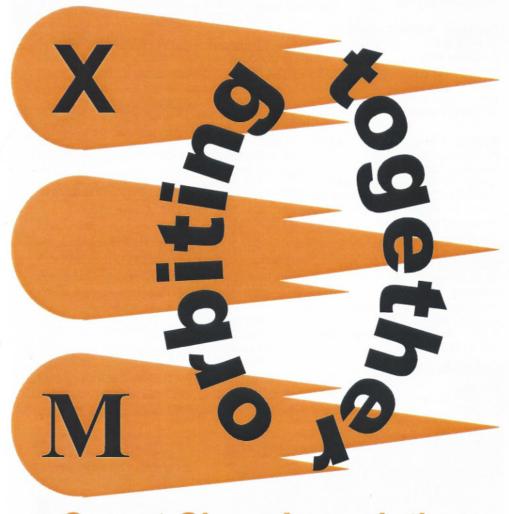
# PERIHELION 93 Winter 2009



Comet Class Association Newsletter

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# **NEWSLETTER NUMBER 93** Winter 2009 CONTENTS

Willicol Z	JUJ CONTLINTS	
Reports Chairman's Report Secretary's Report Builder's Report Xtra Page Editor's Report	Chris Robinson Nora Jaggers Andy Simmons Steve Harvey Brian Welham	Page P4 P6 P8 P10 P44
Championships National Championships Association Championship	2009 Results 2009 Results	Page P22 P27
Open Meeting Reports Banbury Burghfield Merthyr Tydfil Staunton Harold Travellers Trophy results	Eb Brown Chris Robinson Mark Govier Alan Bennet Paul Hinde	Page P18 P30 P34 P32 P28
Notices Photographic Competion Format of the National Champid Assoc. Champs 2010 CCA Accounts for 2008 Re-joining of Class Association Finding the Open meeting clubs	Andy Simmons	Page P11 P16 P17 P20 P24 P38
Articles Death In the Valley Recovering from the flood Interview with Mark Wilkins	Brian Welham Pete Jackson (Editor)	<b>Page</b> P12 P36 P40

#### **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

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# Chairman's Report

# Greetings,

Well another Open meeting season has come to a close. The last few Opens saw very different winds, from very little wind at Banbury and Merthyr to too much at Burghfield, which was our only really windy event this year. However, those who dared (and survived) the wind enjoyed it. The season ended, as it has for the last few years, at Staunton Harold which had one of the best sailing days of the year — a nice breeze together with some mild weather. As it was



the last Open meeting of the year we held our final prize giving for the travellers series. Congratulations to Mark Wilkins who won the Orbital trophy and also the Southern and Eastern Aphelions. Mark has been sailing Comets for many years, and has won the Orbital four times in the past. John Sturgeon won the Xtra travellers series, and the other Aphelions went to different people – Mark and John Coppenhall and Brian Welham.

When I first joined the Committee I said I would attend some Comet Opens I hadn't been to before. I have continued to do this every year since then, but I am now running out of events! This year I went to Baltic Wharf in May. This was an easy choice as it is the first time we have had an Open there. The event was held on the very restricted waters of Bristol Docks, which made the sailing very challenging, with lunch at the local pub. Our thanks go to Ben Palmer for securing the invitation to this club. I also went north to the Open meeting at Chester, which has been organised by our Auditor, John Edwards, for many years. Again we had a very enjoyable day sailing on the beautiful River Dee. Despite being only a week after the Nationals at Waldringfield I found I still hadn't got the hang of the current!

I enjoyed Keith Lamdin's article in the last Perihelion. It brought back some fond memories of sailing at Gunfleet many years ago where I won my first Open meeting. I know many of our members don't sail at Open meetings, and so we don't often get to see you or hear about your Comet sailing. Over the winter months why don't you put pen to paper and send an article to Perihelion. Brian would love to hear from you.

The results of the ballot on the Xtra rig arrived just in time to be included with last edition of Perihelion, but too late for me to comment on the result in the magazine. As you know the ballot was passed with a large majority in favour, so next year the Xtra will compete on equal terms at all Comet events. The Mino will now also eligible for all prizes, rather than racing as a separate class. I don't think we will see much of a change on the water, as this year at Open meetings where there were Xtras sailing the local club chose to include them with the standard rig, so we sailed as one fleet and the Association had to extract the results for our Traveller's Series. Of course next both the Xtra and Mino rigs will be eligible for all our trophies. At our Association and National Championships we all sailed off one start, essentially racing together, and this caused no problems.

The committee are already planning for next year's season, starting with the RYA Dinghy show in March, our Open Meeting circuit and the Association and National Championships. I'd like to thank the Committee for all their hard work over the year, and in particular to Clive and Steve for organising the Association and National Championships respectively. Steve has decided to stand down from the committee. I'd like to thank him for his work over the past three years, and particularly ensuring that the views of the Xtra sailors were represented.

Since Staunton Harold I've not sailed, instead catching up with all the things I should have done over the summer had I not been too busy sailing. If the mild weather continues I'll try some winter sailing in the New Year.

See you on the water

Chris Robinson C63

# Secretary's Report

#### Notes from the committee:

- The Comet circuit culminated in the meeting at Staunton Harold, with Mark Wilkins winning the Orbital event. Congratulations Mark. John Sturgeon won the Xtra Travellers Series. Congratulations John.
- 2. We reported in Perihelion 92 that Mark had won the Southern Aphelion. He also triumphed in the Eastern Aphelion. Mark Coppenhall won the Northern Aphelion while his father John took the Western trophy. Brian Welham triumphed in the Central area. Congratulations to them all.
- John Coppenhall once again gained the Pingewood Trophy for being the most travelled helm, narrowly beating Chris Robinson.
- 4. As you are already aware, the postal ballot determined that the standard, Xtra and Mino rigs will be considered as one fleet. However, helms will be required to nominate which rig they will use for each event, and will not be allowed to change rigs during an event. The Committee identified "event" as being the two national championships and individual Open meetings. Your Committee recognises that this does not take amalgamation as far as some people would like, but feels that this is a compromise which protects those people who have chosen to have one rig.
- When conducting the postal ballot we took the opportunity to canvass your views on the format for the National Championships. (See the Notice entitled *The Format of the National Championships*)
- 6. The National Championships will be held at Cardiff Bay Yacht Club over the August Bank Holiday weekend, and will be a 3 day event. As in previous years it will be possible to qualify for the Nationals in 2 days as the format will be 2 races on Saturday, 3 on Sunday 2 and 2 on Monday 3, with 5 to count. Cardiff Bay is a fresh water lagoon behind the Cardiff Bay barrier. The sailing area is extensive and the yacht club is very well appointed. Camping is allowed on site and there is plenty of accommodation in the immediate vicinity.
- The Annual General Meeting will be held on Sunday 29<sup>th</sup> August 2010

