

**PERIHELION**  **86**

**Spring  
2008**

**Comet Class Association  
Newsletter**





## OFFICERS OF THE ASSOCIATION

**President** KEITH LAMDIN  
1, Japonica Court  
Marine Parade East  
Clacton on Sea  
CO15 5AF (Comet 55)

**Tel: 01255 421862**

**Secretary** NORAH JAGGERS  
Green Bank,  
9, Clinton Rise,  
Beer, Seaton,  
Devon EX12 3DZ  
e-mail: comet.class@rya-online.net  
**Tel: 01297 20858**

**Results** PAUL HINDE  
40 Impney Way  
Droitwich Spa  
Worcs. WR9 7EJ (Comet 641)  
e-mail: paul.hinde@RYA-online.net  
results to: cometresults@RYA-online.net  
**Mobile: 07703 654899 Tel: 01905 778842**

**Committee** CHRIS ROBINSON  
86 Scrivens Mead  
Thatcham  
Barks  
RG19 4EQ  
e-mail: CRobi13726@aol.com  
**Tel: 01635 865733**

**Committee (Xtra)** STEVE HARVEY  
3 Landor Road  
St Andrews Ridge  
Swindon  
Wilts SN25 4WE  
E-mail: steve@harveysailing.f2s.com  
**Tel: 01793 726284**

**Website Organizer** SUE COPPENHALL  
E-mail webmaster@cometsailing.org.uk

**Chairman** HENRY JAGGERS  
Green Bank,  
9, Clinton Rise,  
Beer, Seaton,  
Devon EX12 3DZ (Comets 500 / 800)  
e-mail: comet.class@rya-online.net  
**Tel: 01297 20858**

**Treasurer** HELEN LEIVERS  
40 Impney Way  
Droitwich Spa  
Worcs.  
WR9 7EJ (Comet 724)  
E-mail: Helen.comet@yahoo.co.uk  
**Tel: 01905 778842**

**Trophies** BRIAN HERRING  
1 Avenue Lodge,  
The Avenue,  
Alderley Edge,  
Cheshire. SK9 7NJ (Comet 620)  
e-mail: brian@brianherring.wanadoo.co.uk  
**Tel: 01625 585745**

**Trophies** CLIVE CHAPMAN  
180 Percy Road  
Whitton  
Middlesex  
TW2 6JH (Comet704)  
e-mail clivechapman@uk2.net  
**Tel: 0208 2550428**

**Magazine Editor** JOHN WINDIBANK  
2 Dogwood Close  
Northfleet  
Kent  
DA11 8PJ (Comet 555 / 700)  
e-mail: johnwindi@blueyonder.co.uk  
**Tel: 01474 743388**

**PLEASE NOTE NEW WEB ORGANISER**

### Information Comments Articles Results

Racing Results to Paul Hinde  
News Letter to John Windibank  
Racing rules Clinic Keith Lamdin  
Open meetings and general information to Nora Jaggars

Website to Sue Coppenhall  
Money to Helen Leivers

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

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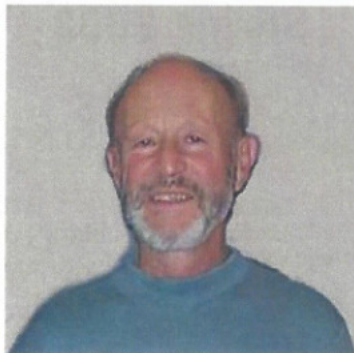
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## Chairman's Report

Here we go again! Time to stop dwelling on last year's triumphs and disappointments; on past battles with rival sailors or against the elements; on bygone joys and regrets: time to take up the tiller afresh and join the race once more. A new season, a new beginning!



Ian and Mark Coppenhall and many thanks for representing us so ably.

I am writing this just before the Dinghy Show so I hope it will have gone well. I expect many of you will have been there, picked up one or two bargains and

visited our stand. There is always such a good atmosphere at this show. Makes you keener than ever to get out on the water and feel the wind on your neck once again. Many thanks to everyone who helped to organise and man our exhibit.

Comets were on show early this year at Queen Mary SC's *Bloody Mary* event. As usual there was a huge entry with all sorts of classes from far and wide and 6 Comets turned up and put in a super team effort. It was great publicity for both the individuals concerned and the class. I know your participation was in no way orchestrated by the Association but we are truly grateful for your enthusiasm and hope you enjoyed the day.

