

#### 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 EXI2 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 RHIAIN BEVAN

30 Sycamore Close Kettering

Northamptonshire NM16 9ST

(Comet 724)

e-mail: rhianbevan@hotmail.com

Tel: 01536 518591

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 CHRIS ROBINSON

86 Scrivens Mead

Thatcham Berks

RG19 4FQ (Comet 63)

e-mail: cometassociation@aol.com

Tel: 01635 865733

Treasurer HELEN LEIVERS

40 Impney Way Droitwich Spa Worcs.

WR9 7EJ (Comet 724)

e-mail: helen.comet@yahoo.co.uk

Tel: 01905 778842

Committee 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 comet622@googlemail.com

Tel: 0208 898 5612

Magazine Editor BRIAN WELHAM

19 Lake End Way Crowthorne Berks

RG45 7LP(Comet 711)

e-mail: bwelham@sky.com

Tel: 01344 761642

# **NEWSLETTER NUMBER 92**Autumn 2009 CONTENTS

Reports		Page
Chairman's Report	Chris Robinson	P4
Secretary's Report	Nora Jaggers	P6
Editor's Report	Brian Welham	P11
Championship Reports		Page
Association Championship	Clive Chapman	P12
National Championships	S Harvey & C Robinson	P20
Open Meeting Reports		Page
Chipstead	John Wndibank	P16
Chester	John Edwards	P17
Cransley	J Townsend & C Hughes	P26
Winsford Flash	P Gott & D Harrison	P28
Bewl	Mike Wilcock	P30
Fishers green	Karen Asci/O'Brien	P32
Baltic Warf	Ben Palmer	P36
Notices		Page
First 6 at the opens	Paul Hinde	P25
Southern Aphelion Results		P27
Boats for sale		P42
Articles		Page
Mino Report	Keith Lamdin	P8
Standard Rig Impression	Eddie Pope	P10
Finding the Open meeting locat		P15
Rule changes	Andrew Bowes	P18
Interview with Keith Lamdin	(Editor)	P38

#### **Information Comments Articles Results**

Racing Results to Paul Hinde

Money to Helen Leivers

Open meeting reports to Brian Welham and Sue Coppenhall

Newsletter articles and comments to Brian Welham

Racing rules Clinic to Keith Lamdin General information to Nora Jaggers

Class Association Sue Coppenhall webmaster@cometsailing.org.uk

Website:- www.cometsailing.org.uk

### Chairman's Report

#### Greetings,

I wrote my last piece for Perihelion just before the Association Championships at Littleton over the Spring Bank Holiday. That seems a long time ago now. We had a successful Association Championships, with good warm sunny weather, but unfortunately little wind. As a result only four of the five scheduled races were completed. However, we all enjoyed the weekend. Eddie Pope was the winner, winning three of the four races, and Paul Hinde was the first Xtra. Our thanks go to Clive Chapman for organising the event.



Our Nationals this year were held in July at Waldringfield Sailing Club on the River Deben. The event was arranged by Steve Harvey, who believed it would be the perfect place for our Nationals. He was right, Waldringfield is a beautiful spot, and we had good racing over the two days with a variety of courses and a range of wind strengths. There was also a little tide to contend with, something many of us aren't used to. Eddie Pope is our new National Champion, and so has achieved the feat of simultaneously being the Association and National Champion, something that has not happened much in recent years. Local sailor Ian Davidson is the Xtra Champion, and if the results had been combined he would have beaten Eddie, although it was close as they had equal points. I think this will be a National Championships many will remember with fond memories for many years.

I was a little disappointed with the low turnout at the Nationals and Association Championships. This year, because of the tides, the Nationals were a two-day event rather than the usual three days, which I thought might increase attendance. The Committee are currently considering whether next year's Nationals should be a two or three day event.

In contrast the attendance at the Open Meetings has been higher than previous years, and we continue to see both new and old faces which I am very pleased to see. Although, as reported on the News, we have had a poor summer in terms of sun, temperature and rain, our Opens have in general had light winds in contrast to last year which saw many windy events.

Every year the Association awards two trophies, the FATE Plate and Hossell Plate. The Hossell plate is awarded to someone, not on the committee, who has promoted Comet sailing and the Comet Class Association, while the FATE plate recognises endeavour in the face of adversity. The Committee selects the winners from nominations made by the Association Members. Obviously for this to work the Committee needs some nominations from you! We can't be everywhere, and I am aware that much Comet Sailing goes on at clubs where there are no Committee members.

As usual our AGM was held at the Nationals. A motion to amend the Measurement Rules to include measurements for the Mino and Xtra Rigs was passed. The AGM then went on to discuss three proposals on the status of the Xtra and Mino rigs. This followed on from the 2008 AGM, where it was noted that the status of the Xtra rig had never been agreed by the membership. Following this the Committee put forward a motion suggesting that the Standard, Xtra and Mino Rigs should essentially sail as one fleet. Two alternative motions were put forward by Members, so the AGM had a range of options to vote on. The discussions went on for a long time, resulting in our barbeque being rather overcooked! The AGM voted for the motion that essentially keeps the current status quo of racing the three rigs as separate classes, and decided to put the Committee's motion to a postal ballot of all the membership. The third motion was defeated. As I write the ballots are being sent out.

Although it seems a long time since the start of the season, as I write there are still over a quarter of our Opens this to come. Hopefully I'll see you at one of the remaining events.

See you on the water

#### Chris Robinson C63

## Secretary's Report

#### Notes from the committee:

1. The sailing season is in full swing with the full continuum of weather, from flat calm to gale. Comet sailors have shown that they can cope with anything! The Open events have been well attended on the whole, with several events having much higher numbers than in previous years. In some cases, such as Cransley, this has reflected the increase in Comets at the club, which is good news.



Sadly only one person turned up to sail at Rudyard Lake. Although I had asked the club to consider an alternative date so that they did not clash with Hunts, which had already been confirmed, they were unable to do so. So far this year the Northern Aphelion has had the fewest competitors — so make the most of Swarkestone and Redesmere!

- 2. The Association Championship, held at Littleton over the Spring Bank Holiday weekend, was enjoyed by all. Not enough wind for some, but I won a photographic competition entitled "Reflections" with one of my many shots from the shore! Our new Association Champion is Eddie Pope, sailing at his home club.
- 3. Eddie is also our new National Champion, following some super sailing at Waldringfield. Congratulations Eddie. Our thanks go to the club who made us most welcome.
- 4. Ian Davidson of Waldringfield, is our new Xtra champion, showing us that the Xtra is competitive in a range of conditions. All of the Comets started together and had the fleets raced as one, Ian would have been the overall winner as he showed all of the helms the way round, beating Eddie on count-back as they both had 10 points at the end of the event. You can see the combined results as well as those for the separate fleets on the website.
- 5. This year the Nationals were held over 2 days rather than 3. We are conducting a ballot to canvass your views in respect of the format

for the event. For several years it has been possible to qualify for the Nationals in 2 days as the format has been 2 races on Day 1, 3 on Day 2 and 2 on Day 3, with 5 to count. For your information, the Nationals in 2011 have already been set as 3 days (at Portland and Weymouth Sailing Academy where we will be trying out the Olympic facilities).

- 6. Your Annual General Meeting was held at Waldringfield. Your committee was re-elected en bloc, and you will find their details on the inside cover of Perihelion.
- 7. Motion 6.1 was carried and Rule 5di of the Constitution now reads: "The position of chairman can be held for a maximum of 3 consecutive years only".
- 8. Motion 6.2 was carried and the Measurement Rule 15.b now reads: "Inspection hatches. Shall be of watertight type. Maximum of six permitted, one in centre of bulkhead C, one on each side of daggerboard slot, one on the foredeck, and one in each cockpit side. Maximum diameter of its opening shall be 165mm".
- 9. Motion 6.3 was carried. This means that Measurement Rules for the Mino and Xtra have been adopted. We will send out updated Rules in due course. This will be done electronically for those members who have given us email addresses and by post for everyone else.
- 10. Motion 6.4 was carried.
- 11. Motion 6.5 was proposed and a request made by at least three members that this to be decided through a postal ballot. As there is a requirement in the constitution for responses to be returned within 2 weeks, the ballot has been delayed until the end of the main holiday season.
- 12. Motion 6.6 was discussed and defeated on a show of hands.
- 13. Motion 6.7 was discussed and defeated on a show of hands. The meeting noted that anyone joining the Association after 1<sup>st</sup> August already receives membership for the following year.
- 14. The AGM was unable to adopt the accounts because they had not been audited at the time. Your Committee will consider the (Continued over)

audited accounts in due course and ensure that you have the opportunity to consider and comment on them.

- 15. Several members commented that they did not receive all or any of the paperwork for the Annual General Meeting. For that reason we are sending out the paperwork for the postal ballot by post, with a stamped addressed envelope for your response. For future communication, please can you ensure that Helen has either your upto-date email address or knows that you would prefer that we use your postal address.
- 16. The Southern Aphelion has already been decided with Mark Wilkins a worthy winner. Before the last event in the area, which was Mudeford, 15 helms could have qualified which gives an indication of the support for Open events this year.

Norah Jaggers Class Secretary

### Mino Report

#### Magic Mino Moments at the Gunfleet

Well, I, for one, think the Mino rig is the best thing since sliced bread and I am slightly surprised that its' merits do not warrant more exposure in the pages of Perihelion. Perhaps it is one of those secrets that those in the know just want to keep to themselves as part of an exclusive club! I can at least tell you that, on the sea, in a full F3 and above there is no doubt in my mind what rig to use.

