

**PERIHELION**  **85**

**Winter 2007**

*Comet People*



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**Comet Class Association  
Newsletter**

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News Letter to John Windibank  
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Money to Helen Leivers  
Open meetings and general information to Nora Jagers

Comet Class Association Website:- [www.cometsailing.org.uk](http://www.cometsailing.org.uk)

## NEWSLETTER NUMBER 85

Winter 2007

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## Chairman's Report

Towards the end of my last report, I said there were still seven open events left and I hoped to get to most of them. Well I managed six, so not too bad. Some we were able to get to and back in the day but three of the weekends involved an enjoyable night or two away, including an impromptu night spent at Severn SC *en passant* between Banbury and Merthyr. They were all great events and it was good to see so many of you on the water and to have the opportunity of joining in the competition.



We also had a presentation to make to Richard Smallwood in recognition of his years of service as treasurer but sadly he was not able to be there to receive it in person. Subsequently Norah

and I visited him at his home and presented it to him on behalf of you all. A busy day! Hopefully the various winners will be listed elsewhere in this edition but well done to everyone and many thanks to Staunton Harold for allowing us the space and time to make the awards. Many thanks to them, too, for judging the photos!

This year's National Championship results, published as provisional in the last Perihelion, now stand as the final results. This follows the eventual retraction of an appeal for redress by the competitor involved after taking expert advice from a member of the RYA Racing Rules Committee.

For the third year running, Comets were invited to take part in the Endeavour Trophy on the 6<sup>th</sup> and 7<sup>th</sup> October. This is an annual "Champion of Champions" event held at the Royal Corinthian Yacht Club, Burnham-on-Crouch, where it has been held every year since 1961.

The season ended at Staunton Harold SC. I was Hon. Sec. at Staunton Harold for eight years or more before we moved down to Devon so I had the added pleasure of meeting a few of my old buddies as well as enjoying a really good day's sailing. Following on from the prize giving for the open meeting itself, we presented the Orbital and Aphelion trophies and mementoes. The Orbital was especially keenly contested this year, the overall result hanging on this last event. We also awarded the Hossell and Fate Plates, the new Xtra Trophy, and the Pingewood Trophy, and announced the winners of the Photographic Competition (which was once again very well supported).

Many thanks to our National Champion, Ian Coppenhall, and to John Coppenhall who crewed for him, for representing us at this prestigious event. They did pretty well, too, finishing 20<sup>th</sup> overall in a very elite fleet. Ian will also be representing us, together with his brother Mark, in the "Race of the Classes" on the last day of the London Boat Show at ExCel. Please go and cheer them on if you can, and maybe pick up an end of show bargain or two at the same time.

As the year draws to a close, my thanks go to all of you who took part in our events, contributed to Perihelion, or just sailed Comets anywhere; also, of course, to the clubs which hosted our open

meetings and championships. Thank you all for your support of the Comet Class Association.

Planning for next year is already well in hand and you will find dates and venues for our usual two championship meetings and for some of the earlier open meetings elsewhere in this edition. Before then we have both the London Boat Show and the Dinghy Sailing Show to look forward to, good places to meet up and maybe find that elusive gear or idea to make your Comet sailing in 2008 even better!

A Very Happy Christmas and New Year to you all,

Henry Jagers

### The FATE Plate

*The FATE plate was presented by Peter and Wendy Hayes in 2004, for Endeavour in the Face of Adversity.*

*This year the Committee decided to award the FATE plate in recognition of a lot of hard work following the summer storms which saw a clubhouse flooded, furniture and equipment ruined, boats stranded up trees, boats damaged or lost, and caravans floating upsidedown in neighbouring fields.*

*The clubhouse is now useable. A temporary generator is in place. Boats have been retrieved and damage repaired. The caravans have been scrapped and club members are looking at alternatives. There is a real sense of achievement and of the club members having pulled together to get things back on track. The club even hosted their annual Comet Open meeting during the early stages of the restoration work.*

*So, instead of presenting this award to an individual, the FATE plate 2007 is awarded to*