A week or two later, Norah and I caught up with some old friends on the final day of the London Boat Show. Our main purpose for leaving our visit to the last day was to watch the "Battle of the Classes" pursuit race on the Royal Victoria Dock and to cheer on the Comets. This year the start and finish line was west of the footbridge which made the whole thing much more spectator-friendly and a lot easier to follow. There were 54 (some say 55) starters representing about 35 very different classes. How exciting and entertaining it was with lots of spills and near and even actual collisions in the brisk and blustery conditions. Well done

We have a full programme lined up for you this year for which our thanks must again go to Norah. She puts a lot of time and effort into arranging the Comet events calendar so please thank her and support the Association by taking part in as many as you can get to. There are bound to be one or more open meetings not so far from you and of course our two championship meetings deserve special mention. No matter how good, or even how bad, you think you are you will only improve and get even more enjoyment from your sailing by racing in a fleet of similar boats. You can be sure of a warm welcome and friendly help and advice from your fellow Comet sailors.

The Association Championship is at Bexhill over 14<sup>th</sup> and 15<sup>th</sup> June. Bexhill SC is right next to the De La Warr Pavilion and is a very well appointed

club with easy access. I was lucky enough to win an open meeting there a couple of years ago so I'm looking forward to a return visit. It promises to be a great weekend so put it in your diaries know.

Our National Championships have been booked for Hunts SC on the 23-25<sup>th</sup> August (August Bank Holiday) with our AGM on the Sunday evening as usual. The club is just off the A14 at St Ives, Cambridgeshire. Hunts boasts about 50 acres of water with easy launching, good clubhouse facilities, and plenty of space onsite for boats and cars. This is the Coppenhall's home club and the whole family is working hard to ensure we enjoy ourselves. Do please come and let's make this another big one!

Do you use email? We do and would like to keep in touch with you from time to time by that means. So if you have an email address then please let us know, and don't forget to tell us if it changes. We will use it for Comet Association business only and will do our best not to

let it stray into other hands! It will help to keep down our postage costs!

The Photographic Competition will run as usual this year with all photos sent to myself or to our Perihelion Editor considered as being entered. Two categories as usual – "Comets on the Water" and "Comet People" – which you can interpret as you like, with free entry (any number) to all members and their friends. Please send your photos as either email attachments, or on disk, or hard copy if you must. Almost any file format can be used but preferably at a good resolution so we can make a quality print. Judging will take place during the Staunton Harold open meeting and the **closing date for receipt of entries is 4th October**. There will be prizes for the winners and runners-up!

Very good sailing to us all,

Henry Jaggers

## Editor

Thanks everyone for your contributions, we are a little thin this month but hopefully we will have a few more event reports for Perihelion 87.

Keep the articles coming, I want to know all about your sailing experiences and where you like to sail. Tell me about your Clubs and the characters there and how you came to sail Comets. My generation were brought up not to waste anything so send in your thoughts and I will ensure its lasting posterity by publishing it as long as its legal that is, who needs a BLOG when you have Perihelion. See you out there

Ed.



## Secretary's Report

### Notes from the Committee:



1. Your Committee held it's main meeting at Droitwich Spa in February, with the new improved membership, although we still do not have a representative from the Minors. Any offers?
2. Helen Leivers, your new Treasurer, reported that 118 individuals had renewed their membership. Please complete your renewal form and send it to Helen as soon as possible. As we now have email addresses for the majority of members, the committee has decided to reduce postage costs by emailing, where appropriate, the inserts which currently go out with Perihelion. Helen will send the emails at the same time that you receive Perihelion, and she will post out the flyers to people who don't have an email address.
3. Please can you send your flyers, maps etc to Helen, electronically if possible, and she will send them out. Hopefully this will also give us a slicker way of contacting you all should we need to – e.g. to alert you to a change in the programme. So, please remember to let us know when you change your email address.
4. Sue Coppenhall has volunteered to take over the management of the website, with, she says, some help from Ian and Emma. Thank you Sue. And thank you again to Linda Pullen for all her work as Webmaster. Keeping a site up-to-date is a labour of love and not as glamorous as setting up a site.
5. Your Committee discussed the way in which results are recorded. The Xtra helms, who currently sail off the same handicap as the standard Comet, would like to have a handle on how they have performed on the water. As a result we are suggesting that we advise race officers that when “two or more fleets start at the same time, their results will be separated by fleet in order to generate the final results for the event for each fleet. The on-the-water results will be made available for inspection by competitors.” We will review this in a year's time.
6. For those of you who are wondering where your National Championship trophy has got to, Clive Chapman will be delivering them to you at meetings during the year.
7. The Committee noted that the number of new Comets being sold continues to be small and would welcome a debate about what we could, or should, be doing to ensure the future of Comet sailing. One suggestion is that we promote the Xtra rig. Over to you for your ideas about the way forward.