Where do I start? Perhaps in the dinghy park where rigging the boat is just so much easier for my back and strength by having a much lighter mast and sail to lift into the mast socket. Even wrapping the sail around the mast on a windy day is just easier. There is only a minor issue of changing the controls from the big rig and, in my case, that is tying the outhaul control off at the kicker boom strap rather than around the mast.

Then, of course, it is much easier trolleying the boat down the ramp, floating through the breaking waves and rigging on the foreshore. Those that said weight only belongs in a steam roller were right but it still surprises me just how much lighter the Mino feels compared to the Comet.

Two weeks ago, we had a full F3 south-westerly, building into a solid F4 as time went on, blowing out of a clear blue sky with white horses on top of a fairly steep chop. I started sailing fairly gently and took some time just to get into a rhythm with the waves that seems to happen naturally when you've had a few minutes on the water. The beat, particularly when against tide, is more difficult with less sail power and it is essential to work your way through the waves and keep the boat moving by sailing slightly free. Any attempt to pinch just means the boat starts to hobby-horse and goes nowhere fast! Strangely, at Gunfleet, the wave direction is often slightly to one side of the wind direction and it is much easier beating on one tack rather than the other although, with a course to sail, there are limits to how useful this fact is in practice.

The reaches were spectacular – sitting well back and out with half plate and the sail well eased, she just flew without undue effort and, if I timed a surf off the waves properly, it was as exciting a sail as I could wish for at my age! I may not have been going quite as fast as the boats' potential with a full rig but there can't have been too much in it and, at least, I felt in control and not unduly strained by the effort.

Over an hour of fun and then, as the beach began to disappear under the flood tide, I made my way back to the club where some youngsters in wet suits kindly caught me and helped me up the ramp. I was grateful for their help but, as I put the boat away in the compound, I realised that I still had some energy left and felt as if I wouldn't suffer for my sail the next day that would not have been the case if I had gone out with the full rig!

Maybe the Mino is for old codgers like me with no fitness or strength but, believe me, it really is very good fun!

Keith Lamdin. Comet 55

### Standard Rig Report

**Comet Impressions** 

When I met Brian Welham at the 2009 Association Championships he invited me to say a few words in Perihelion about the Comet, and I had no hesitation in accepting. I am a keen advocate of one design dinghies and don't enjoy handicap racing. With one designs the helm can't blame the boat and racing tends to be very close. When my children became less keen on crewing about 10 years ago I moved back to single handed sailing. At that time the Comet was on my shortlist, but there appeared to be no good boats available in my price range. So I missed an opportunity then.

Work subsequently brought me back to London and I rejoined Littleton Sailing Club. Clive Chapman does a splendid job there as Comet Class Captain. He maintains a club boat which is hired out a very reasonable cost, and in early 2007 I sailed it a few times. I was impressed with the cockpit space, comfort, responsiveness, simplicity and build quality. So I bought the little-used Comet 804 from a club member, which is a 21<sup>st</sup> anniversary special in yellow.

So far I have only competed against other Comets in open meetings and series racing at Littleton, and in the Civil Service Championships on Southampton Water. I am however planning to enter the 2009 National Championships, and a few further opens as my limited spare time permits. I really enjoy sailing the Comet in all weathers, but am still wary of strong winds on broad reaches and runs. Even without waves it seems possible to submarine in gusts or when the wind suddenly veers even on flat water – very interesting and I need to speed up my response time!

I bought a new sail, cover and a few spares from the builder – all very good value for money the sail especially so – and also excellent customer service. At the moment I have no wish to move to the Xtra rig, though I can envisage this happening in a few years. There are several issues to tackle when new rigs are introduced, as I am painfully aware from my experience with the Byte class.

There is clearly a group of Comet devotees who continue to make open meetings viable. And the percentage of boats built with helms in the Class Association is high. Despite competition from other classes I expect the Comet will retain its popularity. It is a tried and tested product offering a great experience at low cost and without complexity. It can also be sailed by helms of varying age and weight. In summary a winning formula!

### **Eddie Pope Comet 804**

Hi

It has been some time since issue number 91 but this is because it needed to be published earlier than usual as the National Championships were in July this year. However, this means that this is a bumper issue as many of the earlier open meeting reports missed Perihelion 91. I have put Eddy Pope's photo on the front cover as we have a new Association Champion and National Champion from our new member. Eddie has also contributed to this edition on his impressions of the standard rigged Comet.



The "20 Questions" this time is from our president Keith Lamdin who has been very generous in his answers (just as I hope everyone will be) and he has contributed a note on the Mino rig. Note there is no Xtra rig feature which is a pity as, at time of going to press, I am expecting to see the results of the ballot sent out with this issue.

We have seen a number of the old faces re-appearing at open meetings this year and I can report that Jake Sutton who was a force to be noticed as a teenager in the 90's has contacted me as he is expecting to do some meetings next year now that he is established in Poole with a family. You will also see an article from **Andrew Bowes** an ex junior champion about the racing rule changes that became effective this year and will be in operation for the 2012 Olympics.

I have added some thoughts about how to locate the clubs who run open meetings and would be glad to issue again (with modifications if necessary). However, what about using the Latitude and Longitude as a more accurate measure?

Thanks to all who have contributed to this issue and please keep the articles coming. We have no "Sailing Away" this issue so if you went on holiday and would like to share your experiences with us please call me. (It does not have to be about crossing the *Atlantic single handed* but could be about how you handled the paddle boat on the pool on Southsea waterfront)

By the way I did not capsize at Wadringfield despite the photo!

Brian Welham Comet 711
01344-761642 bwelham@sky.com

# Association Championships 24-25<sup>th</sup> May 2009

Littleton Sailing Club hosted the 2009 Comet Association Championships. Race One saw 29 Comets start in glorious sunshine and an F2 wind. Simon Thompson C809 led up the first beat until the wind started to die when Eddie Pope C804, Mark Wilkins C657 and John Windibank C858 all eased passed him. The lead was exchanged with Eddie crossing the line first followed closely by Mark then John. Race 2 was a frustrating one for the Race Officer, Richard Cranbrook, and the helms. Variable wind, both in strength and direction made course setting very difficult. The race was eventually started and Mark, John, Eddie, Annette Walters C323 and Robin Balham C518 all contested the front of the fleet. Mark was again beaten into second place by Eddie and Annette finished a close third. Race three was deferred until day 2 as the wind had now died out completely.

Day 2, and the competitors thought they were in for a blow. F4-5 greeted them with waves on the lake. Regrettably it just a squall and it quickly eased to a F2 and then progressively fell away during the day. Race 3 saw Henry Jaggers C800 get away on a port tack at the pin end and he led to the finish. A chasing pack of nine boats swapped places picking up puffs of wind with Annette just beating Guy Wilkins C806 into 3<sup>rd</sup> place.

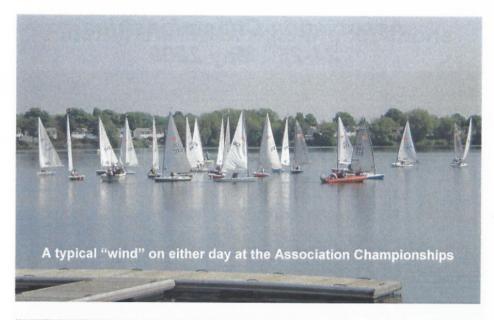
Race 4 had a delayed start. A group containing Mark, Eddie, Tony Best C801, Guy and Annette drew away from the pack in what were very light airs. The lead was hotly contested with Eddie and Mark duelling for first place. Eddie picked up a rare puff of wind and covered Mark to the line. Tony was a close third.

With 3 wins Eddie was a worthy Champion.

#### Clive Chapman C704 (Comet Class Captain Littleton Sailing Club.)

#### Results

1 <sup>st</sup> Eddie Pope	C804	Littleton SC	
2 <sup>nd</sup> Mark Wilkins	C657	Chipstead SC	
3 <sup>rd</sup> Annette Walters	C323	wgc sc	
4 <sup>th</sup> John Windibank	C858	Chipstead SC	
5 <sup>th</sup> Guy Wilkins	C806	Chipstead SC	
6 <sup>th</sup> Henry Jaggers	C800	Beer SC	
1st Youth	C212	Laura Glover	Littleton SC
1 <sup>st</sup> Lady	C857	Helen Leivers	Severn SC
1 <sup>st</sup> Xtra	C844	Paul Hinde	Severn SC
1 <sup>st</sup> Veteran	C532	John Coppenhall	Hunts SC
1st Ancient Mariner	C518	Robin Ballam	Crawley Mariners





Eddie Pope recovering his boat at the end of the event

Annette Walters, the first lady home (this time by paddling)



# Association Championships 24-25<sup>th</sup> May 2009





### Finding the Open meeting locations

I have recently acquired a Sat Nav which has been of great help on holiday and in finding new places to visit. I use the Post Code in UK as the quickest and simplest way to program it. However, not all sailing clubs have postal addresses that are located at their clubhouses. I have used the Post Office post code locator and Multimap to produce the list below. There are two that I cannot find suitable Post Codes for (help please) and would be very happy to amend the list if any of you think there are better codes. **Ed** 

Shearwater Rudyard Lake	BA12 8AG ST13 8RS
Fishers Green	EN9 2EF
Hunts	PE27 4YA
Taplow	SL6 0EA
Rudyard Lake	ST13 8RT
Crawley Mariners	RH19 2QG
Baltic Wharf	BS1 6XG
Littleton	TW17 0NF
Winsford Flash	CW7 4AS
Bewl	TN3 8JH
Chipstead	TN13 2SD
Sandwell Valley	B71 3SY
Chester	CH42 1LS
Hawley Lake	GU17 9UD close
Mudeford	BH23 3NW
Cransley	NN14 1PR
Severn	GL20 7HD
Swarkestone	????
Merthyr Tydfil	CF48 2UPclose
Banbury	NN11 6XU
Burghfield	RG7 4AP
Redesmere	????
Staunton Harold	DE73 8DL

# Chipstead Sailing Club Comet Open 27th June 2009

A gentle 2 to 3 breeze greeted the 24 entries and 10 visitors but there was wind all over the lake and it looked promising for some good racing.