- at Cardiff Bay Yacht Club.
- 8. The Association Championships were to have been held at Beer SC, but the club recently found that it could only offer an event in September, which your committee felt was too close to the Nationals. As a result the Association Championships will be held at North Deven Yatch Club at Instow on 22<sup>nd</sup> and 23<sup>rd</sup> May 2010. Instow is on the North Devon coast, and is Andrew Simmons' "home" club. The Versas and Trios will also be sailing and we are grateful to them for inviting us to join them.
- 9. Steve Harvey, your Xtra Representative on the Committee, has tendered his resignation from the Committee. Steve has worked hard to raise the profile of the Xtra and was a moving force behind the motion to treat all the rigs as one fleet. He was our link with Waldringfield for this year's Nationals. His enthusiasm will be missed on the committee. We wish him well with his new sailing adventures in a Solo.
- The accounts have now been audited and were adopted at the recent committee meeting.

# Norah Jaggers Class Secretary

### The FATE Plate

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

Last year the FATE plate was awarded to John Sturgeon. Unfortunately the previous winner – Severn Sailing Club – had mislaid the plate during the floods. It didn't re-emerge until a few months ago. As a result John was never presented with the trophy.

John has been back on the water this year and is the winner of the Xtra travellers' trophy. Because John was fated not to have the FATE plate in his possession this year, the Committee decided to re-award the FATE plate to him.

The FATE plate 2009 is awarded to John Sturgeon

# **Builder's Report**

Hi

I'm writing this in late November and as normal, life here at Comet Dinghies is very busy if not very profitable. Yes we are affected by this recession but at the moment the future looks a bit brighter than it did a year ago.



The Spring and Summer were pretty quiet, we were selling one boat a month, where we would normally sell one a week and that one boat would invariably be a Versa. The potential market for the Versa is bigger than the Comet as it can be raced singlehanded, rowed, motored, raced with crew and asymmetric spinnaker and can also carry a small family. We've built 170 now over the last seven years and a few have now appeared on the secondhand market affecting new sales, but that really can't be helped, they usually go to clubs boosting small Versa fleets.

A varied selection of secondhand Comets have always been available and new Comet sales have been so quiet I sometimes wonder if people have forgotten that it is possible to buy a new Comet. Over recent years, there's been plenty of changes, hopefully for the better, the centre mainsheet option (better late than never!) the cockpit grab holes, the lighter rudderstock, the epoxy foils and last but not least the Xtra rig. It really is great value for money. At £3250 a Comet is at least a £1000 less than the new Streaker, Lightning, Supernova, Laser, Solution and £3000 less than a new Solo! Basically the success of the Versa has kept us going. The Trio and a certain extent the Zero are quiet to.

We went to Southampton Boat Show not knowing what to expect. It couldn't have been as bad as last year and it wasn't. So far the tally is a nearly new Xtra making four now at Cotswold S C. a Zero and so far about 6 Versas.

We have only just booked London Boat Show, and have decided to "fly the flag" with just a Comet Xtra and a Trio, the two in our range that need pushing. The big three builders, RS, Topper and Laser are there but hopefully, excepting the Supernova, none of the other singlehanders. I previously mentioned will be present. Apart from setting up and packing up the show, I'll be doing it on my own to keep the cost down. It's fair to say, the London Boat Show has suffered. The days of 250,000+ making an annual pilgrimage to the show when it was at Earls Court are long gone. In the general marine market, Southampton Boat Show has become a main alternative and in the dinghy world, the Alexandra Palace Dinghy Show in

March is the place to be.

Which brings me neatly to the Dinghy Show. I intend to invest in some easily carried and assembled "pop up" or roll up display screens with Comet Dinghies and Class Association, logos, graphics and pictures. Setting up my trade stand as well as the Comet and Zero, Versa, Trio class stands with the old exhibition screens and lights nearly finished me and young Paul off. The truth is we're not so young as we were! I want to present a new, more vibrant image for the dinghies but without alienating our main market. I firmly believe a lot of people buy our dinghies because they are <u>not</u> from the Laser, RS or Topper range, but don't forget the competition from the others previously mentioned.

You may have seen our old advert in every "Dinghy Sailing" magazine recently. Don't worry, we have had a very good deal, but starting with the Dinghy Show issue we are starting some new punchier adverts. The magazine is looking pretty good these days, with a new publisher and printer and is well worth a look.

I don't think I've ever mentioned that Comet Dinghies have moved! Don't panic though, we've only moved over the road to an empty family owned building where I had stored stock boats and moulds for years anyway. We took a couple of weeks break from our production and were moved in by mid April. Overheads are much lower, working conditions much nicer and we can rig up dinghies inside. We are still paying rent on our old place until the lease ends late January but at least we're not paying any rates. Same address and phone number probably caused me to forget to mention it!

I expect you're wondering what, if anything, is happening to the prototypes. Some of you saw the "workboat/launch" at Waldringfield where it was great fun. Not so good a mile off Exmouth in a chop though at the Trio Nationals.

What we are doing is taking the "baby boat" a bit further. That's just our nickname for it not its' intended market but then it could carry a young couple and......! We've built a hull plug and are about to start a hull mould and then hopefully build another prototype. The intended market is steadily getting clearer in my head as it progresses; I've even suggested it could be a granddad/grandchild dinghy! We should have some pictures and a lot more details at the Dinghy Show where I look forward to seeing you.

Finally, have a Merry Xmas and a Happy New Year!

# **Andy Simmons**

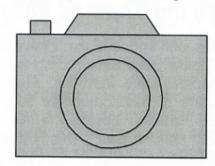
# An Xtra farewell

I was very pleased to hear the result of the postal ballot conferring full Comet status on the Xtras. I had already decided to step down as Xtra representative on the Committee, reasoning that if the vote was won I had done my job and was no longer needed and that if it was lost I would resign on principle! I am convinced that the correct decision has been taken and hope that the Class prospers with a mixture of old and new rigs and sailors choosing the one that suits them. The debate over which rig is guicker in various wind strengths will undoubtedly continue but that is the same for many dinghy classes and just adds to the interest. For my part, as a fairly average but rather out of practice sailor, 10th place at the Nationals in a variety of conditions would suggest that the Xtra was competing on equal terms. I don't believe that I would have done better or worse with the old rig but that didn't matter anyway - I was just happy to be sailing in a single large fleet with a rig that I like.