8. The Annual General Meeting will take place during the 2008 National Championships at Hunts Sailing Club. It will be on Sunday 24<sup>th</sup> August and motions must be received by the Secretary, in writing (which can include email), by Sunday July 27<sup>th</sup> 2008

9. The Association Championships will be held at Bexhill-on-Sea over the weekend of June 14<sup>th</sup> and 15<sup>th</sup>.

10. 2008 started in grand style for us, with 6 Comets competing in the Bloody Mary at Queen Mary Reservoir. Our thanks go to Chris Robinson, Clive Chapman, Brian Welham, and John, Ian and Mark Coppenhall for representing us, and our congratulations go to Ian for winning the Comet fleet prize.

11. Ian and Mark then represented us in the Battle of the Classes at ExCel on the last day of the London Boat Show. Once again they did well in an even bigger fleet than last year and in blustery conditions. Thank you both.

12. This year's programme of events is included in this edition of Perihelion, with 24 Open events identified. We have been invited to join the Combined Comet Classes at Bewl Valley on 28<sup>th</sup> June. If you haven't been to Bewl, which is on the A21 on the Kent/Sussex border just south of Lamberhurst, you've missed treat as it is a lovely stretch of water. We have joined in Open Days there in the distant past. The Europe Class has asked if we would like to join them at Lancing over the weekend of 26<sup>th</sup> /27<sup>th</sup> July. At the time of writing this, I am negotiating for the Sunday and we will confirm as soon as possible.

Once again we have identified a separate series for the Xtras. We have included a river venue as a new challenge and one which will help establish the Portsmouth yardstick for the rig.

Norah Jagers Class Secretary.

### Have you Renewed your Membership?

Unfortunately if you haven't renewed, this will be the **last Perihelion** you will receive unless you take action to renew your membership soon.

If you can't find your renewal form, which was in Perihelion 85, another can be downloaded from the website page:

**[www.cometsailing.org.uk/downloads/ccs\\_form\\_web.doc](http://www.cometsailing.org.uk/downloads/ccs_form_web.doc)**

We hope to see you all next year GOOD SAILING



# Sailing Away Series

## Comets at the Bloody Mary Pursuit Race, 12<sup>th</sup> January 2008

Queen Mary Sailing Club have held an annual pursuit race on the first weekend of the London Boat Show for the last thirty-five years. It is a large event, 259 entries this year, with a large variety of dinghies from Toppers to 18ft Skiffs. I last sailed this event in 1992, so I thought I would try it again.

I remembered from when I last did the Bloody Mary that, not surprisingly with all those boats, it got very busy. The boat park is on top of the reservoir bank so there is not a great deal of space. As the Comet is one of the slower dinghies we have to launch first which is a problem if you are at the back of the queue. Therefore, I ensured I arrived at the club early and was directed to the far end of the boat park where I found I was surrounded by International Moths with hydrofoils. I very much felt the odd one out compared these extreme machines. I quickly got the boat off the roof rack and got a berth right next to a launching ramp ensuring launching early wouldn't be a problem. The car then had to be taken to the car park leaving the boat park free for boats (failure to do so results in disqualification!) I then had plenty of time to enter, have a coffee and carefully read the sailing instructions. Inexplicably the Comet was listed as having to be sailed single-handed with only one sail: is there any other way? A quick wander around the boat park revealed I would not be a lone Comet as John, Mark and Ian Coppenhall were sailing along with Clive Chapman and Brian Welham. That made six Comets in total which qualified us for a class prize. I saw the first video briefing at 11 o'clock (which was repeated for the next hour), got changed and went to launch. My part of the boat park was surprisingly quite at the International Moth sailors were either still propping up the bar as their start was way off or were already on the water showing off their hydrofoiling skills. They certainly looked impressive sailing along two-three feet above the surface of the water.