For Race One the Race Officer set a square line and the fleet got away to a good even start. The wind was filling in on different parts of the lake which saw many position changes up the first beat. Guy Wilkins, John Windibank and Annette Walter all had the lead for a while with Mark Wilkins, Nick Warren and Brian Welham were pressing hard for the lead.

At the end of the final beat John had received a lift to take the lead but at the next mark there was a coming together and Mark emerged in front followed by Brian and Nick. Mark hung on to his lead to the finish but Nick slipped passed Brian for 2<sup>nd</sup> with John 4<sup>th</sup> and Annette 5<sup>th</sup>.

Race Two saw John lead up the first beat and pull out a healthy lead. John saw his lead diminish as the fleet closed in on the final run but with careful covering up the last beat he held on for a win. Behind the winner Mark sailed into 2<sup>nd</sup> with Brian 3<sup>rd</sup> Guy 4<sup>th</sup> and Michael Ettershank achieving his best result of the day 5<sup>th</sup>.

The wind vanished for race three but John managed a lead at the first mark and painfully slowly he was joined by Brian who went on to win. John saw his chances of wining disappear as the breeze filled in from behind and he dropped to 5<sup>th</sup> at the finish. John Coppenhall got it right in the end for his best result an a 2<sup>nd</sup> place Robin Ballam 3<sup>rd</sup> and Anthony Butler 4<sup>th</sup>

Mark Wilkins showed once again why this was his 9<sup>th</sup> Chipstead Open win his first was back in 1993 16 years ago. Brian Welham is still a hard man to beat and is getting back to full fitness, Nick warren finished 4<sup>th</sup> and is in the best form ever . John Coppenhall was as competitive as always and Robin Ballam continues to astound us all and is sailing better than ever.

#### Results

Place	No.	Name	Club
1.	657	M Wilkins	Chipstead
2.	711	B Welham	Taplow
3.	858	J Windibank	Chipstead
4.	745	N Warren	Littleton
5.	532	J Coppenhall	Hunts

John Windibank C858 Chipstead Comet Fleet Captain

### Comet Open at Chester 18th July 2009

There was an excellent turnout of 8 Comets for the Northern Area Aphelion Trophy event held on the river Dee at Chester on 18th July. With visitors travelling from Peterborough, Sheffield and Stoke on Trent competitors were faced with testing force 3/4 variable westerly winds with a strong current due to heavy rain providing an entertaining days sailing for participants and spectators alike.

In the opening race Chris Robinson established an early lead before being overtaken by Mark Coppenhall who maintained his lead for the six lap race to the finish. Chris lost out on the final lap of the testing course to Catherine Bellamy who took second spot.

With the Race Officer deciding on an unchanged course for the second race Catherine and Mark had a battle royal for supremacy with frequent positional changes before Catherine crossed the line in first place from Mark and John Coppenhall.

With everything to sail for in the final race the fleet was in close combat for the first two laps before John Edwards had to concede first to Mark and then to Catherine. For almost three laps Mark was in complete control before being overtaken by Catherine who took line honours on the final lap.

#### Final Results :-

		Catherine Bellamy	Winsford Flash S. C.	2 pts	1st
2	427	Mark Coppenhall	Hunts S. C.	3 pts	2nd
3	63	Chris Robinson	Burfield S. C.	7 pts	3rd
4	532	John Coppenhall	Hunts S. C.	8 pts	4th
5	780	Dave Jobling	North Staffs S. C.	9 pts	5th
6	633	John Edwards	Chester S. & C. C.	10 pts	6th
7	411	Paul Dawson	Chester S. & C. C.	11 pts	7th
8	330	Alex Dromgoole	Chester S. & C. C.	14 pts	8th

#### John Edwards Comet 633

# The simple changes to the Racing Rules 2009-2012 explained

There are a number of rule changes that were implemented in January 2009. The RYA recommended that we should start using them immediately unless we were part way through a series. In general the changes to the ISAF rules are a tidying up of the existing rules to make them clearer in the drafting and easier to comply with. There are two main changes of note:

A Making room at a mark now applies at three boats lengths, not 2 lengths.

B Removing the need to sail a proper course unless overlapped to leeward and close to another boat.

#### Changes to Definitions:

The definition clear ahead and clear astern and of overlapped is clarified so that you can be overlapped with a boat on the opposite tack if you are both on a broad reach or run. This is most likely to have effect when passing a continuous obstruction because normally port and starboard will apply.

There is a new definition of fetching a mark, which basically describes what we all know it means. You are laying a mark without having to tack. This term is now used in the mark rounding rules.

There is a new definition of Mark Room.

This describes the amount of space that you are entitled to be given at a mark by a boat overlapped outside. Basically it is space to round the mark correctly and get onto a proper course.

The definition of obstruction now makes it clear that another boat is never a continuing obstruction. Even if you are sailing along parallel and at the same speed and it feels like a continuing obstruction.

The 2 boats length rule at a mark has gone. The definition is now the Zone. In any incident, the zone is an area defined by the hull length of the boat nearer to the mark. In the definition the zone is 3 lengths. Beware this can be changed by sailing instructions at clubs to either 2 or 4 lengths.

Be aware that the definition of a boat can vary between rules. For the mark zone it is hull length only. But when you get an overlap it is any part of the boat in normal sailing position. So that means rudder at one end and a bowsprit out at the other.

Rules Changes (assuming previous correct use of rules!):

#### 17. Proper course

There used to be a rule that said you couldn't sail below your proper course if there was a boat near to leeward, or aiming to pass to leeward. That rule is deleted so you can bear away to protect your position any time you like. Just think of all that shouting we won't have to do.

Beware the windward leeward rule. The leeward boat has right of way.

The rule restricting a leeward overlapped boat not to sail above her proper course is still there, but it makes it clear that this is for boats on the same tack (or gybe as we sometimes call it, but that word is not in the definitions).

#### 18 Mark Room

This is very substantially reworded, but mainly for clarity using the new definitions. Follow the general guidelines that:

1. The zone starts as the nearer boats bow gets to 3 lengths. The overlap before the zone is reached, is important, because if there is any doubt about a change of overlap, then it will be assumed there was no change. 18.2 (d) so start discussing the situation early so as to be clear at 4 lengths.

2. If you are a fast boat closing a little boat you may establish an overlap outside 3 of their lengths. But if they are going slowly they will not have time or space to give you room. So don't go there. 18.2 (e)

Exoneration 18.5 accepts that there may be minor bumps at a mark, and an inside boat isn't penalised provided it has sailed correctly.

#### 19 and 20 Obstructions

Rules 19 and 20 about giving room at obstructions is reworded but does not change its interpretation. What is nice is that it makes it clear that an obstruction may be passed on either side.

If you are going upwind on port tack with a boat to leeward and a starboard boat comes across, in theory both of you can call for water to avoid the starboard boat but the leeward boat has rights and he has to make his call giving the windward boat time to tack without affecting the starboard boat.

19.2(b) This one leads to noisy exchanges on the water:

A leeward boat is an obstruction to an overlapped windward boat and a third boat clear astern. The boat clear astern may sail between the two overlapped boats and be entitled to room from the windward boat to pass between her and the leeward boat, provided that the

windward boat has been able to give that room from the time the overlap began.

20.3 is where the fetching definition is used and limits the right of a leeward boat to call to tack if the windward boat is fetching the obstruction and it is a mark but you can call for water on an island (obstruction) even if the boat to windward

is fetching it.

The rules are also available for a free download (apart from the printing) on www.sailing.org. I recommend that everyone wishing to race should obtain a copy of the ISAF rules, and reads them, as it is essential to all our enjoyment on the water that we understand the rules of that which we are taking part in. Fair sailing to you all!

**Andrew Bowes** Passed Comet Junior Champion and now the Chairman of Chipstead SC Race Committee.

# National Championships Waldringfield 11<sup>th</sup>-12<sup>th</sup> July 2009

Waldringfield Sailing Club on the beautiful River Deben in Suffolk was the setting for the 2009 Comet National Championships on the weekend of July 11<sup>th</sup>/12<sup>th</sup>. The 24 competitors arrived to a rather grey morning and a flat calm but after an hour or so's postponement a light Easterly breeze allowed the first race to get underway. Race Officer Richard Woolf set a simple triangular course. Mark Coppenhall was first to the windward mark, followed by John Coppenhall. Mark extended his lead and went on to win. Meanwhile, John fell back into the pack of chasing boats. Simon Thompson sailed clear of these boats into second place during the lap two. During the third lap the wind dropped and the course was shortened. Places changed throughout the fleet as the competitors struggled to beat against the tide to the finish. Simon was caught by Guy Wilkins as a little wind filled in to take the fleet across the finish line.

