilkins's one gave him second place.

Chris Robinson Comet 63

Alan Bennett Association Champion

Association Championship 2007 Results

Rank	SailNo	Helm	Club	R1	R2	R3	R4	R5	Points	Notes
1	620	Alan Bennett	Staunton Harold	3	(5)	3	3	2	11	Veteran
2	168	Stephen Lemmon	Severn	1	1	2	(9)	9	13	
3	657	Mark Wilkins	Chipstead	2	4	1	6	(9)	13	Veteran
4	427	Mark Coppenhall	Hunts	5	(6)	4	4	4	17	
5	809	Simon Thompson	Crawley Mariners	(9)	3	9	2	7	21	
6	63	Chris Robinson	Burghfield SC	4	2	8	(17)	9	23	
7	650	Phillip Hossell	Severn SC	7	8	6	(21)	9	30	Veteran
8	308	Dave Harris	Severn SC	8	10	10	(15)	5	33	Veteran
9	687	Nick Moon	Severn SC	6	7	7	14	(26)	34	Veteran
10	711	Brian Welham	Taplow Lake SC	11	16	(20)	1	8	36	Mariner
11	673	Tristan Cooper	Severn SC	15	9	5	7	(19)	36	Youth
12	601	Neil MacDougall	Welwyn Garden	(18)	18	15	5	1	39	Veteran
13	367	Jon Cooper	Severn SC	12	(15)	13	11	6	42	Youth
14	532	John Coppenhall	Hunts	10	(23)	14	19	3	46	Veteran
15	834	Peter Thornley	WGC	16	14	(22)	8	9	47	
16	812	Roger Lemmon	Severn SC	13	(20)	11	16	9	49	Veteran
17	704	Clive Chapman	Littleton	14	11	16	(24)	9	50	Veteran
18	549	Michael Thomson	Crawley Mariners	20	12	12	(25)	9	53	Mariner
19	707	Derek Coleman	Coney	(24)	17	19	13	9	58	Mariner
20	31	Jeff Smith	Crawley Mariners	17	13	17	(23)	20	67	Veteran
21	518	Robin Ballam	Crawley Mariners	22	(28)	25	20	9	76	Mariner
22	800	Henry Jaggers	Beer SC	(31)	21	24	10	21	76	tMariner
23	724	Helen Leivers	Severn SC	19	19	18	(27)	25	81	Lady
24	142	Michael Callum	ASC	(NC)	24	26	12	24	86	Youth
25	323	Annette Walter	CMYC/WGCSC	21	(26)	21	22	23	87	Lady
26	614	Carol Butcher	Hawley Lake	25	27	(28)	18	28	98	Lady
27	611	Phil Walter	WGCSC	23	22	23	(NC)	DNC	99	Veteran
28	299	Andrew Keynes	Crawley Mariners	(31)	29	27	26	22	104	Veteran
29	763	Jennifer Lemmon	Severn SC	(NC)	25	31	DNC	DNC	118	
30	98	Claudie Black	Burghfield SC	(31)	30	31	DNC	27	119	Lady

Mino

Rank	SailNo	Helm	Club	R1	R2	R3	R4	R5	Total	Nett	Notes
1	237	Diana Thompson	CMYC	1	1	DNC			5	5	Lady Ancient Mariner
2	142	Michael Callum	ASC	2	DNC	DNC			8	8	Youth (13)

Xtra

Rank	SailNo	Helm	Club	R1	R2	R3	R4	R5	Total	Nett	Notes
1	764	Stephen Harvey	Cotswold SC	1	1	1			3	3	

Open Meeting Reports

COMETS AT RUDYARD LAKE
06/05/07

A blustery day welcomed the 9 visitors and 1 Club Comet to Rudyard Lake on 6th May 2007 and this included 3 Comets with an "Extra" rig.
The wind was northerly and along with the strong gusts, between which you could almost be becalmed, came extreme veering as well. Peter Mountford had a problem raising his sail and never made it to the start of race 1.
There were many capsizes including Mark Coppenhalls' just after the start but Steve Bellamy, Winsford Flash SC led throughout, being chased by Alan Bennett and John Coppenhall 3rd with Dave Jobling the 1st "Extra".
Race 2 saw the wind ease slightly and resulted in a much closer race but with the same winner - Steve, so sewing up the event. Alan was again 2nd with Mark 3rd and Dave was 1st "Extra" again.
Alan wasn't safe to be 2nd but in Race 3 despite a dry capsize on the first beat he went on to win handsomely with Steve in 2nd, Peter in 3rd, and Mark 4th.
Thanks to Rudyard Lake.