**Severn Sailing Club**



## Secretary's Report

### Notes from the Committee:



1. Your Committee held a brief meeting at Staunton Harold to review the season and to start planning for 2008. The Committee formally agreed that Helen Leivers and Norah Jagers should be signatories for the account held with the National Westminster Bank.
2. Helen Leivers has since taken over the books from Richard Smallwood. Please make sure that you send your annual subscriptions to Helen – her contact details are on the renewal form as well as on the inside cover of Perihelion.
3. Please note that your Committee is still lacking a representative from the Mino sailors, and a volunteer would be most welcome.
4. As we have had no responses from members about the number of Championships (see Notes from the Committee in Perihelion 84) your committee has assumed that you will continue to support two annual events.
5. The National Championships of 2008 will be held over the August Bank Holiday weekend by kind invitation of Hunts Sailing Club. For those of you who haven't been to an Open meeting there, the club is on a gravel pit at St.Ives – the one in Cambridgeshire, not Cornwall. It is the home club for the Coppenhalls, so we are assured of a warm welcome.
6. The Association Championships will be held at Bexhill-on-Sea over the weekend of June 14<sup>th</sup> and 15<sup>th</sup>. Bexhill is on the Sussex coast, between Hastings and Eastbourne. The club is next to the famous de la Warr Pavilion, and is well appointed – it is a sailing club rather than a Yacht Club! It has a number of Comets sailing regularly so, once again, we can look forward to a warm welcome.
7. In terms of this year's National Championships, we are now able to confirm the provisional results as the final ones. We apologise if they weren't posted on the website immediately they were agreed.
8. We have not had any volunteers to take over as webmaster. Chris Robinson has said that he would, with some training, be prepared to take on the job, with the understanding that as his work takes him out of the country at times he may not be as responsive as he would like.
9. We are in the process of building up the programme of events for 2008. We will be sad not to go to Hampton Pier next year as this has been one of our stalwarts, but we fully understand the reasoning behind the club's decision. We can look forward to some national events there in the future.

10. We have been invited to compete in the Race of the Classes on the last day of the London Boat Show at ExCel. Ian and Mark Coppenhall have agreed to represent us, so you might like to go along and cheer them on.
  11. The 2007 sailing season ended with an exciting meeting at Staunton Harold, with the Orbital Trophy still very much in contention. Mark Coppenhall came through as a worthy winner. Congratulations Mark.
  12. Congratulations to John Sturgeon, the first winner of the Xtra trophy.
  13. You will find a report of the Endeavour Trophy elsewhere – thank you Ian and John Coppenhall for representing us so well.
- The Pingewood Trophy, which is awarded to the helm who has attended the most events during the year, goes to John Coppenhall. Thank you John for your continued support.

Norah Jagers Class Secretary.

### *The Hossell Plate 2007*

*The Hossell Plate was donated in 2002 by Liz and Phillip Hossell as an annual award to the person judged by the committee to have made the greatest contribution to Comet sailing, and to enhancing the membership of the Comet Class Association.*

*The winner in 2006 was Alan Bennett for his ambassadorship on and off the water and his work in connection with the Outdoor and Leisure Show at the NEC.*

*This year the committee has chosen someone who has introduced many people, young and old, to sailing in general and to Comet sailing in particular.*

*For many years he has audited our accounts and supported our Treasurers with his knowledge and sound advice.*

*The winner of the Hossell Plate 2007 is*

***John Edwards.***





## More on the Mino

As an update on the Mino rig, the sail sets very well and is easily controlled by the outhaul, needing less kicker to retain the shape and firmness of leech with little downhaul.

I have now sailed it on a number of times and, in a bit of a blow, it is a boon not to be struggling upwind. I find that sitting out comfortably, a combination of easing the main

and sailing slightly free, enables me to work through the waves and still have some energy left for sailing downwind. Once round the windward mark and with the kicker slightly off, the trick is to surf the waves properly and this compensates well for the reduced sail area.

The big benefit is the additional time given to mind and body by the slower response of the boat to gusts, lulls and waves enabling me to react properly before things get out of shape.

In this respect, the Mino rig is a boon to the older sailor and enables me to sail in conditions where the full rig would be too much of a handful to be pleasant. I would also think the rig would be excellent for the lighter weight youngster or novice adult learning to sail. For these categories of sailor, the original intention for the sail has been fully achieved.

Of course, the big downside still remains. I said I would try the rig in a race and did so on a day when both I and the Race Officer expected the wind to rise above Force 3. At the start of the race, the wind eased considerably and, in a sloppy F2, I was well underpowered and stuck at the back of the fleet. I did win the slow boat grouping in our joint start but could not save my time on faster boats as I didn't have enough boat speed on some long reaches. Oh, for the big rig!

I had my final sail of the year at the end of October in a light sunny F2 and we cruised along the coast towards Frinton and then had a long beat back with the first of the flood tide underneath us. With full sail, I was playing games with a 30' cruiser and making much the same progress but at different sailing angles - how he pointed that high I do not know!

For the first time in a while, I am looking forward to next season and some racing.

Good sailing, Keith Lamdin.

## Comet People

Catherine Bellamy first appeared in Perihelion in 2004 as the first winner of the FATE plate and the nomination particularly noted the determination and will to do well while sailing. Well we have been following her progress as she has started to get good results at open events and her results at the Teignmouth Nationals were mighty impressive leap with a 12th place overall and winning the Lady and Youth Trophy. Catherine finished ahead of past Lady winners like Helen Leivers and 7 times winner Emmer Brisley and her best sailing was on the windy Monday of the Nationals. Her exploits saw her featured in the Congleton Chronicle with a two column feature and if she continues to improve who knows what she will achieve. Well done Catherine we are pleased to have you on board and we look forward to racing against you next year.