After a short lunch break, the sun appeared and the breeze increased and 2 good races were held on a 'P' shaped course with the tide turning in between to keep competitors on their toes. Four yellow boats were first to the first mark. Guy Wilkins sailed into the lead, followed by local youth sailor lan Davidson sailing (for the first time) an Xtra-rigged boat provided by Comet builder Andy Simmons, Eddie Pope and Steve Bellamy. As the wind increased these four stayed in front. Eddie, winner of the Comet Association Championships earlier this year, passed Guy to take the lead, and lan caught Guy on the finish line to take second.

The wind increased for Race 3. Ian Davidson led the race from start to finish. Simon Thompson sailed into second place on the first run. Behind him several boats contested third place, and eventually Eddie Pope sailed clear into third. On the penultimate beat Eddie caught Simon, and sailed past him on the final run to take second place at the finish. Simon finished third. So at the end of the first day there were different winners for each race.

On Sunday morning, with the tide still flooding, the fleet headed downstream to one of the wider stretches of the river just off 'the Rocks'. A freshening South-Westerly was blowing and with a course including 3 cross-river beats and some interesting tactical choices, the

2 back-to-back races provided the best sailing of the weekend. In race 4 Ian Davidson was OCS, and Eddie Pope sailed into the lead followed by Simon Thompson. He was initially challenged by Nick Warren, but Nick fell back to be caught by Steve Harvey, the leading Xtra, Chris Robinson and Ian Davidson. Simon took second place, Steve was third, and Chris and Ian contested fourth place right to the finish, where Chris just finished ahead of Ian on the line.

At the start of race 5 Ian Davidson took the lead followed by Simon Thompson, Eddie Pope and Michael Ettershank. Ian and Eddie capsized giving the lead to Simon, with Michael in second. Eddie and Ian quickly recovered from their capsizes, and Eddie got back into third place, and began to catch the leading two boats. On the final beat there was not much distance between Simon in first, Michael in second and Eddie in third. They crossed the line in this order, but not before Ian had sailed passed them all to win.

For the final race, the Race Officer decided to provide entertainment for spectators and competitors alike with a course around the island in the swirling and gusty winds in front of the clubhouse. However, the course involved sailing through the moored boats after the windward mark, in the lee of the shore. Ian Davidson, using his local knowledge, was first to the windward mark, and sailed through the fickle winds among the moorings before two cruising yachts passed, partially blocking the main channel and creating a wash that caused much difficultly for the pack of following boats. Eddie Pope was the second boat to clear the moorings, but by this time Ian had a substantial lead and couldn't be caught. Eddie was followed by Steve Bellamy and Simon Thompson. Eddie and Steve extended their leads, but Simon was caught by three chasing boats as he passed through the moorings on the third Iap. However, on the next Iap he regained the lost places and finished fourth.

After the six races Eddie Pope had won the Nationals, with Simon Thompson as the runner up. Ian Davidson was Xtra Champion. Comparing the combined results Ian Davison and Eddie Pope had equal points, with Ian Davidson winning with the most first places.

#### Steve Harvey C764 & Chris Robinson C63





## Comet national Championships 2009 Wadringfield Sailing Club

Star	ndard	Rig
------	-------	-----

Place	Sail	Helm	Club	R1	R2	R3	R4	<b>R</b> 5	<b>R</b> 6	Net
1st	804	Eddie Pape	Littletan	14	1	1	1	3	1	7
2nd	809	Simon Thompson	Crawley	3	11	2	2	1	3	11
3rd	656	Steve Bellamy	Winsford	6	3	9	6	5	2	22
4th	ස	Chris Robinson	Burghfield	10	8	5	3	4	6	26
5th	711	Brian Welham	Taplow	7	4	4	8	10	8	31
6th	84	Mchael Ettershank	Eyott	11	12	8	7	2	5	33
7th	704	Clive Chapman	Littletan	15	9	10	5	7	4	35
8th	745	Ndk Warren	Littleton	12	6	11	4	8	7	36
9th	806	Guy Wilkins	Chipsteed	2	2	3	DNS	DNS	DVE	45
10th	549	Mke Thompson	Crawley	16	5	12	11	6	12	46
11th	532	John Coppenhall	Hunts	5	15	13	10	12	9	49
12th	248	Catherine Bellamy	Winsford	8	7	DVF	12	13	11	51
13th	800	Henry Jaggers	Beer	4	13	14	13	11	13	54
14th	31	Jeff Smith	Crawley	13	14	6	14	9	14	56
15th	323	Amette Watters	MGCSC	9	16	15	15	15	10	64
16th	611	Phil Watters	MGCSC	17	17	16	16	14	15	78
17th	614	Card Butcher	Hawley	18	18	17	DNF	<u>DNS</u>	DVE	91

### Xtra Rig

Place	Sail	Helm	Club	RI	R2	R3	R4	R5	<b>R6</b>	Net
1st	861	lan Davidson	WSC	1	1	1	2	1	1	5
2nd	764	Steve Harvey	Hayling	6	2	2	1	2	2	9
3rd	624	Josie Adams	Staunton	2	DVF	3	4	4	3	16
4th	400	John Sturgeon	Hawley	3	3	5	3	3	4	16
5th	633	John Edwards	Chester	4	5	4	5	5	DVS	23
6th	649	Diana Thompson	Crawley	5	4	6	6	6	DVS	27