The weather forecast had promised a rainy windless day, but in contrast we had bright sunshine and a reasonable wind. The 2½ hour race started with the Topper start and the Comets started fourteen minutes later. I carefully timed the start as the starboard end of the line was clearly the favoured end but the start numbers were only displayed out of sight at the port end. It was a clean start and a few minutes later I overtook my first dinghy, a Topaz who asked where the first mark was. They had a point though as it wasn't clear which mark was which. The Toppers had long ago gone so following them wasn't an option. I worked out too late which mark was the right one and as a result overstood the mark. Worse still I was coming in on port and with the number of dinghies on the water this could result in a losing a lot of distance giving way to everyone. I

arrived at the mark at the same time as the Fireflies, but fortunately I was able to slip into a space between them. We were then on a reach around the bund which almost divides the reservoir into two. Ian and Mark were already ahead and Brian sailed past which left me as fourth Comet. Once around the bund we were on a dead run and we could see a wall of Solos approaching from behind. Fortunately they split into two groups, one to leeward and one to windward, leaving us with clear wind and we kept ahead of most of them until the leeward mark. We then sailed back upwind past the Lasers and RS200s still on the run and back into the first half of the reservoir where we could see that most dinghies were either still on the first beat or yet to start. As we completed the first lap the start gun went so the starting sequence had yet to complete; we weren't even half way through race as the 18ft skiff started at the halfway mark. A few minutes later the 18ft skiff duly sailed past at great speed, but he still had a whole lap to go to catch us. More boats did manage to catch us though. The foiling International Moths looked impressive sailing at crazy angles to the wind, presumably to keep themselves out of the water. An International 14 came past dwarfed by the Thames A Rater. The Comet must have looked tiny compared to that. As more and more boats came past I had to keep a good lookout, particularly as the dinghies with asymmetric spinnakers tack downwind and so appear where you wouldn't expect them. Keeping clear wind became harder too, although surprisingly it was easier downwind. The asymmetrics did their downwind tacking leaving us sailing dead downwind in relatively clear air.

As we approached the finish I finally caught some Toppers. That's the problem sailing a slow boat in a pursuit race - there is never anyone to overtake. The advantage is that you start in clear wind and you will keep this advantage if you do well while a fast boat has to overtake everyone else, suffering dirty wind, to win. Eventually I was caught by three Lasers, but the rest of the Laser fleet never caught me. The Solos, Fireballs, Merlin Rockets, and RS200s all did well, although we beat most of the RS400s and RS800s. There is a finish at every windward mark so you don't have to sail too far to the finish once the finish gun goes. A Finn and Phantom passed me on the finish line, but I did manage to keep ahead of a RS K6 keelboat.

The event was won by an International Moth with foils. Ian was the lead Comet, but he was chased by Mark who led him for a time.

### Comet Finishing Positions

68 <sup>th</sup> Ian Coppenhall	74 <sup>th</sup> Mark Coppenhall	103 <sup>rd</sup> John Coppenhall
120 <sup>th</sup> Brian Welham	146 <sup>th</sup> Chris Robinson	191 <sup>st</sup> Clive Chapman

240 finishers

Chris Robinson Comet 63



# COMET EVENTS 2008

Date	Day	Venue	Contact	Tel. no.	Area/event
12-Apr	Sat	Shearwater	Nic Cross	01373 822258	West
20-Apr	Sun	<b>TRAINING - Cransley</b>		Rhiain Bevan	
26-Apr	Sat	Fishers Green	Karen Asci	02085 319656	East
27-Apr	Sun	Rudyard Lake	Catherine Sherwen		North X
3-May	Sat	Taplow	Brian Welham	01344 761642	South
11-May	Sun	Crawley Mariners	Diana Thompson	01737 552482	South
17-May	Sat	Burghfield	Chris Robinson	01635 865733	East
31-May	Sat	Winsford Flash	Dave Harrison	01606 888697	North
1-Jun	Sun	Hampton	Richard Bates		South
<b>14-Jun Sat Association Championships at Bexhill SC</b>					
<b>15-Jun Sun Association Championships at Bexhill SC</b>					
21-Jun	Sat	Chipstead	John Windibank	01474 743388	East
28-Jun	Sat	Bowl	Mike Willcock	01892 512207	East X
5-Jul	Sat	Sandwell Valley	Matt Robinson	01902 747240	West
12-Jul	Sat	Chester	John Edwards	01829 781234	North
19-Jul	Sat	Hawley Lake	Dave Gilbert	01252 517913	Central
27-Jul	Sun	Lancing – still to be confirmed			South X
3-Aug	Sun	Mudeford	Mike Roach	01202 477553	West X
9-Aug	Sat	Cransley	John Townsend	01536 519044	Central
<b>23-Aug Sat National Championships at Hunts SC</b>					
<b>24-Aug Sun (AGM) John Coppenhall 01733 265789</b>					
<b>25-Aug Mon National Championships at Hunts SC</b>					
6-Sep	Sat	Severn	Dave Harris	01684 273602	West X
13-Sep	Sat	Swarkestone	Cynthia Harness	01283 734318	North
20-Sep	Sat	Littleton	Clive Chapman	02082 550428	East
27-Sep	Sat	Banbury	John Comfort	01926 815080	Central
28-Sep	Sun	Merthyr Tydfil	Mark Govier	02920 778459	West
4-Oct	Sat	Kingsmead	Dan Goodman	02087 370778	South
5-Oct	Sun	Redesmere	Jeff Smith	01625 52891	North
(11-Oct Endeavour Trophy, invitation event at Royal Corinthian YC, Burnham)					
18-Oct	Sat	Staunton Harold	Josie Adams	01159 328182	Central X