Overall Results:
1st Comet 656 Steve Bellamy (Winsford Flash) 2pts;
2nd Comet 620 Alan Bennett (Staunton Harold) 3pts;
3rd Comet 427 Mark Coppenhall (Hunts) 7pts;
4th Comet 532 John Coppenhall (Hunts) 7pts;
5th Comet 780 Peter Mountford (Staunton Harold) 8pts.

Alan Bennett

Steve and Allan at Rudyard Lake

COMET OPEN MEETING TAPLOW LAKE
MAY 5 2007

On a typical holiday weekend day of overcast, cool and light wind day, 9 visitors joined 5 locals to contest the Taplow Comet Open. The northerly and very variable airflow over the adjacent railway embankment challenged the race officers course setting skills but a suitable set of marks were achieved for each race
The first race began with a melee at the starboard end of the line with a number of boats involved in incidents. However, John Windibank reached the first windward mark in the lead followed by Clive Chapman. John remained in the lead with Clive relatively close for the next 3 laps. Brian Welham who was involved in the start line problems slowly worked his way up to the leading two boats and overtook Clive at the same time that John made a massive gain on the whole fleet. Unfortunately Clive was caught by the fleet and finished 7th. Tony Best came from the pack and gained a vital 3rd place with Brian 2nd and John 1st.

The second race saw less changes of position in the leading boats with Brian Welham finishing comfortably in the lead followed by Tony Best and another Taplow Lake SC sailor Robby Hamilton in 3rd place to make it an all TLSC podium.

The final race again had some incidents at the start line. One involved an overall contender Tony Best but Brian Welham and John Windibank were away cleanly and disputed the lead for 2 of the 3 laps. However John pulled away and Brian was caught by a fast moving Robin Ballam and the race finished with John Windibank well in the lead and Brian trailing Robin by a good margin. Tony Best eventually retired after further incidents as the race progressed.

A special mention must be made to the only lady participating. After arriving a few minutes late for the first race after loosing her way on the journey from Chichester, Annette Walters achieved solid 4th and 5th places in the two races she completed. We also had a very young Ian Stone from TLSC competing getting a credible 10th place in a strong field of very experienced adult sailors.

The Taplow Comet Open was won by John Windibank (2 pts) of Chipstead SC with Brian Welham (3pts) of TLSC 2nd with Tony Best (5pts) TLSC 3rd Annette Walters (9pts) CMYC 4th.

Brian Welham TLSC

HELM	NO	RACE 1		RACE 2		RACE 3		TOTAL	FINAL
		Place	Points	Place	Points	Place	Points	Points	Result
J Windibank	555	1	1	4	4	1	1	2	1
B Welham	711	2	2	1	1	3	3	3	2
T Best	801	3	3	2	2	RTD	15	5	3
A Walters	323	DNS	15	5	5	4	4	9	4
R Ballam	518	8	8	8	8	2	2	10	5
H Jaggers	800	4	4	9	9	6	6	10	6
J Coppenhall	532	11	11	7	7	5	5	12	7
C Robinson	63	6	6	10	10	7	7	13	8
C Chapman	704	7	7	6	6	8	8	13	9
R Hamilton	150	13	13	3	3	RTD	15	16	10
I Stone	625	5	5	11	11	12	12	16	11
M Taylor	676	10	10	12	12	9	9	19	12
P Walters	611	9	9	14	14	10	10	19	13
J Sturgeon	400	12	12	13	13	11	11	23	14

Comet Open Meeting at Crawley Mariners

13 May 2007

Four visitors joined twelve home boats for the annual Comet Open on 13 May. The forecast light SE wind later veering SW proved accurate. This meant that a Committee boat start could be used with an initial beat diagonally up the full length of the lake. One of the visitors, Brian Welham, rounded the first windward mark in first place after starting late but benefiting from a lifting gust off the start line. Close behind was a group of 3 boats: John Coppenhall, Mike Thompson and John Windibank. During the second lap Simon Thompson improved from fifth to second as Coppenhall dropped back to fifth. During the remaining 3 laps Simon Thompson was unable to close the gap to Brian Welham who led comfortably around all the marks.