Catherine at the Nationals with Phil Hossell & Mark Coppenhall

## Editor

Thank you all for your contributions to Perihelion this year and for me they have been the best ever. I am sorry we have lost some old friends who have all given me great articles over the years and most of all great racing on the water. Keep the articles coming I am not one to waste anything. Have a great new year and keep sailing. Ed



## A Blast from the Past Littleton Open



# Sailing Away Series

## A Fond Farewell from your Former Financier

As observant readers of Perihelion, and those at the 2007 AGM, will know I have handed over the reins as your Honorary Treasurer and Membership Secretary to Helen Leivers.



I just want to express my thanks for the generous present handed over to me by Henry and Norah (picture below) and for 12 marvellous years sailing Comets 565 and 750, with all the friendship and fun I have enjoyed. The past five years as Treasurer have brought me into contact with a wider group than the Open Meeting circuit sailors and

Frensham Pond Comet fleet, the latter now sadly much depleted. There is no doubt the Comet Class provides as friendly a group of people as one could wish to meet.

On the Open Meeting circuit the competition was always fierce and fair and I was lucky enough to win a couple of Area Aphelions before the advent of the Coppenhall phenomenon, and to pick up occasional prizes at Nationals and other meetings! Whatever the result, it was always good fun. Fortunately, as my relative skill level dropped, the introduction of the Ancient Mariner prize gave me something to aim for, even if John Windibank usually pipped me when he was competing. I am delighted to see that John has won a number of Open Meetings this year, as have other "senior sailors"; perhaps I gave up the Comet a bit too early!

In fact, it was my increasing involvement with Frensham Pond Sailability after I retired from "gainful employment" in 2005 that led me to the 2.4mR mini-keelboat. This is the boat used as the Paralympic single-hander but is also widely sailed by able-bodied sailors, particularly in Scandinavia. Starting with a few boats, bought for use by sailors with disabilities, Frensham Pond SC has now developed the only regular 2.4 club racing fleet in the UK. I acquired one in 2005 which came with the appropriate name "Lionheart". Our club fleet races all year round and has disabled and able-bodied sailors, the latter mostly geriatric dinghy sailors like me.

With good 2.4 class racing at Frensham, and also a commitment to organising



Sailability sessions there, I found I did not use my Comet much in 2006 and felt the time had come to pass it on. Although I do not travel with the 2.4 as much as I used to with the Comet, I must mention an outstanding event I went to this year. The 2.4mR is essentially designed to the same rule as the 12-metres that were the America's Cup standard boat for some years, and also the 8-metres, 6-metres and 5.5-metres that are nowadays seen as classic designs and will be well remembered by senior CCA members.

To mark the centenary of the "Metre Boat Rule" in 2007, all 'Metre' classes were invited to participate in a special regatta at Cowes in July. A fleet of fifteen 2.4s duly turned up to provide the second

largest fleet there, in numbers if not in size! We were pleased to hear that we would sail on a separate course in Osborne Bay and not be expected to test the Port and Starboard rule on the same course as the very much larger boats! Although a couple of days were lost due to strong winds, when none of the classes sailed, we had a great time and enjoyed mixing socially with the sailors from the other classes. It is certainly the only event I have attended hosted by the Royal Yacht Squadron (blazers and ties obligatory)!

I will retain my CCA membership for the time being to keep in touch with your activities although I don't think my ageing limbs would welcome returning to a competition in a capsizable boat after the comparative security of a 2.4 cockpit. See the photos – there are 16 different jamming cleats, most of which get adjusted at some time during a race. It has certainly provided a new challenge.



Finally, I wish you all fair winds and sunny skies in 2008.

Richard Smallwood, Comet 0 (previously 565 and 750)



## COMETS ON THE WATER



Fran Gibbs (Severn)



Norah Jagers (Beer)

## COMET PEOPLE



Tim O'Toole (Littleton)



Norah Jagers (Beer)



# The Endeavour Trophy 2007

John Coppenhall

Having been asked by Ian to crew for him at the Royal Corinthian the weekend arrived. Looking at the forecast we wondered if the right decision had been made to have the extra weight on board. The forecast for East Anglia was 6 miles an hour on both Friday and Saturday and 3 miles an hour on Sunday.