After all that, I have to inform you that I'm leaving the Comet Class completely for a while. The all yellow Xtra 764 has found a new home and I have acquired an old but beautifully restored wooden Solo. The main reason being that there is a large fleet at both my home clubs (Bowmoor and Hayling Island) and being unable to do the Open circuit, I wanted to race in a class rather than on handicap. It's only the 2nd time I've been Comet-less in the last 15 years having previously owned 275 & 758, not to mention a Duo and 2 Zeroes. Andy will be pleased to hear that I'll probably be back for another double-hander before too long.

I wish the Class every success in the future and look forward to bumping into all my old Comet friends at the Dinghy Show and elsewhere from time to time.

# Steve Harvey



This year we have not promoted the photographic competitions during the summer but now that you are all settled inside your offices and houses for the winter please get out your photos and send them to me for judging. This will be the Photo Competion for 2009

We will continue to use the categories we usually judge on of **Comet Sailing** and **Comet People**.

I will include all the photos sent to me for articles and Open reports for 2009 and anything you send to me before 28<sup>th</sup> February 2010.

Please send you entries attached to an e-mail to <a href="mailto:bwelham@sky.com">bwelham@sky.com</a>

or if you cannot get an e-mail then send them on a disc or printed out on paper to my house which is 19 Lake End Way Crowthorne

Berks

RG45 7LP.

There will be a gift token for each category

Ed Brian Welham

# Death in the Valley (that's the Thames Valley!)



It is with sadness that I have to inform you that Taplow Lake Sailing Club will cease sailing on Taplow Lake from 31<sup>st</sup> March 2010 after 53 years of developing the lake and facilities at this location beside the A4 between Slough and Maidenhead. This is despite the fact that

the club is sound financially and is increasing in membership and Comet sailors will know that in 2009 the Open meeting was the third best attended in the country.

The 30 acre lake was used to extract gravel in the late 1950's to build part of what became the M4. The lease to sail was obtained by the Paints Division of Imperial Chemical Industries (ICI) which is also no longer with us having been broken up to "make it stronger". The final part which was the ICI Paints Division was sold to Akzo Nobel last year. The sailing club flourished on that site as a section of ICI Paints Recreation Club as ICI Slough Sailing Club and then Taplow Lake Sailing Club until 2004 when ICI Paints closed its recreation club. During this time we built a brick clubhouse, two slipways and two fenced boat pens. Unfortunately these all become the property of the landlord at the end of a lease.



Brick build clubhouse and well used and secure boatpen

For all the years that ICI Paints held the lease the sailing club controlled the calendar for use of the facilities. The lake was also used another small sailing section of another recreation club, a fishing group and 2 sets of water skiers. In 2004, ICI Paints decided not to renew the lease and at the same time the landlord decided to increase the rent very significantly. However, TLSC, the fishermen, and the water skiers made an agreement (sadly not a legal document) to obtain a joint lease. The negotiations were a little prolonged and the water skiers took it on themselves to ignore the agreement with the other users and negotiated and paid for a lease solely in their name.

The fishermen and the sailors continued to have use of the water for the same times as before by means of a sub-lease from the water skiers. For the sailing club this was principally all day Saturdays and afternoons on Sundays throughout the year plus Monday and Wednesday evenings each week. This arrangement has continued until now with has allowed Taplow Lake SC to continue to offer existing and new members a rewarding time. The biggest concern to the fishermen and sailors over this period has been the change from classic waterskiing to wakeboarding which means that the tow boats do not now plane across the lake at 30 knots but are weighted at the sterns to prevent them planing and so produce the wake needed to "wakeboard". The waves created wash away the banks and damages the floating jetties.



The sub-lease we have from the water skiers is due for renewal in March 2010 but in June 2009 the water skiers signed another 6 year lease with the landlord (before we had chance to counter offer). This would not be a problem as long as we were given the same access to the water!

# Death in the Valley Continued

However, the water skiing "club" now wishes to be a fully commercial organisation and has informed TLSC that the they need to use the water from <u>early morning to dusk every day including Saturday and Sunday</u>. We have been offered Saturday or Sunday each week from November 1<sup>st</sup> to March 31<sup>st</sup> at an annual rent of two and a half times what we pay for the current weekend use throughout the year!

Unfortunately the membership has decided that it is not possible to run a viable club that can sail one day a week in the winter only. At an Extraordinary General Meeting the club has voted for members to join Maidenhead Sailing Club (MSC) which is located about a mile away from Taplow Lake. However, MSC do not have fleets of the same classes as those sailed at TLSC. For instance I think there is only one Comet.

Taplow Lake Sailing Club is unable to amalgamate with Maidenhead Sailing Club and so we cannot force our members to join this club. We know that some members will find other clubs that meet their sailing and social needs better than MSC so at this moment we do not know how many will join. We will attempt to run a Comet Open but I am sure it will not be on the same weekend that it has been at Taplow in the past. However,



Furious drfting at the 2007 Comet Open

it is hoped at this time that enough TLSC members will join MSC for us to form Comet and Enterprise fleets to add to the classes already sailed there. This way I hope to see some of you at my new club's Comet Open meeting in 2010.

Finally you should treat this as a warning that a lease for a lake can be lost even after investing thousands of pounds and thousands of hours in improving the facilities. Are you sure that you have security of tenure at your club. Taplow Lake Sailing Club will be lost and although the members will be able to find alternative venues the activities and ethos of a new club will not be the same as we have developed over the last 50 years. However, looking on the positive side the new club may suit us better but it will be tinged with sadness to have lost an "old friend" who has looked after us for 50 years and in whom we have invested so much time and effort.

Brian Welham Comet Fleet Captain Taplow Lake Sailing Club

View of the lake from the clubhouse





Regular comets before a race

# The Format of the National Championships

For many years the National Championships has been a 3-day event consisting of 7 races and the Association Championships has been a 2-day event of 5 races. This year, due to the tides, it wasn't possible to hold the National Championships over a bank holiday weekend so the Committee decided to hold a 2-day National Championships consisting of 6 races. This prompted the Committee to consider whether to change the format of the National Championships to a 2-day event in the future.

A survey of the membership was undertaken and we would like to thank everyone who replied, your comments were extremely helpful. The replies were evenly split between those who preferred a 2-day event and those who preferred a 3-day event.

Of those who preferred the 2 days the principal reasons were that a 2-day event was easier to attend, being shorter and not necessarily confined to a bank holiday (or with racing on one weekday). Of those that preferred the 3-day event the reasons given were that it was more relaxed with more time for socialising, and less pressure travelling (as it can start later on the first day and finish earlier on the last day). A longer championship is less likely to have poor weather every day, and a greater variety of conditions makes the event fairer. A longer event also differentiates the National Championships from the shorter 2 day Association Championships, making it the more prestigious of the two.