X = an Xtra series event

## COMET ORBITAL, APHELIONS & XTRA Trophy Series 2008

### Rules for qualification and scoring

#### Orbital and Aphelions:

Open meeting overall results as determined by the host club, will be used after removal of the places for those helms who were not Comet Class Association members on the day of the event.

#### Orbital

To qualify for a position and a memento for this, our overall travellers' series, you require entry in a minimum of six events including open meetings from at least two of the Aphelion areas. You must also have entered either (or both) of the National or Association Championships.

Your six best overall results (from opens and championships) will be used to determine your Orbital position.

Ties will be broken by the most 1sts, 2nds, 3rds, etc. in those six best results. Ties remaining after this will be broken by the better place at the National Championships or failing that by the better place at the Association Championships.

The trophy, other prizes, and mementoes will be awarded on Saturday 20<sup>th</sup> October at Staunton Harold SC following the prize giving for that event.

#### Aphelions

To qualify for a position and a memento for an Aphelion, our regional travellers' series, you require entry in a minimum of three of the open meetings designated for that region. You may compete in any or all of the areas.

Your three best overall results from a region will be used to determine your position in that region.

Ties will be broken in favour of the helm with the most 1sts, 2nds, 3rds, etc. in their best three results. If a tie remains it will be broken by the best place nearest the end of the series.

The trophies, other prizes, and mementoes will be awarded at the final venue in each region (see below) following the prize giving for that event.

#### Cancelled events

If one or more of the scheduled events in a region is cancelled and if at the end of that region's events a competitor could have qualified for that region had he/she been able to compete at the cancelled event(s) then, for the purpose of qualifying in that region only, that competitor will be awarded their average position from the events they did enter in that region for the cancelled event(s) as though those event(s) had taken place.

### Aphelion areas

#### Northern Aphelion

27<sup>th</sup> Apr Rudyard Lake  
31<sup>st</sup> May Winsford Flash  
12<sup>th</sup> Jul Chester  
13<sup>th</sup> Sep Swarkestone  
5<sup>th</sup> Oct Redesmere

#### Southern Aphelion

3<sup>rd</sup> May Taplow  
11<sup>th</sup> May Crawley Mariners  
1<sup>st</sup> June Hampton  
27<sup>th</sup> July Lancing (P)  
4<sup>th</sup> Oct Kingsmead

#### Central Aphelion

19<sup>th</sup> Jul Hawley Lake  
9<sup>th</sup> Aug Cransley  
27<sup>th</sup> Sep Banbury  
18<sup>th</sup> Oct Staunton Harold

#### Eastern Aphelion

26<sup>th</sup> Apr Fishers Green  
17<sup>th</sup> May Burghfield  
21<sup>st</sup> Jun Chipstead  
28<sup>th</sup> June Bowl Valley  
20<sup>th</sup> Sep Littleton

#### Western Aphelion

12<sup>th</sup> Apr Shearwater  
5<sup>th</sup> Jul Sandwell Valley  
3<sup>rd</sup> Aug Mudeford  
6<sup>th</sup> Sep Severn  
28<sup>th</sup> Sep Merthyr Tydfil

#### Xtra travellers' trophy

27<sup>th</sup> Apr Rudyard Lake  
28<sup>th</sup> Jun Bowl Valley  
27<sup>th</sup> Jul Lancing  
3<sup>rd</sup> Aug Mudeford  
6<sup>th</sup> Sep Severn  
18<sup>th</sup> Oct Staunton Harold  
For the Xtras 3 events to count.