24

## First Six positions at the Opens

Rudyard	Lake	Winsford	Flash	Chester	
tuuyalu	No Entries	427	Mark Coppenhall	248	Catherine Bellamy
	NO Ellules	656	Steve Bellamy	427	Mark Coppenhall
		815	Dave Harrison	63	Chris Robinson
		532		532	John Coppenhall
			John Coppenhall	633	John Edwards
		730	Brian Herring	633	John Edwards
		115	Roy Symmers		
Att:	0	Att:	13	Att:	7 & 1 Xtra
East					
ishers	Green	Crawley N	Mariners	Chipstea	
806	Guy Wilkins	657	Mark Wilkins	657	Mark Wilkins
657	Mark Wilkins	809	Simon Thompson	711	Brian Welham
858	John Windibank	858	John Windibank	858	John Windibank
745	Nick Warren	323	Annette Walter	745	Nick Warren
711	Brian Welham	745	Nick Warren	532	John Coppenhall
704	Clive Chapman	532	John Coppenhall	518	Robin Ballam
Att:	17 & 1 Xtra	Att:	23	Att:	21 & 3 Xtra's
West		7			
Shearwa	iter	Baltic Wh	arf	1	
800	Henry Jaggers	532	John Coppenhall		
597	Ben Palmer	711	Brian Welham		
532	John Coppenhall	63	Chris Robinson		
460	Mark Govier	597	Ben Palmer	1	
63	Chris Robinson	488			
			Emma Brisley		
711	Brian Welham	724	Rhiain Bevan		
Att:	7	Att:	7 & 1 Xtra		
Central					
THE RESERVE OF THE PERSON NAMED IN					
Hunts		Cransley		1	
Hunts 711	Brian Welham	Cransley 669	Nigel Austin	1	
	Brian Welham Henry Jaggers		Chris Robinson		
711		669			
711 800	Henry Jaggers John Coppenhall	669 63	Chris Robinson Nick Warren		
711 800 532 488	Henry Jaggers John Coppenhall Emma Brisley	669 63 745 532	Chris Robinson Nick Warren John Coppenhall		
711 800 532	Henry Jaggers John Coppenhall	669 63 745	Chris Robinson Nick Warren		
711 800 532 488 63 299	Henry Jaggers John Coppenhall Emma Brisley Chris Robinson Andrew Keynes	669 63 745 532 704 711	Chris Robinson Nick Warren John Coppenhall Clive Chapman Brian Welham		
711 800 532 488 63	Henry Jaggers John Coppenhall Emma Brisley Chris Robinson Andrew Keynes 9 & 2 Xtra's	669 63 745 532 704	Chris Robinson Nick Warren John Coppenhall Clive Chapman		
711 800 532 488 63 299 Att:	Henry Jaggers John Coppenhall Emma Brisley Chris Robinson Andrew Keynes 9 & 2 Xtra's	669 63 745 532 704 711 Att:	Chris Robinson Nick Warren John Coppenhall Clive Chapman Brian Welham 16, 3 Xtra's & 2 Mino's	Bewl	
711 800 532 488 63 299 Att: South	Henry Jaggers John Coppenhall Emma Brisley Chris Robinson Andrew Keynes 9 & 2 Xtra's	669 63 745 532 704 711 Att:	Chris Robinson Nick Warren John Coppenhall Clive Chapman Brian Welham  16, 3 Xtra's & 2 Mino's		Mark Wilkins
711 800 532 488 63 299 Att: South	Henry Jaggers John Coppenhall Emma Brisley Chris Robinson Andrew Keynes 9 & 2 Xtra's	669 63 745 532 704 711 Att:	Chris Robinson Nick Warren John Coppenhall Clive Chapman Brian Welham 16, 3 Xtra's & 2 Mino's	657	
711 800 532 488 63 299 Att: South Taplow 745 657	Henry Jaggers John Coppenhall Emma Brisley Chris Robinson Andrew Keynes 9 & 2 Xtra's  Lake Nick Warren Mark Wilkins	669 63 745 532 704 711 Att:	Chris Robinson Nick Warren John Coppenhall Clive Chapman Brian Welham 16, 3 Xtra's & 2 Mino's  Mark Wilkins Chris Robinson	657 809	Simon Thompson
711 800 532 488 63 299 Att: South Taplow 745 657 711	Henry Jaggers John Coppenhall Emma Brisley Chris Robinson Andrew Keynes 9 & 2 Xtra's  Lake Nick Warren Mark Wilkins Brian Welham	669 63 745 532 704 711 Att: Kingsmer 657 63 745	Chris Robinson Nick Warren John Coppenhall Clive Chapman Brian Welham 16, 3 Xtra's & 2 Mino's  ad Mark Wilkins Chris Robinson Nick Warren	657 809 800	Simon Thompson Henry Jaggers
711 800 532 488 63 299 Att: South Taplow 745 657 711 518	Henry Jaggers John Coppenhall Emma Brisley Chris Robinson Andrew Keynes 9 & 2 Xtra's  Lake Nick Warren Mark Wilkins Brian Welham Robin Ballam	669 63 745 532 704 711 Att: Kingsmer 657 63 745	Chris Robinson Nick Warren John Coppenhall Clive Chapman Brian Welham  16, 3 Xtra's & 2 Mino's  ad Mark Wilkins Chris Robinson Nick Warren Robin Ballam	657 809 800 711	Simon Thompson Henry Jaggers Brian Welham
711 800 532 488 63 299 Att: South Taplow 745 657 711 518 801	Henry Jaggers John Coppenhall Emma Brisley Chris Robinson Andrew Keynes  9 & 2 Xtra's  Lake Nick Warren Mark Wilkins Brian Welham Robin Ballam Tony Best	669 63 745 532 704 711 Att: Kingsmer 657 63 745 518	Chris Robinson Nick Warren John Coppenhall Clive Chapman Brian Welham  16, 3 Xtra's & 2 Mino's  ad Mark Wilkins Chris Robinson Nick Warren Robin Ballam Derek Coleman	657 809 800 711 745	Simon Thompson Henry Jaggers Brian Welham Nick Warren
711 800 532 488 63 299 Att: South Taplow 745 657 711 518	Henry Jaggers John Coppenhall Emma Brisley Chris Robinson Andrew Keynes 9 & 2 Xtra's  Lake Nick Warren Mark Wilkins Brian Welham Robin Ballam	669 63 745 532 704 711 Att: Kingsmer 657 63 745	Chris Robinson Nick Warren John Coppenhall Clive Chapman Brian Welham  16, 3 Xtra's & 2 Mino's  ad Mark Wilkins Chris Robinson Nick Warren Robin Ballam	657 809 800 711	Simon Thompson Henry Jaggers Brian Welham
711 800 532 488 63 299 Att: South Taplow 745 657 711 518 801	Henry Jaggers John Coppenhall Emma Brisley Chris Robinson Andrew Keynes  9 & 2 Xtra's  Lake Nick Warren Mark Wilkins Brian Welham Robin Ballam Tony Best	669 63 745 532 704 711 Att: Kingsmer 657 63 745 518	Chris Robinson Nick Warren John Coppenhall Clive Chapman Brian Welham  16, 3 Xtra's & 2 Mino's  ad Mark Wilkins Chris Robinson Nick Warren Robin Ballam Derek Coleman	657 809 800 711 745	Simon Thompson Henry Jaggers Brian Welham Nick Warren
711 800 532 488 63 299 Att: South Taplow 745 657 711 518 801 704 Att:	Henry Jaggers John Coppenhall Emma Brisley Chris Robinson Andrew Keynes  9 & 2 Xtra's  Lake Nick Warren Mark Wilkins Brian Welham Robin Ballam Tony Best Clive Chapman	669 63 745 532 704 711 Att: Kingsmer 657 63 745 518 707 744 Att:	Chris Robinson Nick Warren John Coppenhall Clive Chapman Brian Welham  16, 3 Xtra's & 2 Mino's  ad Mark Wilkins Chris Robinson Nick Warren Robin Ballam Derek Coleman Malcolm Underwood	657 809 800 711 745 704	Simon Thompson Henry Jaggers Brian Welham Nick Warren Clive Chapman
711 800 532 488 63 299 Att: South 745 657 711 518 801 704 Att:	Henry Jaggers John Coppenhall Emma Brisley Chris Robinson Andrew Keynes  9 & 2 Xtra's  Lake Nick Warren Mark Wilkins Brian Welham Robin Ballam Tony Best Clive Chapman	669 63 745 532 704 711 Att: Kingsmer 657 63 745 518 707 744 Att:	Chris Robinson Nick Warren John Coppenhall Clive Chapman Brian Welham  16, 3 Xtra's & 2 Mino's  ad Mark Wilkins Chris Robinson Nick Warren Robin Ballam Derek Coleman Malcolm Underwood	657 809 800 711 745 704 Att:	Simon Thompson Henry Jaggers Brian Welham Nick Warren Clive Chapman 15 & 3 Xtra's
711 800 532 488 63 299 Att: South Taplow 745 657 711 518 801 704 Att:	Henry Jaggers John Coppenhall Emma Brisley Chris Robinson Andrew Keynes  9 & 2 Xtra's  Lake Nick Warren Mark Wilkins Brian Welham Robin Ballam Tony Best Clive Chapman  22  Lake John Windibank	669 63 745 532 704 711 Att:  Kingsmer 657 63 745 518 707 744 Att:	Chris Robinson Nick Warren John Coppenhall Clive Chapman Brian Welham  16, 3 Xtra's & 2 Mino's  ad Mark Wilkins Chris Robinson Nick Warren Robin Ballam Derek Coleman Malcolm Underwood  10 & 1 Xtra  Brian Welham	657 809 800 711 745 704 Att:	Simon Thompson Henry Jaggers Brian Welham Nick Warren Clive Chapman
711 800 532 488 63 299 Att: South Taplow 745 657 711 518 801 704 Att:	Henry Jaggers John Coppenhall Emma Brisley Chris Robinson Andrew Keynes 9 & 2 Xtra's  Lake Nick Warren Mark Wilkins Brian Welham Robin Ballam Tony Best Clive Chapman  22  Lake John Windibank Mark Wilkins	669 63 745 532 704 711 Att: Kingsmer 657 63 745 518 707 744 Att:	Chris Robinson Nick Warren John Coppenhall Clive Chapman Brian Welham  16, 3 Xtra's & 2 Mino's  ad Mark Wilkins Chris Robinson Nick Warren Robin Ballam Derek Coleman Malcolm Underwood  10 & 1 Xtra  Brian Welham Ben Palmer	657 809 800 711 745 704 Att:	Simon Thompson Henry Jaggers Brian Welham Nick Warren Clive Chapman 15 & 3 Xtra's
711 800 532 488 63 299 Att: South Taplow 745 657 711 518 801 704 Att:	Henry Jaggers John Coppenhall Emma Brisley Chris Robinson Andrew Keynes  9 & 2 Xtra's  Lake Nick Warren Mark Wilkins Brian Welham Robin Ballam Tony Best Clive Chapman  22  Lake John Windibank	669 63 745 532 704 711 Att: Kingsmer 657 63 745 518 707 744 Att:	Chris Robinson Nick Warren John Coppenhall Clive Chapman Brian Welham  16, 3 Xtra's & 2 Mino's  ad Mark Wilkins Chris Robinson Nick Warren Robin Ballam Derek Coleman Malcolm Underwood  10 & 1 Xtra  Brian Welham	657 809 800 711 745 704 Att:	Simon Thompson Henry Jaggers Brian Welham Nick Warren Clive Chapman 15 & 3 Xtra's
711 800 532 488 63 299 Att: South Taplow 745 657 711 518 801 704 Att:	Henry Jaggers John Coppenhall Emma Brisley Chris Robinson Andrew Keynes 9 & 2 Xtra's  Lake Nick Warren Mark Wilkins Brian Welham Robin Ballam Tony Best Clive Chapman  22  Lake John Windibank Mark Wilkins	669 63 745 532 704 711 Att: Kingsmer 657 63 745 518 707 744 Att:	Chris Robinson Nick Warren John Coppenhall Clive Chapman Brian Welham  16, 3 Xtra's & 2 Mino's  ad Mark Wilkins Chris Robinson Nick Warren Robin Ballam Derek Coleman Malcolm Underwood  10 & 1 Xtra  Brian Welham Ben Palmer	657 809 800 711 745 704 Att:	Simon Thompson Henry Jaggers Brian Welham Nick Warren Clive Chapman 15 & 3 Xtra's  ata supplied by
711 800 532 488 63 299 Att: South Taplow 745 657 711 518 801 704 Att:	Henry Jaggers John Coppenhall Emma Brisley Chris Robinson Andrew Keynes  9 & 2 Xtra's  Lake Nick Warren Mark Wilkins Brian Welham Robin Ballam Tony Best Clive Chapman  22  Lake John Windibank Mark Wilkins Henry Jaggers	669 63 745 532 704 711 Att: Kingsmer 657 63 745 518 707 744 Att:	Chris Robinson Nick Warren John Coppenhall Clive Chapman Brian Welham  16, 3 Xtra's & 2 Mino's  ad Mark Wilkins Chris Robinson Nick Warren Robin Ballam Derek Coleman Malcolm Underwood  10 & 1 Xtra  Brian Welham Ben Palmer Annette Walter	657 809 800 711 745 704 Att:	Simon Thompson Henry Jaggers Brian Welham Nick Warren Clive Chapman 15 & 3 Xtra's

11 & 1 Xtra

## Comet Open 2009 Cransley Sailing Club

"It's been a really enjoyable day at Cransley, especially with such a large fleet and all the home boats out," commented Chairman Chris Robinson, "even though the wind has been a bit challenging!"

On Sunday August 16<sup>th</sup> twenty-one Comets competed at this picturesque location in Northamptonshire, including twelve boats from Cransley. It was the biggest Open fleet so far this year and visitors came from the South Coast, Midlands and Home Counties. The day was indeed "a bit breezy" with winds of 15-20mph, giving some very testing conditions for many of the first time Open competitors. But it was also hot for spectators, which has been a

rare combination this summer!