However the decision had been made so we turned up at the yacht club at about 10.am on the Friday to find the forecast is showing force 3 to 4 easterly. We registered at reception and are handed a jib. We then walked along the car park to a large artc trailer. There we were given a mast, boom, rudder and tiller. We then went to a row of Topper Xenons (all brand new) which all had covers on. There was a label on one which had comet written on it. Having uncovered the boat which had no parts attached, we are then told to attend a briefing to explain the training session that was to take place in the afternoon. At the briefing we are told to be on the water for 2 pm. I wonder if we will we have time to rig the boat especially as we have to set it up. Ian has an advantage he has rigged them before. (Although he did admit he didn't know anything about rig tensions.) I need not have worried about that the guys from Topper told us how to set up the boats as did the coach doing the training. But what are shrouds and lowers? It's a lot more difficult than rigging the Comet. We get the mast up put the shrouds in place and then try to attach the lowers only to find that they are too short. The guy from topper says no they're all the same length. So we check them against the next boat to find they are 6 inches shorter. Back to topper, who finally admit they are wrong and provide us with a new set which do fit. We put the sails on to make sure they work properly. We find that the sheets are too long but luckily don't cut them. We haven't seen the sailing instructions yet that say we can't make any alterations to the equipment provided. We have time for a quick lunch and then its time to launch.

We think we've checked everything. We leave the shore and start beating towards the sailing area. The next thing I know about the boat suddenly heels to leeward. (I didn't think the wind was blowing that strong) I look round to see Ian in the water holding on to the main sheet and tiller extension which had come detached. I ease on the jib and Ian climbs back in. We discover that the tow strap rope had come undone. So we then set about retying all the ropes (that's the problem with new ropes). It gave me a

chance to helm the boat as it was easier for Ian to carry out the repairs. We finally reach the training area to find that the session had started. We still haven't tried hoisting the spinnaker. So we set off up the beat and round the windward mark. My first hoist is slow but I soon get the hang of pulling it up quickly even if not in and pulling. We sail down to the leeward mark. There I find it is necessary to pull it down just as quick. It goes alright until I pull the main body of the sail into the chute and it sticks. So we decide to do some hoists and drops to get me up to speed. After a number of starts and other exercises we then sail ashore for the debrief and welcome to the yacht club. We obviously haven't worked too hard, I'm not too tired and don't feel stiff. However the boat feels heavy as we pull, it up the slipway and then remove the bung to find water pouring out. How's that for a new boat, ours wasn't the only one to have water in the hull. After briefing we have a meal and then decide to have an early night as breakfast is at 08:30 tomorrow and we have a race briefing at 09:00.



Saturday dawns and I'm woken by my helm telling me it is 08:00 (the only problem is he hasn't changed his watch from Minorcan time) and it's only 07:00. So it's back to bed for another hour. Up we get and stroll down to the yacht club. Other competitors are already there and have started to rig their boats. We remove ours from the boat park and uncover it prior to breakfast. At briefing we are told we have 5 races on Saturday and 3 on Sunday. We launch at 09:45 for the first race at 10:30. We make our way to start which is just beyond the moored boats to the east of the club. The tide is going out against the wind and we have a general recall for the 1st race. The race officer has threatened a black flag but it doesn't appear at the restart and we all start cleanly. We start with a 17<sup>th</sup> which isn't too bad owing to the standards of the fleet and a slight mistake loosing you 8 places. During the race the toe straps come undone again. This time Ian does not fall out but ends up sitting out with his toes under the thwart. So in the short time between races we retie all the toe straps and this time they stay in place. The second race has another general recall but this time the black flag is put in place and there is one boat over. We have a poor 1<sup>st</sup> beat and decided to try something different on the downwind leg. We gybe of to the left whilst all the other boats have gone right. It pays off and we gain a few places. On the second lap we try the same manoeuvre and gain more places. However on the third lap we try it again and loose all those places and end up 26<sup>th</sup>. We



have 2 more good races a 14 and 17. In the final race the wind had picked up and we have a 24<sup>th</sup> leaving us in 24<sup>th</sup> place overnight. We discover that one of the boats (that of the Greenhalgh's the international 14 National champion) has been packed up and they have gone home because they are not happy with their OCS in the second race. Having looked at the results we decide we can beat them with 3 three good races on the Sunday and we also have a chance of beating the other boats near us on points. I feel rather stiff and tired as it has been hard days sailing, so after dinner at the yacht club we go off to have a relatively early night.

Sunday morning dawns and there appears to be very little wind (the club racing is postponed but we are of the water at 09:45 and sail up to the join of the Crouch and Roach (an half hour sail) as the wind has gone round to the North East and is picking up to the same wind speed as the previous day. The race officer starts the sequence only to put the postponement flag up as there is a major wind shift. The first start is a general recall and the black flag is then put up for the rest of the day. We thought we were at the right end of the line for that start. So we decide to start at the committee boat in the next start, but the wind as changed slightly. So we decide to duck the sterns of all the fleet before tacking onto port. We find we are on the lay line for the windward mark. It is rather hard sitting out for that length of beat but I don't feel quite as stiff as last night. Ian does not appear to be shouting at me to hike too much which is quite common when we sailed a Merlin Rocket together last winter. We gain a number of places on that leg as we are in the stronger tide and at the windward mark we gain a further 5 places as a large number of boats have over stood the mark. On the run we see one of the leaders Nick Craig (who has won the event for the last 3 years) sail over his spinnaker. We are in 7<sup>th</sup> place so we decide to follow the leaders who are going right. They must know what they are doing. Wrong decision and as the boats behind go left and over take us all. We drop back towards the rear of the fleet. On the second beat we again go left and pull back some of the places and finally end up 18<sup>th</sup> with Nick Craig 22<sup>nd</sup>. In race 7 we end up 15<sup>th</sup> again beating Nick Craig who is 17<sup>th</sup>. In the final race we end up 20<sup>th</sup> and our overall position is 20<sup>th</sup> Ian has improved over the years beating more boats each year.