We also looked at the past attendances. The Nationals has always had a higher attendance than the Association Championships, and this years two-day National Championships had the lowest attendance for many years. The evidence indicates that a shorter event would not increase attendances. It was also noted that accommodation costs may not necessarily be higher for a 3-day championship as later start on the day one and earlier finish on the last day of a 3-day event, allows competitors the opportunity to travel to and from the venue on the first and last days. This is not as easy for a two-day event as more races have to be run, so a late start and early finish are not possible. Finally it was noted that the race format used for a 3-day championship (7 races with 5 to count) allow a competitor to qualify even if they are unable to sail on either the first or last day.

After considering these points we have decided to continue with a 3 day National Championships, but will keep the situation under review. In addition the format of the racing will be kept so that it is possible for competitors to qualify even if they are unable to sail on the first or last days of the championship.

#### The Committee

Comets are warmly invited to my home club at Instow which is an attractive seaside village between Bideford and Barnstaple. The racing will be in the estuary where the Taw and Torridge rivers meet.

The event is sharing with the Versa and Trio Nationals but they will have stared on the Friday. It can be a beautiful place to sail, Instow has a nice sandy beach and there are plenty of attractions nearby for non-sailing crews.

The Chairman and I are soon to visit the club and further details will be available in due course.

The club website is <a href="www.ndyc.org">www.ndyc.org</a>. As for accommodation etc. North Devon Tourist information's website is <a href="www.northdevon.com">www.northdevon.com</a>; There is also a Travelodge <a href="www.travelodge.co.uk">(www.travelodge.co.uk</a>) and a Premier Inn <a href="www.premierinn.com">(www.premierinn.com</a>) nearby at Barnstaple.

North Devon isn't as far as you think. 2 hours from Bristol and about 3 hours from Cotswolds or Severn.

See you there!

#### **Andrew Simmons**

# Comet Open at Banbury Sailing Club - 26<sup>th</sup> September 2009

A light North Westerly and bright sunshine welcomed ten Comet sailors to Banbury Sailing Club at Boddington Reservoir.

Race Officer Vic Gyselynck set a challenging course for the first race. As the flag dropped only John Coppenhall (532) and Harry Isles (592) were anywhere near the start line. John managed to maintain his advantage throughout the race finishing just ahead of Brian Welham (711) but Henry Jaggers (436) and Nick Warren (745) finished a long way behind, 3<sup>rd</sup> and 4<sup>th</sup>.

After a hearty lunch races 2 and 3 were staged back to back on a shorter course. In the second race John Coppenhall (532) again got off to a good start but this time was overtaken by both Brian Welham (711) and Henry Jaggers (436) and had to settle for 3<sup>rd</sup> place behind the other two. Nick Warren (745) again finished 4<sup>th</sup>.

The third race saw 3 sailors in contention for overall first place – Brian Welham, John Coppenhall and Henry Jaggers. After a hard fought race Henry Jaggers (436) came out on top ahead of Brian Welham (711), Nick Warren (745) and John Coppenhall (532).

First Banbury boat home was helmed by Harry Isles (592), in 5<sup>th</sup> place. First lady home was Rhiain Bevan (724) who was 6<sup>th</sup>.

Thanks to everyone who made the event enjoyable and successful.

1 <sup>st</sup>	Henry Jaggers	436	Beer
2 <sup>nd</sup>	Brian Welham	711	Taplow
3 <sup>rd</sup>	John Coppenhall	532	Hunts
4 <sup>th</sup>	Nick Warren	745	Littleton
5 <sup>th</sup>	Harry Isles	592	Banbury
6 <sup>th</sup>	Rhiain Bevan	724	Cransley
7 <sup>th</sup>	John Comfort	805	Banbury
8 <sup>th</sup>	Chris Robinson	63	Burghfield
9 <sup>th</sup>	Phil Henman	599	Banbury
10 <sup>th</sup>	Joan Taylor	498	Banbury

### Eb Brown



John Coppenhal 532 and Brian Welham 711 leading in the first race

Henry Jaggers 436 taking the lead in the last race





Henry Jaggers accepting the Banbaury plate for 2009.

# Class Association Accounts For 2008

#### COMET CLASS ASSOCIATION

INCOME AND EXPENDITURE FOR 2008 (WITH 2007 FOR COMPARISON)

INCOME	NOTES	2008	2007
MEMBERSHIP FEE FROM COMET DINGHIES NATIONAL & ASSOC. CHAMPS. INSURANCE COMMISSION BUILDING SOCIETY INTEREST WEBSITE DONATIONS FOR ADVERTS DONATIONS AND SALES	2	£ 1,856.00 £ 96.00 £ 318.00 £ 962.00 £ 176.00 £ 114.00 £ 44.86	£2,142.00 £ 84.00 £2,246.00 £1,071.88 £ 175.99 £ 72.00 £ 26.00
	TOTAL	£3,566.00	£ 5,818.27
EXPENDITURE			
PRIZES AND ENGRAVING PERIHELION COSTS EXHIBITION CHARGES RYA AFFILLIATION ADVERTISING IN YACHTS AND YACHTING EXPENSES (INC. PETTY CASH) ADHESIVE LABELS FOR 2008 NATIONAL & ASSOC. CHAMPS BANK CHARGES	G 1 3	£ 1,080.00 £ 1,220.00 £ 453.55 £ 89.00 £ 387.76 £ 217.12 £ 2.45 £ 222.00 £ 70.00	£ 288.35 £2,022.07 £ 432.40 £ 84.00 £ 387.76 £ 226.02 £ 8.45 £1,972.71 £ -
	TOTAL	£3,742.00	£ 5,421.76
(DEFECIT) SURPLUS	S	-£ 175.95	£ 396.51

#### NOTES

- 1. Includes Henry Jagger's leaving gift
- 2. 19 website donations
- 3. Labels for 2008 underpayment

#### **BALANCE SHEET AT DECEMBER 2008**

#### ACCUMULATED FUND

		BALANCE AT BUILDING SOCIETY	£6,096.76
BALANCE BROUGHT FWD SURPLUS FOR THE YEAR BALANCE CARRIED FORWARD	£ 6,425.23 -£ 175.95 £ 6,249.28	BALANCE AT BANK CASH IN HAND TOTAL	£ 268.14 £ 62.00 £6,426.90
CREDITORS		DEBTORS	
PERIHELION FOR 2008(88) ENGRAVING FOR TROPHIES YACHTS & YACHTING H LEIVERS PERIHELION (86)	£ 415.36 £ 4.90 £ 217.38 £ 439.98	COMMISSION FROM NOBLE MARINE	£ 900.00
	£7,326.90		£7,326.90