A slightly more biased line for the second race of the morning spread the fleet along the line. It was Simon Thompson starting from the pin end who led round the first mark followed by John Coppenhall, Clive Chapman and Annette Walter. The wind veered significantly and during the second beat Brian Welham moved up to second but couldn't catch S. Thompson before the finish after 5 laps. Annette Walter gained a place to finish third with J. Coppenhall fourth.

During lunch the wind backed to its original direction but as it was expected to veer again the course was altered to ensure the amount of beating would remain the same. The biased line for the third race spread the boats evenly along the line and the leaders came from distinctly different parts. This time it was Annette Walter who led followed at a distance by a group of 6 boats. By the end of the first lap Brian Welham had moved up to second with Simon Thompson next and John Coppenhall fourth. Over the remaining 3 laps B. Welham got to within two boat lengths as Annette Walter just managed to retain her lead to the finish. In a significant change, J. Coppenhall eased past S. Thompson to finish in third and fourth respectively.

Coming to the final race, the three previous race winners were all in with a chance of taking the meeting. Again it was an even start and the first beat turned out to be crucial. John Coppenhall rounded first with a substantial lead over Alan Todd, followed by John Windibank and Brian Welham. John Coppenhall steadily increased his lead as the following four helms slowed each other. By the end of the third lap Simon Thompson had moved up to second place followed by Brian Welham and John Windibank. With no further place changes amongst the leaders it was a convincing win for John Coppenhall and the overall winner on better discard was Brian Welham.

Overall results:

1	Brian Welham	Taplow Lake SC
2	Simon Thompson	Crawley Mariners
3	John Coppenhall	Hunts SC
4	Annette Walter	Crawley Mariners
5	Clive Chapman	Littleton SC
6	John Windibank	Chipstead SC
7	Mike Thompson	Crawley Mariners
8	Robin Ballam	Crawley Mariners
9	Alan Todd	Crawley Mariners
10	Richard Warnett	Crawley Mariners
11	Jeff Smith	Crawley Mariners
12	Phil Walter	Crawley Mariners
13	Dave Monk	Crawley Mariners
14	Andrew Keynes	Crawley Mariners
15	Diana Thompson	Crawley Mariners
16	Karen Gargani	Crawley Mariners

1st CMYC helm after top 3

Very Ancient Mariner prize

Best capsizes of the day'

1st Open and an Xtra

Hampton Pier Sailing Club Comet Open

17th July 2007

A light south westerly breeze greeted the two Comets and two Xtras for their visit to Hampton Piers Comet Open. The welcome was as friendly as ever with lots of help for everyone and the race officer set a triangular course but with the wind direction shifting massively from time to time he was keeping his figures crossed he would be able to set us a course with a beat.

Racing got underway at 12 o'clock with a very light wind and the Comets Xtras and Mino's starting as one fleet. The tide caused a few problems at the start but Clive Chapman took a strong lead followed by the Extras of Peter Mountford and John Sturgeon with John Windibank having a senior moment giving the others a very good start. Clive held his lead to the finish followed by Peter who had a very close race with John S.

The wind had picked up a little for race 2 which proved to be the last race of the day and John S took an early lead with a port tack start. John W who had something to prove got by into the lead down the reach and gradually pulled away to the end of the race. Clive John S and Peter hade a close race which saw Clive coming in ahead of the Xtras . The results where split in both classes and the winners in the last race deciding the result.

Results

Comet.	1.	555	John Windibank	Chipstead
	2.	704	Clive Chapman	Littleton
Xtra	1.	246	John Sturgeon	Hawley Lake
	2.	780	Peter Mountford	Staunton Harold

Comet People

Nic Cross

Congratulations to Nic Cross, Shearwater SC, who was presented with the RYA's most prestigious training award, RYA Instructor/Coach of the year, at the Dinghy Sailing Show.