# XTRA PAGES

## Gale force Xtra

As the winter season came upon us I had had a chance to try the Extra in a decent wind. The forecast was saying 30 mph winds in our area, but at Chipstead you can usually get a sail when other clubs are sitting round the fire with their feet up. Well the forecast was about right but as I rigged the boat there was no white water on the lake even though the trees seemed to be bending double in the gusts. The race officer issued a severe weather warning but about 10 of us thought we would give it a go.

The biggest draw back of this sort of weather is the possibility of spar and sail damage and for a club race the rewards are not always worth the risk. You expect to capsize but short of damage the sizzling excitement is can be well worth it and at my age not a lot excites me, so I was going to go for it.

The Laser was the first afloat and he capsized twice in two minutes, he had a lot of problems tacking and the race officer was pointing out to us all that there was now loads of frothing white water all over the lake. I paused in my rigging and finally lowered the sail to have second thoughts. It didn't look as though there was going to be much control out there and I wasn't sure I would be able to hold things steady on the runs. But I was very keen to try the rig in a good blow so I decided to give it a go and at least I could have a bit of excitement planing up and down.

Pushing of on to a reach I was immediately planing, which was a bit inconsiderate as the rudder wasn't right down and slowing was a problem. Letting everything go woke me up because a stiff new sail makes a lot of noise when flapping. Finally I had everything battened down and the sail bar tight and was ready to give it a go. The high boom was an immediate advantage as it was bouncing around like a cat on a hot tin roof (as they say) and it was well clear of the water when the boat heeled so no unexpected surges from the boom digging into the water. Heading up I found that with a bit of judicial easing in the gusts I could make my way to windward with reasonable control so I thought I would give the race a go. The other dinghies on the water included an Enterprise, Scorpion, Graduate with the new Rooster rig a Finn and a Byte, they all looked to be massively uncontrolled so the first rule of survival involved giving them all plenty of room.



Gale Force Xtra



Tack now

long beat I found the Enterprise and Graduate overpowered and not coping well in the squalls and both capsized several times. The Xtra however progressed well with a lot of sail adjustments and some wind spilling I rode out the squalls well. I passed the Finn that seemed to be in trouble but upright, the Laser was ahead of me but struggling and the scorpion was half a lap ahead and screaming down the run but opting not to gybe at the mark, sensible man.

As I crossed the club line again the wind really kicked in and I chose my moments carefully when to tack, the Laser was in again and in fact there weren't many of us standing. Down the run fully sheeted in with the wind varying in direction by 20° and the boat started to broach I let go the sheet which eased the pressure on the main and this helped stabilise things, in with the main again only to find the wind had gone abeam and I was heading up, let go again and was able to control things by spilling wind this time. Hurtling down to the gybe mark I was thinking get my weight over early on the gybe and this is what I did!. The sod, as the boom came round the wind dropped and I found myself in the water with the boat capsized to windward, oh well I was expecting this but not somehow like this. Capsizes to windward can be awkward and as usual the boom was vertical with the wind still in the sail

The race officer set us off and there was an immediate capsizes in front of me to avoid and holding back from the start I followed the Enterprise and the Grad round the first mark and down the run. I was being mighty cautious with the main held well in but I was still planing as we hit the jibe which I executed inside the Enterprise and Graduate but I ended up much too close to them both. Heading up to keep clear I put some distance between us as I wanted room to bear off in these wicked gusts and I thought they would pull away on the reaches, but no, on every gust I accelerated quicker and was ahead of them at the leeward mark. Knuckling down for a



The Finn in a little trouble



The Finn had a ripping time



but I remembered to pull the main flat before I tugged on the centre board and the boat came up nice and easy. Stretching into the boat I could not reach the toe strap so for the first time I tried the new grab slots that Andy had fitted for me in the Summer and found that they were well designed and helpful and generally I would say capsizing recovery in the Xtra is easier than the standard Comet.



**An Enterprising moment**



watching than sailing that day and we all enjoyed it. The photographs are courtesy of Chipsteads Peter Hazlewood who also enjoys a windy days sailing by shooting at everyone with his camera.