#### MEMORANDUM

THE ASSOCIATION HELD THE FOLLOWING ASSETS AT 31.12.08

COMET NO. 1	£	100.00	
STOCK OF PRIZES HELD AT C. CHAPMAN	£	419.14	
COMET FLAGS	£	172.00	
HON. SECRETARY MATERIAL	£	-	
HON. TREASURERS MATERIAL (STAMPS)	£	3.48	

£ 694.62

The total NET Assets of the Comet Class Association (Balance Carried Forward plus Assets) on 31/12/08 are therefore £6249.28 plus £694.62 = £6943.90

THESE ACCOUNTS WERE SIGNED OFF BY JOHN EDWARDS (Hon. Auditor) ON 12/8/09

### **Helen Leivers**

# Comet National Championships 2009 Waldringfield Sailing Club

Standard Rig

1	Diana	0-11	11-1				_				
į	Place		Helm	Club	R1	R2	2 R	3 R4		R6	Net
	1st	804	Eddie Pope	Littleton	14	1	1	1	3	1	7
- 1	2nd	809	Simon Thompson	Crawley	3	11	2	2	1	3	11
i	3rd	656	Steve Bellamy	Winsford	6	3	9	6	5	2	22
i	4th	63	Chris Robinson	Burghfield	10	8	5	3	4	6	26
į	5th	711	Brian Welham	Taplow	7	4	4	8	10	8	31
į	6th	84	Michael Ettershanl		11	12	8	7	2	5	33
i	7th	704	Clive Chapman	Littleton	15	9	10	5	7	4	35
	8th	745	Nick Warren	Littleton	12	6	11	4	8	7	36
1	9th	806	Guy Wilkins	Chipstead	2	2		DNS		DNS	45
			ou) white	Ompoteda	_	-	0	DINO	DINO	DINO	40
1											
1	10th	427	Mark Coppenhall	Hunts SC	1	10	7	9	DNS	DNS	46
-	10th	427	Mark Coppenhall	Hunts SC	1	10	7	9	DNS	DNS	46
	10th 11th	<b>427</b> 549			1	10 5	7	9	DNS		
			Mike Thompson	Hunts SC Crawley Hunts		5	12	11	6	12	46
	11th 12th	549 532	Mike Thompson John Coppenhall	Crawley Hunts	16 5	5 15	12 13	11 10	6 12	12	46 49
	11th 12th	549	Mike Thompson John Coppenhall Catherine Bellamy	Crawley Hunts Winsford	16 5 8	5 15 7	12 13 DNF	11 10 12	6 12 13	12 9 11	46 49 51
	11th 12th 13th 14th	549 532 248 800	Mike Thompson John Coppenhall Catherine Bellamy Henry Jaggers	Crawley Hunts Winsford Beer	16 5 8 4	5 15 7 13	12 13 DNF 14	11 10 12 13	6 12 13	12 9 11 13	46 49 51 54
	11th 12th 13th 14th 15th	549 532 248 800 31	Mike Thompson John Coppenhall Catherine Bellamy Henry Jaggers Jeff Smith	Crawley Hunts Winsford Beer Crawley	16 5 8 4 13	5 15 7 13 14	12 13 DNF 14 6	11 10 12 13 14	6 12 13 11 9	12 9 11 13 14	46 49 51 54 56
	11th 12th 13th 14th 15th 16th	549 532 248 800 31 323	Mike Thompson John Coppenhall Catherine Bellamy Henry Jaggers Jeff Smith Annette Walters	Crawley Hunts Winsford Beer Crawley WGCSC	16 5 8 4 13 9	5 15 7 13 14 16	12 13 DNF 14 6 15	11 10 12 13 14 15	6 12 13 11 9	12 9 11 13 14 10	46 49 51 54 56 64
	11th 12th 13th 14th 15th 16th 17th	549 532 248 800 31 323 611	Mike Thompson John Coppenhall Catherine Bellamy Henry Jaggers Jeff Smith Annette Walters Phil Walters	Crawley Hunts Winsford Beer Crawley WGCSC WGCSC	16 5 8 4 13 9	5 15 7 13 14 16 17	12 13 DNF 14 6 15 16	11 10 12 13 14 15 16	6 12 13 11 9 15	12 9 11 13 14 10	46 49 51 54 56 64 78
	11th 12th 13th 14th 15th 16th 17th	549 532 248 800 31 323	Mike Thompson John Coppenhall Catherine Bellamy Henry Jaggers Jeff Smith Annette Walters	Crawley Hunts Winsford Beer Crawley WGCSC	16 5 8 4 13 9	5 15 7 13 14 16	12 13 DNF 14 6 15	11 10 12 13 14 15 16	6 12 13 11 9	12 9 11 13 14 10	46 49 51 54 56 64

# Apology from the Editor.

Due to a reformatting error, Mark's name was omitted from the results during the set up in Perihelion 92. So although positions 1 to 9 remain the same but those of you who thought that they finished from 10 to 17 were actually one place lower with

Mark Coppenhall officially placed 10th.

Sorry for the omission.

Ed

# Full results of the Association Championship

### Standard Rig Results

Posit	ion Name	Club	R1	R2	R3	R4	Total	Nett
1st	Eddie Pope	Littleton	1	1	-4	1	7	3
2nd	Mark Wilkins	Chipstead	2	2	-5	2	11	6
3rd	Annette Walter	WGCSC	-13	4	2	5	24	11
4th	John Windibank	Chipstead	3	3	-16	7	29	13
5th	Guy Wilkins	Chipstead	-9	6	3	4	22	13
6th	Henry Jaggers	Beer	6	10	1	-12	29	17
7th	Tony Best	Taplow L	7	-9	8	3	27	18
8th	Simon Thompson	Crawley M	4	8	6	-10	28	18
9th	Robin Ballam	Crawley M	8	5	-9	9	31	22
10th	John Coppenhall	Hunts	5	-20	10	13	48	28
11th	Laura Glover	Littleton	11	-13	12	6	42	29
12th	Nick Warren	Littleton	-16	14	7	8	45	29
13th	Nigel Austin	Cransley	12	7	-15	11	45	30
14th	Chris Robinson	Burghfield	14	11	-21	14	60	39
15th	Clive Chapman	Littleton	10	-17	14	16	57	40
16th	Helen Leivers	Severn	15	-19	13	18	65	46
17th	Andrew Petter	Littleton	17	15	-23	15	70	47
18th	Philip Walter	WGCSC	18	16	-24	17	75	51
19th	Michael Thompson		-25	12	19	22	78	53
20th	Benjamin Palmer	Baltic Wharf	20	-23	11	23	77	54
21st	Carol Butcher	Hawley L	19	-21	17	20	77	56
22nd	John Regnard	Lee-o-Sol	-24	18	22	19	83	59
23rd	Rhiain Bevan	Cransley	-23	22	20	21	86	63
24th	Diana Thompson	Crawley M	21	DNC	18	DNF	91	65
25th	Sarah Austin	Cransley	22	24	DNC	DNC	98	72