This year's winner was Steve Tylecote of the Firefly class. He wasn't one of the favourites to win. It just goes to prove the event is level playing field with no one having an advantage. He admitted a mistake could cost you a number of places with the closeness of the fleet.

Next years event is being held on 11<sup>th</sup>/12<sup>th</sup> October and it is hoped that Topper will again provide the boats.

# Comet Orbital 2007

Rank	No	Helm	Club	Best Six Results						Pts
1st	427	Mark Coppenhall	Hunts	1	1	1	1	1	2	7
2nd	620	Alan Bennett	Staunton Harold	1	2	1	2	1	1	8
3rd	711	Brian Welham	Taplow Lake	1	2	1	1	2	2	9
4th	532	John Coppenhall	Hunts	3	3	2	1	1	1	11
5th	555	John Windibank	Chipstead	1	1	6	1	2	1	12
6th	800	Henry Jaggers	Beer	4	1	4	4	4	3	20
7th	656	Steve Bellamy	Winsford Flash	1	6	4	4	2	6	23
8th	704	Clive Chapman	Littleton	6	5	2	2	5	4	24
9th	518	Robin Ballam	Crawley Mariners	5	8	3	7	5	1	29
10th	63	Chris Robinson	Burghfield	3	4	4	6	7	8	32
11th	248	Catherine Bellamy	Winsford Flash	7	3	5	3	8	7	33
12th	844	Paul Hinde	Severn	9	5	8	8	9	3	42
13th	812	Roger Lemmon	Severn	5	6	4	11	7	10	43
14th	323	Annette Walters	Welwyn Garden City	5	3	4	4	3	25	44
15th	650	Phil Hossell	Severn	10	7	16	9	7	6	55
17th	724	Helen Leivers	Severn	12	11	10	7	6	12	58
18th	205	Rhiain Bevan	Cransley	15	7	7	13	6	11	59
19th	763	Jennifer Lemmon	Severn	10	14	10	7	16	15	72
20th	299	Andrew Keynes	Crawley Mariners	11	16	11	17	10	27	92

## FIRST SIX AT OPEN MEETINGS

North	Swarkestone	Redesmere	East	Littleton
	427 Mark Coppenhall	620 Alan Bennett		620 Alan Bennett
	620 Alan Bennett	656 Steve Bellamy		152 Alex Reeve
	248 Catherine Bellamy	844 Paul Hinde		804 Eddie Pope
	656 Steve Bellamy	633 John Edwards		801 Tony Best
	532 John Coppenhall	427 Mark Coppenhall		745 Nick Warren
	800 Henry Jaggers	724 Helen Leivers		168 Stephen Lemmon
	Att: 11	Att: 9 + 3 Xtra's		Att: 24
West	Severn	Merthyr Tydfil	South	Kingsmead
	636 Ian Coppenhall	427 Mark Coppenhall		518 Robin Ballam
	427 Mark Coppenhall	597 Ben Palmer		801 Tony Best
	168 Stephen Lemmon	800 Henry Jaggers		800 Henry Jaggers
	620 Alan Bennett	532 John Coppenhall		704 Clive Chapman
	844 Paul Hinde	205 Rhiain Bevan		711 Brian Welham
	800 Henry Jaggers	812 Roger Lemmon		400 John Sturgeon
	Att: 22	Att: 17		Att: 12
Central	Banbury	Staunton Harold		
	427 Mark Coppenhall	555 John Windibank		
	620 Alan Bennett	427 Mark Coppenhall		
	730 Brian Herring	620 Alan Bennett		
	711 Brian Welham	711 Brian Welham		
	704 Clive Chapman	800 Henry Jaggers		
	532 John Coppenhall	656 Steve Bellamy		



# Comet Aphelion Events 2007

## COMET Eastern Aphelion 2007

Rank	SailNo	Helm	Club	Fishers Green	Hampton Pier	Chipstead	Littleton	Pts
1st	555	John Windibank	Chipstead	1	1	2	DNC	4
2nd	711	Brian Welham	Taplow Lake	3	DNC	4	10	17
3rd	704	Clive Chapman	Littleton	5	2	DNC	11	18
4th	532	John Coppenhall	Hunts	6	DNC	6	8	20