I have now had a good look at the Xtra rig and am enjoying using it. A few weeks ago I used it in the morning race, but the wind slackened and for the afternoon race I changed to the standard rig. The difference was immediately obvious with a lot of extra power in the standard rig, the Xtra has a different feel and with less weight in the mast acceleration is fractionally quicker and I love the boom height. Parity with the standard rig I would estimate kicks in at about 15 to 18mph of wind and from there on its faster.

In the summer Andrew Simmons repaired and updated my Comet by fitting the new grab rail slots and the centre cockpit bar. Both have been well worth the expense particularly the bar which gives the extra grip when needed.

John Windibank 555

## Boat Show Pursuit 2008



### Battle of the Classes 20-1-2008

This was the 4<sup>th</sup> running of this event and the windiest yet. I have attended all and have had a good view along the dock on all occasions from the bridge across the dock. Our class representatives this year were Mark and Ian Coppenhall, who had both had a training session by participating at the Bloody Mary 2 weeks previously.

We arrived at the docklands at 09:30 hours to find a large number of other competitors already there, even though the start was not until midday. Both boats were offloaded and rigged and received their sailing instructions and start times from the race officer. It was at that point they found they were starting with the Fireflies, Streakers and British moths. This meant a crowded start line instead of just 2 boats. On handicap they had a disadvantage against the Firefly from the start as they are nearly a minute faster over the period of the race.

Boats started to launch from 11:30 onwards and head down towards the start line. There were a number of capsize on the way owing to blustery conditions and the shelter of the buildings that line the southern edge of the dock. The first boats to start were the Mirrors followed by the Toppers.

14 minutes later was time for Ian and Mark to start. Mark got away well but Ian found himself slowed down by a Solo starting a minute later and also one of the Streakers. Mark was with the Fireflies at the first mark. Ian was some distance back and not helped by a wind shift near the first mark which caused him to capsize along with one of the Streakers. After rounding the first mark, Mark went to the right of the down wind leg with the Fireflies. Not the ideal way to go because of the slight wind shadow from the building. Ian was last of the group he started with and went left in the stronger wind. This pulled him back up level with the other boats, until he had a second capsize costing him quite a bit. Mark maintained his close racing with the first British moth and Streakers, although the Fireflies managed to get out in front of the group. At the start of the second beat the majority of the fleet went down the right, including Mark and Ian needing to catch up went the other way down the left. By the time they had got back to the buildings Ian had drawn back level with Mark and the leading Streaker and British moth, with the Fireflies out in front. At this point the leading Streaker went left into the greater wind shadow with everyone else heading right towards Excel for apparently the better wind. The Streaker gained a lot on the others, with the British Moth and Mark also opening a gap on Ian and the



second British Moth. From this point on the leading British Moth pulled away, as did the Streaker.

The second lap saw Ian catch Mark going downwind, even though he had yet another capsize. At the leeward mark one of the skiff boats got in between them, and Mark was forced wide allowing Ian to overtake him. By this time the majority of the fleet had started and Ian and Mark were being overtaken by the Solo's and National 12's. Going up the beat it was a challenge to decide where to go, as at times the wind shifts appeared extremely random. Just as Ian and Mark were approaching the start of their third lap the last boat, a foiling international moth, started the race.



Ian Coppenhall

The third lap saw Ian extend his lead over Mark with several more of the faster boats overtaking them both. Part of the reason for Ian pulling away was that Mark had decided to copy Ian's earlier capsizes with his first capsize under the bridge, followed by another later on down the run. At the end of the lap the leading boats hadn't quite caught Mark up so even though he was over the time limit a fourth lap had to be completed. On the fourth lap only a couple more boats overtook both Ian and Mark. It didn't mean that it was boring though as both Ian and Mark had time for

yet another capsize each, as well as there still being a couple of skiffs and a foiling moth still racing.

It was an interesting days sailing with 50 boats taking part, quite a few of them having capsized during the race including the multi hulled boats. These took a bit longer to right than the Comet.