### **Xtra Rig Results**

Posit	tion Name	Club	R1	R2	R3	R4	Total	Nett
1st	Paul Hinde	Severn	1	1	-4	1	7	3
2nd	Josie Adams	SHSC	-3	2	1	2	8	5
3rd	John Edwards	Chester	2	-4	2	1	12	8
4th	Brian Weatherley	Cotswold	-4	3	3	3	13	9

# Travellers series results for 2009 From Paul Hinde

# The first 6 boats home at the open below

#### North

Swarkestone

O II di NOOLOIIO			
804	Eddie Pope		
532	John Coppenhall		
Att.	1		

#### East Burghfield

Chris Robinson John Coppenhall Clive Chapman Michael Ettershank Att: 4 & 1 Mino

# West

Severn		Wert	nyr i yatii
800 Henry Jaggers		532	John Copp
532	John Coppenhall	597	Ben Palme
63	Chris Robinson	800	Henry Jagg
501	Pete Sollars	63	Chris Robi
597	Ben Palmer	857	Helen Leiv
812	Roger Lemmon	844	Paul Hinde
Att:	19 & 1 Xtra	Att:	13

# Central

Banbury			
800	Henry Jaggers		
711	Brian Welham		
532	John Coppenhall		
745	Nick Warren		
724	Rhiain Bevan		
805	John Comfort		
Att:	10		

#### Redesmere

804	Eddie Pope
427	Mark Coppenhall
532	John Coppenhall
585	Ian Duerdoth
730	Brian Herring
851	Brian Hamilton
Att:	10

532	John Coppenhall
597	Ben Palmer
800	Henry Jaggers
63	Chris Robinson
857	Helen Leivers
844	Paul Hinde
Att:	13

#### Ctounton Horold

Stau	nton Haroid	
804	Eddie Pope	
532	John Coppenhall	
488	Emma Brisley	
745	Nick Warren	
711	Brian Welham	
857	Helen Leivers	
Att:	13 & 5 Xtra	

#### Western Aphelion 2009

Rank	SailN	Club	HelmName	Shearwater	Baltic Wharf	Severn	Merthyr Tydfil	Nett
				Sat 18 Apr	Sun 17 May	Sat 5 Sept	Sat 27 Sept	
1st	532	Hunts	John Coppenhall	(3)	1	2	1	4
2nd	800	Beer	Henry Jaggers	1	(7)	1	3	5
3rd	597	Baltic Wharf	Ben Palmer	2	4	(5)	2	8
4th	63	Burghfield	Chris Robinson	(5)	3	3	4	10
5th	711	Taplow Lake	Brian Welham	6	2	7	DNC	15
6th	724	Cransley	Rhiain Bevan	DNC	6	13	7	26

■ † Eastern Aphelion 2009								
Rank	SailN	Club	HelmName	Fishers Green	Crawley Mariners	Chipstead	Burghfield	Nett
				Sat 25 April	Sun 10 May	Sat 27 Jun	Sat 3 Oct	
1st	657	Chipstead	Mark Wilkins	2	1	1	DNC	4
2nd	858	Chipstead	John Windibank	3	3	3	DNC	9
3rd	532	Hunts	John Coppenhall	(8)	6	5	2	13
4th	745	Littleton	Nick Warren	4	5	4	DNC	13
5th	711	Taplow Lake	Brian Welham	5	7	2	DNC	14
6th	63	Burghfield	Chris Robinson	7	(9)	9	1	17
7th	704	Littleton	Clive Chapman	6	8	DNC	3	17
8th	518	Crawley	Robin Ballam	11	10	6	DNC	27

×		Central Aphelion 2009							
Rank	SailN	Club	HelmName	Hunts	Cransley	Banbury	Staunton Harold	Nett	
				Sun 26 April	Sat 16 Aug	Sat 26 Sep	Sat 17 Oct		
1st	711	Taplow Lake	Brian Welham	1	(6)	2	5	8	
2nd	532	Hunts	John Coppenhall	3	(4)	3	2	8	
3rd	745	Littleton	Nick Warren	DNC	3	4	4	11	
4th	63	Burghfield	Chris Robinson	5	2	(7)	7	14	
5th	724	Cransley	Rhiain Bevan	7	7	5	(9)	19	
×			No	orthorn A	nhelion ?	2009			

			140	ortinerii Ap	Juenou 7	2009			
Rank	SailN	Club	HelmName	Rudyard Lake	Winsford Flash	Chester	Swarkestone	Redesmere	Nett
				Sun 26 April	Sat 30 May	Sat 18 July	Sat 12 Sept	Sun 4 Oct	
1st	427	Hunts	Mark Coppenhall		1	2	DNC	2	5
2nd	532	Hunts	John Coppenhall		(4)	4	2	3	9

#### Orbital 2009

#### **Final Results**

Place	Sail No.	Club	Helm	Ве	st 6	0	pen	s		Association	National	Points
1st	657	Chipstead	Mark Wilkins	1	1	1	1	2		2	(DNC)	8
2nd	532	Hunts	John Coppenhall	1	2	2	1	2	2	(10)	(12)	10
3rd	800	Beer	Henry Jaggers	1	2	3	1	1	3	(6)	(14)	11
4th	711	Taplow L	Brian Welham	1	3	2	2	1	2	(DNC)	(5)	11
5th	63	Burghfield	Chris Robinson	3	2	3	2	3	1	(14)	(4)	14
6th	745	Littleton	Nick Warren	1	3	4	3	4	4	(12)	(8)	19
7th	858	Chipstead	John Windibank	3	8	3	3	1		4	(DNC)	22
8th	597	Baltic W	Ben Palmer	2	#	4	2	5	2	(20)	(DNC)	27
9th	704	Littleton	Clive Chapman	6	6	6	6	5	3	(15)	(7)	32
10th	518	Crawley	Robin Ballam	4	4	7	6	7		9	(DNC)	37
11th	724	Cransley	Rhiain Bevan	7	6	7	5	7	9	(23)	(DNC)	41
12th	323	Welwyn	Annette Walter	9	4	8	3			3	16	43

#### **XTRA**

Place	Sail No.	Club	Helm	Ве	st 6	0	pen	s	The state of	Association	National	Points
1st	400	Hawley L	John Sturgeon	1	2	1	2	1	2	(DNC)	(4)	9

# Burghfield Comet Open 3 Oct 2009

Six competitors arrived at Burghfield's Comet Open on Saturday 3<sup>rd</sup> October to find a strong wind blowing down the lake. The race officer claimed it was a force four, but when the Chairman's boat was blown off its trolley it seemed that this was an underestimate, and so it proved. The wind soon claimed casualties, with only five boats daring to venture on to the water and only four making it to the start. By the second mark this had reduced to three boats.