Although Nic has now sold his Comet, he is still involved with the Class by organising the annual Open event at Shearwater.

Heather Back

It was good to catch up with Heather Back (formerly C.95) who is now sailing an RS800. She and her fiancé – husband by the time you read this – came to Beer for a 2 day event which enjoyed some very wet weather!

Ralph Rowe

Due to a recurring knee problem Ralph has had to give up Comet Sailing. Ralph has been a member of the Class association since its inception and was instrumental in setting up the Comet Class at Chipstead (Perihelion 78) and helping the Class especially in the early years. We are going to miss Ralph who is highly respected in the club and a continuing support.

Debbie Degge

On a recent sailing holiday in Minorca I bumped into Debbie Degge. Debbie was Comet Class Association Champion in 2000 but dropped out of Comet sailing with health problems. When I saw her Debbie said her health problems were behind her and she certainly looked fit and a picture of health. Debbie only sails occasionally these days but she has not lost any ability or the will to win and was first in the Minorca sailing regatta that week.

LETTERS TO THE EDITOR

Dear Editor

Its David Jobling again!

May I through the pages of the magazine complain, protest and question the cost of our National Championship at Teignmouth CYC.

If a one day open meeting costs between £5 and £8, a two day Association Championship £20, surely a three day meeting should at a maximum be £30.

I have aired my views at recent meetings and found surprise and dismay at the proposed costs, especially when two members of a family partake that will mean £116 entrance fees alone.

Is there not a concessionary case for juniors and OAP's?. Am I alone in my views?

Kind regards

D.B.Jobling C735x

NOTICE BOARD

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

Hawley Lake Comet Open has now been confirmed for 21st July
For furter information contact Dave Gilbert 01252 517913

COMETS FOR SALE

Comet 346 Red hull, cream deck. Iroko rubbing strake. 16:1 rotating kicker; 4:1 downhaul; 4:1 quick-attach outhaul. Mk2 (large) grab rails; ss self-bailer. 2 Morrison sails. Well looked after. .Tel. 020 8777 8650.
Ralph Rowe

Comet 716
Full rig, Race rig, Top cover, lauching trolley and road trailer. Good condition but not sailed much recently, Race winner with the right Helm. Location - Cheshire. £1250 ono Tel: 01477 534238/07711 603010. Email: tim.baker2@btinternet.com
Tim Baker

3 Boat Trailer
sutable for Comets Toppers and Lasers or similar. Consisting of a box trailer base and removable "three-boat" frame. Base Unit: Interior dimensions; length 2510mm (98¾"), width 1330mm (52½"), depth 410mm (16"). A small extension "spar box" to one side adds 300mm (1ft) to the base length, suitable for Topper & Comet booms to lay lengthwise in the bottom (to avoid having to de-rig them completely). Overall length 3550mm from tail lights to tow-hitch. Sitting on ten-inch (mini) wheels with one spare bolted to the front. Boat carrying frame (removable by undoing eight bolts). This has been used to store several boats in the boat park too. The width if this is 1400mm (55¼"), the depth (between bars) is 490mm (19¼") and the bar spacing (front to back) is 1470mm (58"). Currently situated in Cardiff. Offers over £350 Contact Mark or Paul Govier by e-mail: mark.govier@gmail.com (Paul) 029 2077 8459 ev 07811 395 848 (Mark).07970 202 634

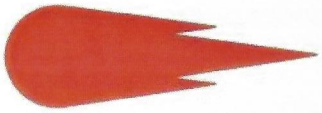
check our website for the latest Comets for sale
Comet Class Association Website:- www.cometsailing.org.uk

Perihelion 84

Please send your contributions for the next issue of Perihelion by

31st August 2007

To John Windibank, Comet Class Editor, 2 Dogwood Close
Northfleet, Kent. DA11 8PJ email johnwindi@blueyonder.co.uk



Comet Class Association

Affiliated to the Royal Yachting Association