Mark and Ian receiving their competitor awards

John & Ian Coppenhall

# COMET HALL OF FAME

## Championship Winners

### National Champion

1983 Ken Potts  
1984 Bob Sandford  
1985 Stuart Ingham

1986 Keith Lamdin

### Lady Champion

1987 Jeff Penfold  
1988 Craig Moffatt  
1989 Chris Sinclair  
1990 Chris Sinclair

1991 Guy Wilkins  
1992 Guy Wilkins  
1993 Guy Wilkins  
1994 Guy Wilkins

1995 Guy Wilkins  
1996 Alex Reeve  
1997 John Challener  
1998 Jake Sutton

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2001 John Challener  
2002 Ian Coppenhall

2003 Dave Harris  
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### Association Champions

#### Champion

Craig Moffatt

Damon Perrin

Guy Wilkins

Henry Jagers

Guy Wilkins

Mark Wilkins

Guy Wilkins

Alex Reeve

John Challener

Mark Wilkins

Mark Wilkins

Debbie Degge

John Challener

Ian Coppenhall

Ian Coppenhall

Ian Coppenhall

Bill Webber

Chris Robinson

Alan Bennett

Helen Leivers

Jon Cooper

Jon Cooper

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#### First Lady

Fiona Cauter

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## The Comet Class Officers 2008



Steve Brian Paul Clive Norah Henry Chris Linda



# COMET HALL OF FAME

## ORBITAL & APHELION TROPHY WINNERS

### National Orbital Trophy

1988 Craig Moffatt  
1989 Andrew Pierce  
1990 James Withal  
1991 Henry Jaggars  
1992 Guy Wilkins  
1993 Mark Wilkins  
1994 Mark Wilkins  
1995 Jake Sutton  
1996 Mark Wilkins  
1997 Alex Reeve  
1998 Phillip Hossell  
1999 Mark Wilkins  
2000 Henry Jaggars  
2001 Ian Coppenhall  
2002 Ian Coppenhall  
2003 Ian Coppenhall  
2004 Ian Coppenhall  
2005 Ian Coppenhall  
2006 Ian Coppenhall  
2007 Mark Coppenhall

### Regional Aphelion Trophies

North	East	South	West	Central
Mark Wilkins	Guy Wilkins	Nancy Gould		
Errol Edwards	Mark Wilkins	Mark Wilkins		
Richard Smallwood	Mark Wilkins	Jake Sutton	Mark Wilkins	
Errol Edwards	Mark Wilkins	Jake Sutton	Jake Sutton	
Steve Heyes	Mark Wilkins	Alex Reeve	John Windibank	
Phillip Hossell	Alex Reeve	Mark Wilkins	Phillip Hossell	
Phillip Hossell	Phillip Hossell	Richard Smallwood	Phillip Hossell	
John Edwards	Mark Wilkins	Mark Wilkins	Phillip Hossell	Phillip Hossell
Henry Jaggars	Annette Walter	Brian Welham	Paul Govier	Ian Coppenhall
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Mark Coppenhall	Brian Welham	John Windibank	John Coppenhall	Mark Coppenhall
Allan Bennett	John Windibank	Brian Welham	Mark Coppenhall	Mark Coppenhall

## Wanted

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

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

## Perihelion 87

Please send your contributions for the next issue of Perihelion by

**26th May 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

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 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 8th was achieved. Folding trolley. Breathable cover in good condition.

Contact Dave Harris for more information on 0168 427 3602 or email joneurope@hotmail.co.uk. £1,100 ono.

**Comets 821 & 822** Move to Norway forces reluctant sale of a pair of recent, good condition Comets. Both boats have duel storage bins, telescopic tiller extension, race rigging and waterline colour scheme. 821 is light blue/silver grey and 822 is deep turquoise/silver grey. Price £1,500 each. Offers considered. The boats are available for viewing at Wembley Sailing Club on Exmoor. Contact Haydn Jones on 01984 624884, 07775 792201 (mobile)

**Comet 670** Blue hull with white deck, full rig, launching trolley, covers for top, rudder, mast and foil. Excellent condition, bought from Comet (factory re-furbished) at 2003 London Boat Show. £1,200 ono. Location Berkshire.

Contact : Philip Gunn Tel 01488 608711 email philip@chapelcorner.fsnet.co.uk

**Comet 306** Red hull, cream deck, Folding trolley good condition. £800.

Contact : Peter Tindall Tel 0121 744 4715 email: petekh@blueyonder.co.uk

**Comet 672** Signal red/silver grey. Reg 24-3-95. Good condition, lightly sailed. Minor shock cord replacement needed. Old but serviceable cover. Launching trolley. Location Essex. Contact John Streeter Tel 01245 225090. Email: john@qualinno.demon.co.uk. Offers.

**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, Mobile: 07876 402692

**Comet 735** Yellow hull, Standard & Xtra rigs, Combi Trailer, £1625

Contact : Dave Jobling 01782 502 933 North Staffs





## **Comet Class Association**

Affiliated to the Royal Yachting Association