The race officer, seeing the wind strength, changed the course just before the start to a simple triangle with a long beat the full length of the lake, a dead run starting in the lee of the club house and ending in a gybe out in the wind followed by a screaming reach across the lake to the leeward mark. Burghfield sailor Chris Robinson was first to the windward mark followed by Michael Ettershank who capsized on the run and retired. Chris capsized on the first gybe, but quickly recovered, so Clive Chapman, who successfully gybed, only caught up a little. As Chris continued to increase his lead Clive capsized, allowing John Coppenhall to get past to take second place.

In race two the race officer set another triangular course, but this time with a shorter beat. The wind dropped slightly after the start allowing for some closer racing. Chris was first to the windward mark, but on the two reaches Clive closed and took the lead near the leeward mark. The wind rose for a few minutes and then dropped back again, but not before Chris had got past Clive. Downwind on the second lap Clive again began to catch Chris, but this time Chris kept ahead. On the third lap the wind got up again, but this time it didn't drop away. Chris began to pull away from Clive, but approaching the end of the downwind legs he broached and sailed the wrong side of the leeward mark leaving the way clear for Clive to take the lead. However, Clive capsized and by the time he had recovered Chris had long gone and John had almost caught up. This time however Clive kept ahead of John to take second place.

The third race had the same course as race two, but the wing mark was moved to give one broad reach followed by a much tighter reach to the leeward mark. Clive mis-timed the start and then capsized sailing towards the line and subsequently retired. As the start gun went

Chris nose dived sailing around the stern of the committee boat and was catapulted into the sail as the boat capsized leaving John to start on his own. Chris recovered from his capsize and began to give chase. John maintained his lead up the beat and the first reach, and both successfully gybed at the wing mark. However, the next reach proved problematic and the two struggled to keep the bow out of the water and the boat sailing down to the leeward mark. John capsized to windward trying to bear away to get round the mark and Chris ended up the wrong side of the buoy and had to wear round twice. Chris recovered quicker than John and took the lead. During lap two Chris began to pull away and John fell back further when he capsized at the start of the third beat. The wind increased making it difficult to make any progress to windward and the race officer took pity and shortened the course. Chris finished first, giving him a perfect score, and John finished second, giving him second place overall.

1<sup>st</sup> Chris Robinson 2<sup>nd</sup> John Coppenhall 3<sup>rd</sup> Clive Chapman 4<sup>th</sup> Michael Ettershank 5<sup>th</sup> Henry Jaggers
(PS. It was Brian Welham 711 who chickened out and although the chickened out although the chickened out and although the chickened out although the chickened out although the chickened out although the

(PS It was Brian Welham 711 who chickened out and although he rigged the boat decided that watching from the shore was the best policy on that day. Ed)

#### Chris Robinson 63







# Comets at Staunton Harold. 17<sup>th</sup> October 2009

Thirteen visitors joined five home Comets for the final Open of the 2009 season at Staunton Harold SC on 17th October. The day was dry and bright with a varable NE wind F1-2. The first two races were held back to back. In race one Jonathan Latham from Winsford Flash SC had a race long tussle with Eddie Pope from nearby Redesmere SC for the lead and these two got well away from the rest of the fleet with Jonathan edging it over Eddie. There was close racing between Alan Bennett, Paul Hinde and John Copenhall to be 3rd. Alan eventually manged to break away and get the place nearly catching the leaders at the end. Emma Brisley came from behind with to get 4th and Paul held 5th.

In race two again Eddie and Jonathan were at the front of the fleet but this time Eddie had the advantage so keeping the winner undecided. Alan came a closer 3rd after having to sail through Nick 4th and Helen Leivers next up.

Race three got cleanly under way and the leading group went too far left on the beat of lap two when the wind filled in on the right. This allowed Dave Jobling, Brian Welham and John and Emma to gain an advantage. They managed to hold their higher positions with Dave getting first (and nearly 3rd overall). Brian was second with John third. Jonathan was an important fourth followed by Eddie.

The result for the event win and third could not have been closer as was hoped! National Orbital and End of season prizes were awarded after the event and the Club looks forward to hosting the Comets again in 2010.

#### Alan Bennet



Resu	ılt			
Pos	Helm	Come	et Club	<b>Points</b>
1	Jonathan Latham	349	Winsford Flash SC	3
2	Eddie Pope	804	Redesmere SC	3
3	Alan Bennett	620	Staunton Harold SC	6
4	Dave Jobling	780	North Staffs SC	7
5	John Copenhall	532	Hunts SC	10
6	Nick Warren	745	Littleton SC	10
7	Emma Brisley	488	Hunts SC	10
8	Brian Welham	711	Taplow Lake	13
9	Helen Leivers	857	Severn SC	13
10	Chris Robinson	63	Burghfield SC	16
11	Paul Hinde	844	Severn SC	17
12	Brian Herring	730	Winsford Flash SC	17
13	John Sturgeon	400	Hawley Lake SC	21
14	Rhiain Bevan	724	Cransley SC	23
15	Nigel Fern	483	Staunton Harold SC	26
16	Phil Hardcastle	563	Staunton Harold SC	28
17	John Orchard	725	Staunton Harold SC	30
18	Hilary Weatherdon	688	Staunton Harold SC	36



# Merthyr Tydfil Sailing Club Comet Class Open Meeting 27th September 2009

Was this a repeat of last year? Arriving at the club early we were greeted by very light winds! Seven visitors joined the six local boats for the last event of the Comet Class Western Aphelion (traveller) series.

A light breeze from the NNE started and we started the first race. No one "raced" away on the first beat, John Coppenhall (532, Hunts SC), Henry Jaggers (800, Beer SC) and Robert Wookey (758, Merthyr Tydfil SC) got round first. A group of four led round the next couple of marks followed by a tight group of six and then three stragglers. By the end of the first lap the leading group was down to three, Henry leading by a good margin from Ben Palmer (Baltic Wharf SC)and John Coppenhall. By the end of the second lap the fleet was well spread with Ben in the lead with Robert Wookey (Merthyr Tydfil SC) moving up into third place. In lap three, few places changed and by the end of the final fourth lap Ben won by a considerable margin from Henry and Robert.