For the first race all sailors were on the line, though unfortunately most had congregated at the lower end nearer to weed, and a capsized boat in the middle of the starting fleet caused temporary mayhem... But eventually the race commenced and Nigel Austin (Cransley Commodore) soon showed that the windy conditions suited him. He led from



start to finish, with local knowledge being an obvious advantage. Phil Davies (also Cransley and who had never before raced a Comet) also relished the gusty conditions and gradually moved up the field to finish a credible 2<sup>nd</sup>. These were followed home by the experienced visitors Paul Hind (Severn SC), Nick Warren and Clive Chapman (both from Littleton SC). During this race there were many spectacular capsizes as Comets planed down the lake, and the death-roll took over, keeping Cransley's rescue boats very busy.

Fortunately, the second race was not as frantic as the wind had subsided slightly and competitors were more used to the gusty conditions. The Race Officer also took out one gybe mark that had been causing a problem for many, and the start went without mishap. Nigel Austin again showed he was the man in form and led for most of the race, finishing well ahead of the field. Nick Warren improved to come in 2<sup>nd</sup> and John Coppenhall (Hunts SC) sailed well to come in 3<sup>rd</sup>. Chris Robinson (Burghfield SC) was sailing Comet 63, the oldest boat in the fleet, but by finishing a close 5<sup>th</sup> proved again that a well-maintained boat can be very competitive regardless of its age.

Following a superb lunch, giving everyone time to regain some energy, the third race was closely fought. Nigel Austin got a poor start as the fleet sailed quickly to the first mark. Undaunted, he gradually moved his way up though the field from 10<sup>th</sup> to come in 2<sup>nd</sup>, only a few yards behind the race winner Chris Robinson. Nigel's late surge pushed Paul Hind into 3<sup>rd</sup> place, losing Paul the overall runner-up spot. In this third race many other less-experienced sailors continued to battle the gusts and only the action photos on <a href="www.cransley.org.uk">www.cransley.org.uk</a> show how challenging this Open really was for everyone. Nick Warren (Littleton) spoke for many when he described the sailing as "...very gusty, good but tough!"

The overall winner was Nigel Austin who won convincingly with a 2 points total. Although three visitors had scored 6 points, Chris Robinson was declared runner-up due to his win in the final race. They were each presented with glass tankards and bottles of wine by Race Officer John Townsend.

A third of the fleet were helmed by ladies so a special award was agreed to be given to the highest placed lady sailor. There were several contenders for this trophy, including Helen Leivers (Severn SC), and Cransley's experienced Rhiain Bevan and Jane Townsend. Unfortunately, when Jane was leading with the men in the first race, she had a serious capsize which robbed her of an overall high place at this year's event. After two races Helen had gained a three-point lead over Rhiain. The competition during the final race therefore became more intense, but Rhiain's focus and skill enabled her to finish in 8<sup>th</sup> place ahead of Helen who came very close behind in 10<sup>th</sup>. With one discard available, this meant that Rhiain narrowly won the 2009 Ladies' Trophy by one point.

The verdict from everyone was that it had been a challenging, but wonderful sailing day. All the races were competed in fantastic spirit with no protests, and Chris thanked Cransley for hosting the event, adding "A larger fleet makes a big difference at an Open, as it means there is always someone of a similar ability to sail against." Many of the Cransley first-time competitors have now experienced the buzz of an Open and are already planning to sail

at next year's event. With a growing Cransley fleet and visitors always welcome at this friendly Club, will we have more than 21 Comets sailing in August 2010?

# John Townsend and Caroline Hughes



# Comet Open at Winsford Flash S.C. May 30<sup>th</sup> 2009

#### 'Crafty Coppenhall Cops Cup'

Thirteen helms including five visitors contested the Winsford Flash Open in glorious sunshine and a good force 3 breeze gave the competitors a good challenge. All used standard Comet rigs.

Race 1 got away cleanly with only Brian Herring (WFSC) having a small incident resulting in penalty turns. Mark Coppenhall (Hunts SC) established an unassailable lead that he kept until the finish. Home sailor Steve Bellamy followed closely in second place with Dave Jobling (N Staffs SC) in third leading the pursuing pack and John Coppenhall (Hunts SC) in fourth. There were a number of anxious moments for the competitors during the odd gust but no-one required assistance from the safety boats.

A slight change of course was made at the last minute for race 2 as the wind shifted to give a new challenge. Mark and Steve pulled clear by the first mark from Dave Harrison (WFSC) and John Coppenhall. Ian Duerdoth provided excitement for the race officers by capsizing directly in front of them. Steve continued to battle with Mark for the lead that he lost following a capsize. Mark duly won the race with Steve second. Dave Harrison sailed a lonely race to take third place. John took fourth place ahead of Brian Herring and Roy Symmers (WFSC) who had been battling at close quarters to the finish.

In race 3 Keith Sowley (WFSC) led for the first part of the race from fellow local sailors Roy Symmers, Brian Herring and Dave Harrison. By the third lap, however, Mark, who had been in tenth place after the first lap, had overtaken Keith and Dave to leeward during a gust and took the lead. Steve Bellamy followed through closely to take second place after having made a bad start. Mark began to pile on the pressure and increase his lead during the fourth lap. Just before the end of the race the wind died leaving the fleet becalmed near the windward mark. Steve managed to take advantage of these conditions and closed the gap on the leader. However, the race for the Winsford Flash Comet open winner was already complete with Mark Coppenhall taking first place in the first two races. He sealed his

position with a third win even though Steve tried his hardest on the last beat to overtake. Keith Sowley finished third in this race and Dave Harrison fourth. This left Dave third and John Coppenhall fourth in the Open behind Steve in second and Mark in first place.

#### Overall Results: -

1	Mark Coppenhall (Hunts SC)	427
2	Steve Bellamy (Winsford Flash SC)	658
3	Dave Harrison (Winsford Flash SC)	815
4	John Coppenhall (Hunts SC)	532
5	Dave Jobling (N Staffs SC)	780
6	Brian Herring (WFSC)	730
7	Keith Sowley (WFSC)	648
8	Roy Symmers (WFSC)	115
9	Cynthia Harness (Swarkestone SC) First Lady	828
10	Ian Duerdoth (Redesmere SC and WFSC)	585
11	Ros Stevenson (WFSC)	820
12	Andy Cush (WFSC)	321
13	John Beswick (WFSC)	690

#### Pam Gott / Dave Harrison C815

## Southern Aphelion 2009

	Sail	Club	Helm	Taplow Lake	Kingsmead	Bewl Valley	Hawley Lake	Mudeford	Nett
1st	657	Chipstead	Mark Wilkins		1	1	2		4
2nd	711	Taplow Lake	Brian Welham	3		4		1	8
3rd	745	Littleton	Nick Warren	1	3			5	9
4th	800	Beer	Henry Jaggers			3	3	4	10
5th	63	Burghfield	Chris Robinson		2		5	8	15
6th	518	Crawley Mariners	Robin Ballam	4	4		7		15
7th	704	Littleton	Clive Chapman			6	6	6	18
8th	532	Hunts	John Coppenhall	11			4	7	22

Three events to count.

Awarded at Mudeford, the last event in the Southern Series, to Mark Wilkins of Chipstead SC

### Comet Open – Bewl Valley S C 20 June 2009

The weather stayed remarkably fair for the Comet Open to held at Bewl Valley SC on 20 June this year. With over 700 acres to play with, and a good fleet of 18 boats from 9 different clubs, including 3 Xtras, the Race officer, Ken Ware, and his team set a trapezoid course for the first race with a challenging beat to windward from a committee boat start near the main dam at Bewl.

As was the case for most of the day, all 18 boats challenged for the honours in race one, with first place going to Mark Wilkins from Chipstead SC with Simon Thompson from Crawley Mariners hot on Mark's heels. Brian Welham and Henry Jaggers came in a close third and fourth places respectively. With the wind varying slightly and decreasing, the second race, over the same course, saw Henry Jaggers from Beer SC justify his long journey to Kent by taking first place from Brian Welham from Taplow Lake, second, closely followed by Mark Wilkins and Clive Chapman from Littleton SC.

After a good rest and lunch from the resident chef, Gordon, all 18 boats again took to the water for the afternoon. By this time the wind had dropped so, wisely, Ken set a shorter triangular course to take account of the conditions. Once again Mark Wilkins showed his skills by taking first place, closely followed by Simon Thompson in a repeat of their finish for race one. They were followed by Brian Welham in third. Neil Smith from Bexhill SC managed to pip Nick Warren from Littleton SC to take fourth place in some close racing.

With an odd wind shift, typical of Bewl, the start for race four was delayed as the first mark was repositioned, but, not to be outdone by the, by now, light conditions, all 18 Comets crossed the start line almost in unison. Nick Warren showed everyone a clean pair of heals crossing the line with his only win of the day followed by Simon Thompson, Henry Jaggers and Clive Chapman.