## COMET Northern Aphelion 2007

Rank	No	Helm	Club	Rudy Lake	Winsford Flash	Chester	Swarkestone	Redesmere	Pts
1st	620	Alan Bennett	Staunton Harold	2	DNC	DNC	2	1	5
2nd	427	Mark Coppenhall	Hunts	-3	2	2	1	-5	5
3rd	656	Steve Bellamy	Winsford Flash	1	-6	-4	4	2	7
4th	532	John Coppenhall	Hunts	4	4	1	-5	DNC	9
5th	735	Dave Jobling	N Staffs	DNC	1	3	DNC	7	11
6th	248	Catherine Bellamy	Winsford Flash	-7	3	5	3	-8	11
7th	633	John Edwards	Chester	DNC	5	7	DNC	4	16
8th	730	Brian Herring	Winsford Flash	6	-8	6	7	DNC	19

## COMET Southern Aphelion 2007

Rank	No	Helm	Club	Taplow Lake	Crawley Mariners	Hampton	Bexhill	Kingsmead	Pts
1st	711	Brian Welham	Taplow Lake	2	1	1	DNC	-5	4
2nd	532	John Coppenhall	Hunts	-7	3	2	1	DNC	6
3rd	518	Robin Ballam	Crawley Mariners	5	-8	3	DNC	1	9
4th	801	Tony Best	Taplow Lake	3	DNC	6	DNC	2	11
5th	704	Clive Chapman	Littleton	-9	5	DNC	2	4	11
6th	800	Henry Jaggars	Beer	6	DNC	5	DNC	3	14
7th	63	Chris Robinson	Burghfield	8	DNC	4	DNC	8	20

## COMET Western Aphelion 2007

Rank	No	Helm	Club	Shearwater	Sandwell Valley	Mudford	Severn	Merthyr Tydfil	Pts
1st	427	Mark Coppenhall	Hunts	DNC	1	DNC	2	1	4
2nd	800	Henry Jaggars	Beer	4	DNC	1	-5	4	9
3rd	711	Brian Welham	Taplow Lake	1	DNC	2	9	DNC	12
4th	532	John Coppenhall	Hunts	3	5	DNC	-14	5	13
5th	812	Roger Lemmon	Severn	5	3	DNC	-10	7	15
6th	763	Jennifer Lemmon	Severn	11	9	DNC	6	-16	26
7th	501	Pete Sollars	Severn	DNC	7	DNC	7	12	26
8th	205	Rhian Bevan	Cransley	DNC	6	DNC	18	6	30
9th	63	Chris Robinson	Burghfield	9	DNC	DNC	19	9	37

## COMET Central Aphelion 2007

Rank	No	Helm	Club	Hunts	Hawley Lake	Cransley	Banbury	Staunton Harold	Pts
1st	427	Mark Coppenhall	Hunts	-2	DNC	1	1	2	4
2nd	620	Alan Bennett	Staunton Harold	1	DNC	2	2	-3	5
3rd	711	Brian Welham	Taplow Lake	-11	2	DNC	4	4	10
4th	532	John Coppenhall	Hunts	-8	1	5	6	-8	12
5th	800	Henry Jaggars	Beer	-7	4	4	-10	5	13
6th	205	Rhian Bevan	Cransley	-15	DNC	7	13	11	31
7th	724	Helen Leivers	Severn	12	DNC	DNC	11	12	35

# Open Meeting Reports

## Banbury Comet Open Meeting 29<sup>th</sup> September

A light Easterly wind welcomed 13 visitors and 5 Banbury sailors to Boddington reservoir. The duty officer, Vic Gyselvnc, tried hard to set challenging courses throughout the day; never an easy task here when the wind is from the East. With the prospect of the wind dying in the afternoon the duty officer announced that the first two races would be run back-to-back.

The first race got underway promptly at 11.00 with 17 starters; Henry Jaggars failed to make the start having been delayed in his journey up from Beer in Devon. Banbury comet fleet stalwart Mike Peel was keen to start but was adjudged to be over the line and lost valuable places restarting. By the first mark Mark Coppenhall (427) was already clear of Alan Bennett (620) followed by Brian Herring (730) and Chris Robinson (63). As the race progressed Mark and Alan extended their lead with Chris overtaking Brian. The back-markers were pleased to see the shortened course flag appear, otherwise many would have been lapped by the leaders.

The second race started under darkening skies with the threat of rain. Brian Welham (711) got a good start followed by Mark Coppenhall (427), Clive Chapman (704) and Ros Stevenson (820). Alan Bennett (620) made his way up through the field finishing third behind Mark and Brian but ahead of Clive.