After a full day of racing, honours went to Mark Wilkins, followed by Simon Thompson and Henry Jaggers. The first Xtra, sailed by John Sturgeon from Hawley Lake, came 12<sup>th</sup> overall, and the special prize for gallantry in rescuing a fellow competitor went to Barry O'Herlihy from Bexhill SC. Some Comets stayed on to enjoy the mid-summer

#### Mike Wilcock

	Sail	Helm Name	Club	R1	R2	R3	R4	Total	Nett
1st	657	Mark Wilkins	Chipstead SC	1	3	1	-5	10	5
2nd	809	Simon Thompson	Crawley Mariners	2	-5	2	2	11	6
3rd	800	Henry Jaggers	Beer SC	4	1	-9	3	17	8
4th	711	Brian Welham	Taplow Lake SC	3	2	3	-6	14	8
5th	745	Nick Warren	Littleton SC	-8	6	5	1	20	12
6th	704	Clive Chapman	Littleton SC	-7	4	7	4	22	15





# Comet Open at Fishers Green 25 April 2009

Yet another marvellous Open Meeting was held at Fishers Green Sailing Club this year. Four home team met up with sixteen visitors for superb sailing conditions. The day graced us all with the 3 S's - Sunshine, Slappy windswept waters and Satisfaction sailing (for those that were wondering and guessing incorrectly!).

Sailing from the back of the fleet and surviving a 'lapping' makes it difficult to know what was happening at the front! The results however, show that competition was rife wherever the level of racing expertise lay. Most people jostled around the same 3 places and once discards were calculated 8 boats completed with the same points and the final placings were determined by the position in the last race.

The 'placings' of these 8 boats are shown below:

	Race 1	Race 2	Race 3	Points	Position
Guy Wilkins 806	2	3	1	3	1 <sup>st</sup>
Mark Wilkins 657	3	1	2	3	2 <sup>nd</sup>
Nicola Knight 273	11	8	6	14	7 <sup>th</sup>
Chris Robinson 63	8	7	7	14	8 <sup>th</sup>
Robin Ballam 518	9	13	12	21	12 <sup>th</sup>
Mike Thompson 573	13	10	11	21	13 <sup>th</sup>
Karen Asci 178	16	16	14	30	16 <sup>th</sup>
Andrew Keynes 299	15	15	15	30	17 <sup>th</sup>

Race 1 started well for most, starboard tack was favoured, although some who slipped a quick 'about' to port were rewarded with being able to later approach the windward mark on a right of way beat. There were plenty of long reaches and planing opportunities. Between dropping back on all of the beats and using my lightweight to gain some marginal advantages on the planes, all I could see were boats and boats ahead of me. Most were whooping and going fast, some succumbed to capsize mostly whilst reaching where an unexpected gust can so easily unnerve the Comet equilibrium.

Lunch followed and then Races 2 and 3. The afternoon courses were 'tweaked' to provide two legs of definite beats. This added more challenge and tummy toning exercises to the day.



Comet 178 managed to add drama to Race 2, although also damaging her reputation in the popularity rankings by capsizing on the Start Line with 10 seconds to go. The Race Officers (Mike Jackson, Dave Pitcock) thought it funny although Comet 560 was far from impressed as she was pushed over too, took a soaking and was almost grounded on the leeward shore. Comet 178 helpless at being able to assist (for fear of disqualification) nimbly righted her boat and pursued the rest of the fleet – never catching up of course.

Race 3 went off with less mishap, but of course unknown to the competitors at the time, this was a 'tie-breaker' race for many. Sailing with us throughout the day was Comet 400 rigged as an Xtra. From where I was sailing (ie behind Comet 400 most of the time), this appeared to afford very little handicap and provided a very efficient means of providing more boat stability and reefing the Comet. Positions for the individual races were:

# Comet Open at Fishers Green 25 April 2009

The tea and prize giving rounded off a pleasant and challenging day. The day was a 'clean sweep' for Chipstead with final places for the Fishers Green Comet Open being as follows:

1 <sup>st</sup>	Guy Wilkins	Chipstead
2 <sup>nd</sup>	Mark Wilkins	Chipstead
3 <sup>rd</sup>	John Windibank	Chipstead
4 <sup>th</sup>	Nick Warren	Littleton

Further to making her debut last year Fishers Green SC 'star' Nicola Knight swept the Prize Table on her own terms, and maintaining the same overall position she graced us with last year. 1<sup>st</sup> Lady 1<sup>st</sup> FGSC Competitor Overall position 7<sup>th</sup>

Last but definitely not least many thanks to all of the days 'helpers' who perhaps played the most important parts of all.

#### Karen Asci/O'Brien (Comet 178)



John Windibank Guy Wilkins Nicola Knight Mark Wilkins

#### COMET SPARES, REPAIRS AND ACCESSORIES

Don't forget all spares and accessories are held in stock and can often be with you in less than 24 hours if you order in the morning.

New Dinghies

A selection always in stock

New Dingnies	A selection always in st			
Comet	£3150			
Comet Xtra	£3250			
Standard Sail	£275			
Mino Sail	£245			

Xtra Conversion Kit & Sail £375 (This includes halyard and parts needed to convert your top mast and shorten your bottom mast and boom). To continue to be able to sail as a Std Comet you will need

£355

A shorter Xtra bottom mast £140,

(The original top mast <u>may fit</u>, and can have the cleat and block put on and still be used on a std Comet sail. If it doesn't fit then

An Xtra top mast £85.

A shorter Xtra boom £115 but the std boom can be used.

Repairs

Xtra Sail

Accident damage and refurbishing gladly undertaken.

Write, phone or e-mail but include a daytime phone number

Comet Dinghies: South Molton, Devon

Tel 01769 574358 Fax 01769 574358

e-mail cometdinghies@btconnect.com

The photographs in this issue were printed with the kind permission from the following.

Cover "Our new National & Assoc. Champ."

Richard Woolf

Page 13 Nora Jaggers & Brian Welham
Page 14 Nora Jaggers
Pages 22 & 23 Richard Woolf
Page 26 & 27 John Hughes

Page 32 Nora Jagges
Page 34 Nora Jaggers

Page 37 Nora Jaggers

## Comet Open at Baltic Warf 17<sup>th</sup> May

Seven visitors and one local arrived for the first Comet open meeting to be held at Baltic Wharf Sailing Club. The weather was predicted to be 20+ mph winds with showers which seamed optimistic at times. The prevailing wind (a loose term at BWSC) came from the south so had the option to twist and turn around and through all the buildings on the south side of the harbour.

The first race was laid with the leeward mark in a gust of wind between the buildings but, as is some times the way, it did not hold but created some interesting movement in the fleet for those who could hold the right line through the shifts. With close racing throughout the fleet and nobody being able to let up for a moment for fear of being the wrong side of the shift or worse still, caught in one of the holes in the wind. John Coppenhall finished 1st narrowly holding off Chris Robinson and Ben Palmer.

Following lunch a figure of eight course was laid towards the Western end of the harbour where the wind was steadier but stronger. Brian Welham led for the first 5 laps ahead of John Coppenhall. Chris Robinson and Rhiain Bevan had a close race for third until they got caught on one of the shifts beating back towards the finish line on lap 7 and let Ben Palmer through. Chris managed to make his way in front of Rhiain on the final lap and hold off Emma Brisley on the beat to the finish.

The course was changed again for the final race to include 3 or more gybes following the comment from the OOD that "everybody was handling the gybes very well". During the race the wind swung around to the west a more steady and predictable direction and the sun came out to dry us out a little. John was on course for another 1st until on the 5th run he decided to take a sample of the bottom of the dock using the top of his mast. Brian continued on to finish ahead of Chris and Ben. The final results were:

	Sail	Race 1	Race 2	Race 3	Total	Place
John Coppenhall	532	1	1	4	2	1
Brian Welham	711	5	2	1	3	2
Chris Robinson	63	2	4	2	4	3
Ben Palmer	597	3	3	3	6	4
Emma Brisley	488	6	6	5	11	5
Rhiain Bevan	724	7	5	6	11	6
Henry Jaggers	800	4	RTD	-	13	7
Brian Weatherley (Extra)	843	8	7	7	14	8

Ben Palmer 597



Close racing in the dock



Winners on parade



The other attraction at Bristol

### "20" Questions

**Keith Lamden** our president has agreed to contribute a little about himself via the "20" questions feature. He would also welcome any questions from members about the racing rules.

#### 1 Where did you first learns to sail?

I started sailing in hire yachts on the Norfolk Broads for our annual holidays. Then Dad started Aylesbury Sailing Club in 1955 and that was where I learnt to sail dinghies as a mad keen youngster with a whole crowd of other kids.

#### 2 What did you sail and what was your first boat?

We had Graduate No. 241, a lovely all-varnished boat, and I crewed for Dad in club races. I had access to International Cadets through the Sea Cadets and sailed with other people in National 12's and Fireflies. My own first boat was a National 12 No. 775, a Holt river boat with so much rocker that both bow and stern were out of the water when you sat in the middle! She pointed so high that nothing could touch her on the Reservoir but, being clenched clinker built, she leaked a lot and maintenance was continuous.

#### 3 When did you first come across the Comet?

I first came across the Comet looking out from the Clacton promenade at Gunfleet SC and seeing youngsters sailing a little boat I didn't recognise! The Clarke family had three early boats (7, 8, & 9) and it looked like great fun on the sea. I guessed the class name from the sail insignia.

#### 4 When was that?

That was in 1983/84 and then I saw the boat again out on the bridge leading into the old dinghy boat show at Crystal Palace in 1985 whilst queueing for entry. I thought the boat looked well put together and a possible option between the Topper and Laser sizes.

#### 5 Where were you sailing in those days?

I was then sailing my second Graduate No 2741, a very pretty Rebel version, and had had some good results on the Open circuit with Steve Restall. At the club, crews were a problem and when Joanna chose horses and boys in preference to crewing for me (not a difficult choice!) I had to look for a single-hander. Luckily, the club had just agreed to a handicap class and the Comet fitted the PY range and, after Andy brought a demo boat for me to try, I then bought Comet 55 in July 1985. It proved to be very well suited to the water and soon started a trend at Aylesbury that led to the first large club fleet in the class.