After a hearty Banbury lunch the sun came out but the wind strength and direction did not improve. In a closely contested race, Alan Bennett (620) succeeded in overtaking Mark Coppenhall (427) to secure first place in the race and second overall. Brian Herring (730) took third place in the race and third place overall by beating both Brian Welham (711) and Clive Chapman (704). First lady was Ros Stevenson (820) and first Banbury boat was Jane Mayhew (218).

We look forward to welcoming back the Comets next year and to perhaps even to someone beating the Coppenhall family. Thanks to everyone who helped on the day with organising the racing, running the bar and providing the food and especially to the competitors who travelled from all over the country.

### Results

1	427	Mark Coppenhall	Hunts	2
2	620	Alan Bennett	Staunton Harold	3
3	730	Brian Herring	Winsford Flash	7
4	711	Brian Welham	Taplow Lake	8
5	704	Clive Chapman	Severn	8

Eb Brown



## Comets at Staunton Harold Saturday 20/10/07

Bright and sunny weather after early mist but little wind greeted 23 Comets from all over the Country to the final event of 2007. After a short postponement the OOD got the fleet away in whispers of variable wind. Eventual race one winner John Windibank made the most of the conditions and lead from the start. The mid fleet bunched up at the first mark with many shouts of water! Steve Bellamy, Brian Welham, John Coppenhall and Alan Bennett were chasing the leader for a lap until Alan squeezed past on the run to hold second to the end, Brian was third followed by John Coppenhall.

The wind filled in nicely for race two. Alan lead for most of the race but Mark Coppenhall got past under him on the penultimate reaching leg and with a fetch to the finish there was no chance to get the lead back. There was close racing behind the leading pair but eventually John Windibank came through to third, Junior Catherine Bellamy in fourth, and Brian Welham fifth.

It was then down to the final race to decide the winner. John proved that the win in the first race was not by chance and lead it throughout from Mark Coppenhall. Phil Hossell had his best result in third having been up with the leaders in previous races and falling back. Brian Welham and then Henry Jagers got through Alan Bennett who had decided that as he was discarding that final race of his Comet career he was happy to let them both through!

The prize giving for the Central and National Travellers followed the event awards. Thanks to Staunton Harold SC and well done John Windibank.

### Overall Results:

1st	555	John Windibank (Chipstead SC)	2pts
2nd	427	Mark Coppenhall (Hunts SC)	3pts
3rd	620	Alan Bennett (Staunton Harold SC)	4pts
4th	711	Brian Welham (Taplow Lake SC)	7pts
5th	800	Henry Jagers (Beer SC)	11pts.

Alan Bennett

## Merthyr Tydfil Sailing Club - Comet Open Meeting

30th September 2007

*Easterly winds at Pontsticill reservoir, home of Merthyr Tydfil Sailing Club, are never welcome. The hillside to the east of the reservoir is high and steep resulting in wind from all directions,*



*even downwards. That's what we had this weekend. Despite the light and fluky conditions we did get three races in for eleven visiting and six local Comets.*

*For the first race the wind was initially from the north and very light. Even so Mark Coppenhall and Henry Jagers reached the windward mark a short distance ahead of Mark Govier. But Mark Coppenhall managed to stay ahead of Henry to the finish line with John Coppenhall finishing third.*

*After a hearty lunch two further races were held, the wind now having generally turned to come from the south. In the second race Mark Coppenhall led from shortly after the start to the finish. This time with Benjamin Palmer coming second and Alun Bevan third.*

*In the third and final race of the day, Mark Coppenhall passed Mark Govier and Benjamin Palmer shortly after the start of the race. Alun Bevan had squeezed past the "chasing" group early in the race and managed to grab second place ahead of Ben - which was crucial in deciding the overall result as they both then had a second and third.*

### Top Six Results: -

427,	Mark Coppenhall,	Hunts SC,	2 pts
420,	Alun Bevan,	Merthyr Tydfil SC,	5 pts
597,	Benjamin Palmer,	Baltic Wharf SC,	5 pts
800,	Henry Jagers,	Beer SC,	6 pts
532,	John Coppenhall,	Hunts SC,	7 pts
205,	Rhiain Bevan,	Cransley SC,	9 pts

*Thanks again to the willing helpers of Merthyr Tydfil Sailing Club who put on a great lunch and refreshments and to the rescue boat crew who were thankfully redundant all day.*

*Mark Govier, Comet 460 and Membership Secretary, MTSC.*



## 22<sup>nd</sup> September Comet Open Littleton SC

Littleton Comet Open was well supported with 14 Visitors and 10 home boats. The weather forecast was meant to be 7mph from the SW but the wind faded and shifts of up to 90 degrees made the Race Officer's job Keith Mosley a difficult one. There were however four excellent courses resulting in four different winners.

Race 1: Alan Bennett; Alex Reeve; Tony Best and Eddie Pope all mastered the light and changeable conditions best, with Eddie just edging it over Alex and Tony on the line. Race 2 saw Alan get to the front and was first across the line followed by Nick Warren 2<sup>nd</sup> and Tony scoring another third.