## 6 What was the best thing about the Comet that you came to love?

The best thing about the Comet that attracted me was the superb build quality of hull and fittings and the simple but effective layout of all the controls. I quickly came to love the sheer responsiveness of handling the boat, particularly in the fluky conditions of the reservoir, and she seemed to sail very well to handicap.

## 7 What was the worst thing about the Comet that you came t tolerate?

The worst thing about the boat was not being able to hoist and drop the man on a halyard as wrapping the sail around the mast whilst head to wind on crowded pontoon was never easy. I did speak to Andy about it but he explained the additional product cost of track and controls would be problem in his market. At least, without battens and unlike the Laser, the secould be rolled and we now have the Xtra as an alternative in removing the issue.

## 8 Were you a founder of the Association and how did you ge involved?

The start of the Association is a little unclear and, technically, I do not think was a founder member or the first Chairman! I believe a meeting was held a the 1985 dinghy show and a steering committee formed with the first Chairman being a lady Comet sailor from Kent whose name I never knew Unfortunately, I do not know of anything actually happening as a result and bought my boat without it appearing to have an active association.

#### 9 Who was the first Chairman?

I got involved after the 1986 Nationals' at Aylesbury and, as I had manyears' experience of the Graduate Association, I suppose I was an obvious choice as Chairman. I was very lucky that Chris Robertson (Secretary) an Andrew Cowser (Treasurer) of the steering committee were prepared to can on in position. Our first priorities were a class constitution, measurement rules and affiliation to the RYA which, with Andy's help and support, we managed to do before the next dinghy show and obtained an indoor stan which was much more comfortable in early March!

#### 10 When did the first newsletter get published and how?

For 1987, one of my priorities was a regular newsletter to keep member informed of progress as I remembered the confusion caused when the Grads' newsletter withered for a while in the 1980's. The early numbers were produced on my old home PC (a Sinclair QL with a basic word processed called Quill, would you believe?) and Andy kindly did the necessary copyin and mailing — at least, Karen did all the work and Andy paid!

#### 11 When did this newsletter become the Perihelion?

As always, copy was a problem until a stream of race results came from th growing Open meeting circuit and I filled out the gaps with some technical

articles that I hoped might help new owners. As for the name, I had called my Comet "Orbit" and I wanted to extend the theme and when David Edgar, C125 Kingsmead SC, suggested "Perihelion", part of the Comet's orbit nearest the sun, it seemed right. Newsletter 4 was the first with the new name.

#### 12 What was your best racing result in a Comet?

I suppose my best result in a Comet was winning the 1986 Nationals' from a fleet of 25 boats but I would have been disappointed not to do so on my home water that I knew pretty well. I also remember good results at Grafham, Cam, Redditch and elsewhere but I injured my knee badly playing cricket and, together with a dodgy back, it meant that serious racing was really over.

## What about other boats. Have you had good results in other classes?

I was pleased to win the Sea Cadet National championship in RNSA 14's on Portsmouth Harbour in 1958 aged 15, particularly with the winner's gun fired from HMS Vanguard! Then, we were always thereabouts on the circuit in Cadets, Grads, 12's, Fireflies and GP's – it seemed to be continuous sailing. Consecutive race wins in the 1979 Graduate Nationals' (the infamous Fastnet Week!) was also memorable as was winning the Quintet Traveller's Trophy. I've always had to share time between sailing and cricket and for the past twenty years it has been mainly cricket although now only as an umpire.

## 14 We don't see you on the Open Circuit these days. Where are you based?

These days I am based at Gunfleet Sailing Club in Clacton/Holland and still sailing my Comet 55 that I enjoy very much on the sea in good conditions. I occasionally race and try to give Peter Downer in Comet 32 (Robin Ballam's old boat) some competition. We also have a Comet Duo and Zero in the club, so there is a little Comet fleet in the making. The biggest problem is launching and recovery on an exposed shore but I have a mid-week sailing buddy and we help each other.

#### 15 What number Comet do you sail and what colour is it?

Comet 55 is a lovely turquoise green hull colour with a white deck and still draws praise for her condition that says a lot for the builder. I also had Comet 241 "Eccentric Orbit" with the same hull colour but silver grey decks but I couldn't keep them both when we retired down here.

## 16 Does your Comet have any add-ons to help you sail better or more safely?

My boat does not have any special additions and I am yet to be convinced they make the boat sail better or faster. I did put some small roller blocks on the kicker and an extra purchase on the outhaul, but I think most of us do that, and I am still using the original plastic self-bailer that might be a record

for longevity. For safety on the sea, in case I was ever to turtle the boat, have a tie down line from the top of the dagger board to the cockpit that we stop the board falling through but otherwise she is sailed as designed an built.

## 17 As our "expert" on the rules of sailing, how did you get th knowledge and experience to offer this service?

I have had a real interest in the racing rules from the time I listened to lecture by Gerald Sambrook-Sturgess at an International Cadet Week on th Crouch in the late 50's. He was the world expert then and explained the reasons behind the rules so well that they seemed obvious. I became knowledgeable over time and served on many protest committees around the circuit that is the best way to learn. I was also pleased to help the committee that produced the simplified version of rules we use today although I think we lost something in race tactics as a result.

#### 18 Do you think that the Comet Class have enough protests

I do not think we have enough protests today, in all Classes, and I am not great fan of working it out on the water except in the simplest situations. have seen too many people bullied into taking a penalty by a louder voic and often felt they may not actually have been in the wrong. A propen conducted protest meeting should be able to quickly establish the facts an the correct rules that apply without any 'aggro' and should help people lear for the future. I see no stigma in a protest that simply means two people hav a different view of events and would welcome more queries for futur Perihelion's.

#### 19 What did you do to earn a living and when did you retire?

I started earning a living in 1962 by going to sea in the Merchant Navy as Radio Officer. I spent over six years sailing round the world and had generally wonderful time. I was lucky to have a 14' boat on board that I too over for my personal sailing and I managed to get on the water with all son of people and boats around New Zealand, Australia and the States — greatur! I came ashore into the computer industry, mainly in hardware an software training, and then ended up in computer-controlled applications for the graphic arts business. I was made redundant in 1993, aged 50, and decided to retire from the rat race — since then, I've been so busy I haven got any time to spare for work!

#### 20 What question should I have asked you that I did not?

The only other question would be of any sailing ambitions left! One would be to do more sailing in bigger boat's, cruising the east coast is very interesting and another, more optimistic than likely, would be to sail my Comet on m 100<sup>th</sup> birthday or, if not possible, to umpire a cricket match! Fingers' crossed!

#### **COMETS FOR SALE**

Full size Comet Lower Mast in Black £75.00p or would swop for Silver lower full size (slightly larger dia than the black) Comet mast. Based near Bosham West Sussex. Contact Jane Messenger 01243574485, basil@messenger4979.freeserve.co.uk

Comet 83, blue hull with white top in very good condition. Sound and ready to sail now. 2 sails and rigs so it comes with standard sail and rig, good sail still crisp and also a Mino sail and rig condition as new hardly used. Is race ready and has a new tiller with extension and new comet launching trolley and separate comet road trailer new in 2004. Lots of paperwork and history with foils plus bag, mini oar, cover, burgee. Located at Rossendale valley sailing club near Burnley. Contact Ian Silman 07876232879 email lucky73@ntlworld.com Price £950.

**COMET 777 'Silent Wings'** 

White/silver grey. Registered 22/09/99. Two careful owners from new. Race rigging, telescopic tiller extension, padded toe strap, two Hyde sails (stored rolled), under and over covers, full documentation. Lockable Bramber combination trailer/launch trolley including spare wheel. Garaged during the worst of the winter. Miscellaneous spares. May be seen at Chipstead SC or in Aylesford (Kent). £1600.

Telephone Nigel on 01622 718248 or email: nigelcarling@aol.com

#### Comet 440 For sale £825

Blue hull, white deck, built 1990. Good condition and ready to sail. Comes with one sail (& sail bag), launching trolley, keel band, new cover and original documentation. Can be seen at Fishers Green S.C.

Contact Roger by telephone 07802 787089

My email address is roger.springett2@btinternet.com

Comet ZERO 151 dark blue hull, furling jib, jib stick, outboard pad, rear round hatch, wooden fendering, keel band, paddle, mast up top cover, and combination trailer. Only used c10 times since new so in excellent condition. £2250 ono. Kept at Kenilworth Warwickshire.

Contact Richard Martin on 01926 851662.

#### **COMETS FOR SALE**

Comet Trio 430 (Known as 'Jumpin Jax') built 2003

Hull Colour Dark Blue / Silver Grey.

Standard rigging - furling jib - Asymmetric spinnaker / bowsprit.

Full covers inc. Top - Hull - Rudder & Sail Bags.

Road and launching trailers - Anchor.

Full documentation - Good Condition - based Gosport

Reason for sale – Purchased cruiser yacht and now lack of time to use

Price £4,250.00

Contact Simon Anderton 07973 498081 or simon@closewood.com

#### **Notice Board**

Comet Dinghies: South Molton, Devon Tel 01769 574358

Fax 01769 574358

e-mail

cometdinghies@btconnect.com

Website

www.cometdinghies.com

**Dates for your Diary 2009** 

#### Perihelion 93

Please send your contributions for the next issue of Perihelion by

#### 1st December 2009

To Brian Welham, Class Editor, 19 Lake End Way Crowthorne Berks RG45 7LP e-mail bwelham@sky.com