The wind had settled down in the afternoon and the racing was less of a lottery. The consistency of the leading helms however was maintained with Alex getting his first win with Tony 2<sup>nd</sup> and Eddie 3<sup>rd</sup> with Stephen Lemmon pushing them hard in 4<sup>th</sup> place.

The last race proved to be very close. Stephen established an early lead and was first across the line followed closely by Alan; Eddie and Alex.

The results could not have been closer. The top three helms had each scored 7 points e and it was only on count back that the order could be sorted.

1 <sup>st</sup>	620	Alan Bennett	Staunton Harold SC
2 <sup>nd</sup>	152	Alex Reeve	Taplow SC
3 <sup>rd</sup>	804	Eddie Pope	Littleton SC
4 <sup>th</sup>	801	Tony Best	Taplow SC
5 <sup>th</sup>	745	Nick Warren	Littleton SC
6 <sup>th</sup>	168	Stephen Lemmon	Littleton SC

First Lady	Julie Harrison
First Ancient mariner	Henry Jagers
First Veteran	John Coppenhall.

Clive Chapman

### Wanted

**Comet with Full and Mino rigs** and preferably a road trailer about £1000 Email tag541@hotmail.com

**Second hand Mast or boom** to replace those stolen Email Tim.Lloyd@Gifford.UK.com

**Mino Rig** Email gill.pearson@virgin.net Tel 01926 49810

**Comet Daggerboard** Phil Hardcastle Email phil@flaxfield.demon.co.uk Tel 0774 8180832

### Perihelion 86

Please send your contributions for the next issue of Perihelion by

**25th February 2008**

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

## NOTICE BOARD

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

### Dates for your Diary 2008

January	12 <sup>th</sup> – 20 <sup>th</sup>	London Boat Show. ExCel
	Sun. 20 <sup>th</sup>	Battle of the Classes, ExCel
March	1 <sup>st</sup> and 2 <sup>nd</sup>	Dinghy Sailing Show, Alexander Palace
April	Sat. 12 <sup>th</sup>	Shearwater
	Sat. 26 <sup>th</sup>	Fishers Green
June	14 <sup>th</sup> and 15 <sup>th</sup>	Association Championships at Bexhill-on-Sea
August	23 <sup>rd</sup> /24 <sup>th</sup> /25 <sup>th</sup>	National Championships at Hunts

### 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. £1000 ONO .Tel. 020 8777 8650. Ralph Rowe

**Comet Zero 179** For sale due to change of plans. Yellow hull, oars and rowlocks, front hatch and locker, combination trailer, sailed only once, £3,500 ono. Location Southampton. Contact Nigel Neal Tel: 02380 846637, Mob: 07876 402692.

**Comet 765** Club yellow. Full and Mino rigs. Keelband, grab rails, top and bottom covers. Includes a Bramber combi-trailer. Location Hampshire £1,250.  
Contact Sue Tel: 01425 628489 Email suecomet@live.co.uk

**Comet Extra 327** Pine Green Hull, converted mast and boom, sail new this season (used approx 6 times), race rigged, top cover, combi trailer. £750 ono.  
Steve Bimpson E-mail: [steve.bimpson1@tiscali.co.uk](mailto:steve.bimpson1@tiscali.co.uk) or tel: 01772 740224

**Comet 308** Dark grey hull in excellent condition has recently been overhauled professionally to a very high standard removing a few surface scratches and oxidation but no gelling or other major work done. The deck is clean and free from damage. The spars are straight and are silver. The dagger board and rudder are in excellent condition without any chunks missing or any repair work done. The one Hyde sail is in good condition and the one Morrison sail is also in good condition, although it does have a mouse hole in the luff, this could be repaired for around £20-30 by performance sails. It has recent roller clam cleats and all the ropes has recently been replaced ready for the 2007 Nationals where a result of 8<sup>th</sup> was achieved. Folding trolley. Breathable cover in good condition.

**Comet 373** Red hull, Full and Mino rig, folding launching trolley, top cover, good condition and ready to race. Can be seen at Frensham Pond, Surrey. £800  
Email johnwillo@btinternet.com Tel. 01252 703098

**Comet 475** Blue hull with silver grey deck, 2 sails, nearly new rotating kicker, extension tiller and keelband. Top cover and Bramber galvanised trailer. Garage stored and in good condition. Located Solihull, West Midlands. £900 Tel 0121 743 3471

**Comet 733** Mino rig, launching trolley and top cover. Excellent condition little used. £1,100 ono Location West Midlands. Contact Brandan Geary. Tel 07768 461265  
Email pbgray@pbgeary.freemove.co.uk





## **Comet Class Association**

Affiliated to the Royal Yachting Association