After a great lunch and the wind seemed to have filled in more, the second race was started but again the wind dropped off as the race started. But this time Helen Leivers (Severn SC) led for the first two marks before sailing into a hole and being overtaken. Henry Jaggers got into the lead by the end of the first lap followed by John Coppenhall. The wind died, filled and died again. The course was shortened to two laps with the finishing order being John Coppenhall first, followed by Henry and Ben and then everyone else very slowly completing the course!

The course was set for the final race being almost as short as possible and virtually a windward leeward course. But this time the start was very competitive with John Coppenhall realising that he was over the line before the start and making his way back while Ben and Henry were recalled! Ben also had to take a penalty before re-starting! John still managed a good start and led from the beginning, getting what little clear air there was got quite a lead. But Ben worked his way through the fleet and on the final run picked up a gust and was heading towards John at quite a rate. But John managed to round the

leeward mark a couple of boat lengths ahead and maintained that lead over the short fetch to the line. John first, Ben second and Chris Robinson (Burghfield SC) third.

Thanks go to all those who helped organise and run the day, safety boat crew, galley staff and others!

#### Mark Govier 460

#### **Overall Result Table**

Sail	Helm	Club	R 1	R2	R3	Total	Place	
532	John Coppenhall	Hunts SC	5	1	1	2	1	
597	Ben Palmer	Baltic Wharf	1	3	2	3	2	
800	Henry Jaggers	Beer SC	2	2	5	4	3	
758	Robert Wookey	Merthyr Tydfil SC	3	5	4	7	4	
63	Chris Robinson	Burghfield SC	4	4	3	7	5	
857	Helen Leivers	Severn SC	6	10	6	12	6	
420	Alun Bevan	Merthyr Tydfil SC	8	9	7	15	7	
844	Paul Hinde	Severn SC	10	6	DNS	16	8	
724	Rhiain Bevan	Cransley SC	7	11	9	16	9	
317	Kevin Morris	Merthyr Tydfil SC	9	7	10	16	10	
460	Mark Govier	Merthyr Tydfil SC	11	8	DNS	19	11	
426	Roger Edwards	Merthyr Tydfil SC	13	12	8	20	12	
694	Andrew Phillips	Merthyr Tydfil SC	12	13	11	23	13	



# Severn Sailing Club Recovery from the "great flood" of 2008

First of all I would like to thank everyone who helped us this year with our open meeting and we are looking forward to seeing you all again in 2010. Don't forget if you have any free days or weekends in 2010 please come down and test your skills on the river.

I have been asked to write about Severn Sailing Club and it's members at the time of the 'Great Flood' as some like to call it. (too many 'Vicar of Dibley fan's I think!!)

It all started as normal day, yes, you get the idea...raining cat's and dog's . We were keeping and eye on the weather and the river levels and also the streams, we are blessed with two that run down either side of our field, these are fed mainly from the Breadon Hills and this is was where the problem started. Both streams were pouring down and overflowing from each end, flooding both the caravan field and the dinghy park, then, just to add to the fun the river started to break it's banks!! This now meant that we were surrounded.....the problem then worsened as the two streams also run down each side of the track from the main road, so now were well and truly cut off. This called for action, so on went the 'wet gear' and by this time club members were turning up by the car load, a couple of hardy souls managed to get down to the safety boat and bring it up to the main road, yes, I said the main road because by now the whole area was under water. can you imagine rowing the rescue boat up the lane? It was quite a surreal experience but it did enable us to transport members to the club house, so they could start putting everything they could as high up as possible, just in case the water did get in.

I suppose it was a bit naive to think it wouldn't really get in but you can hope can't you? I am sure many of you have seen the plaque that shows the level of the water from this event, if not it is in the bar, yes you've guessed ......... we could now serving a new 'Home Brew' from the pumps, a little rare vintage we like to call 'Avon Surprise'!!

When we had done as much as possible we had to leave as the level was rising even higher.

Several Days later, the water had gone down and we all met on site, well to be honest we all met on the main road because the track down to the club had completely disappeared, washed away...what can you say?? We all knew it was going to be a mess but the sight that met us was unbelievable, caravans were upside down, on top of bushes and in ditches. Dinghy's were

up in trees and some were missing, in fact some have never been found to this day!! There was rubbish everywhere. We made it down to the club house and the biggest almighty mess you could imagine met us, there was MUD everywhere, kitchen, lounge, bar, loo's and showers, it was 3 feet up the wall's. but once again Severn Sailing members came to the rescue. Everything you can think of had to be cleaned and sterilised.

Next job was to start on the outside.... This included laying a new track from the main road, pulling caravans and boats out of trees and bushes, washing all the boats and the equipment down etc. this is just a quick run through of things that had to be done and the work went on for a week and with all the hard work put in we were able to be back sailing in TWO WEEKS.

All thanks to Severn Sailing Club member and their families, the most helpful, friendly people you will meet anywhere and I am very proud to be taking over as commodore for 2010/2011

### Pete Jackson, Severn Sailing Club







It must have been devastating to be met with this scene when the SSC members arrived.

However, today you would not know anything had happened. Well done to Peter and his crew.

Ed

# Finding the Open meeting locations

As I have had a suggested post code for Redesmere since the last edition I have decided to republish this list.

I suggest tear it out or scan it and put it beside your sat. nav. so that you can get to the open meeting locations more easily.

Ed

Shearwater **BA12 8AG** Rudvard Lake **ST13 8RS** Fishers Green EN9 2FF **PE27 4YA** Hunts Taplow SL6 0EA Rudvard 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 is nearby Mudeford **BH23 3NW** Cransley NN14 1PR Severn GL20 7HD Swarkestone ???? Merthyr Tydfil CF48 2UP is nearby Banbury NN116XU Burghfield RG7 4AP Redesmere SK11 9JU Staunton Harold **DE73 8DL** 

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# **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 2010**

**Tullett Prebon London International Boat Show** 

at Excel London from Friday 8th to Sunday 17th of January 2010

### **RYA Volvo London Dinghy Show**

at Alexandra Palace, London on Saturday 6th and Sunday 7th March 2010

# The Association Championships

at North Devon Yacht Club at Instow. Saturday and Sunday 22<sup>nd</sup>-23<sup>rd</sup> May . 2010

# "20" Questions

# Mark Wilkins one of our regular Comet sailors who has been at the front of the fleet for some time is my latest victim!

Where did you first learn to sail and who taught you and how old were you?

As far as I can remember, I taught myself although I did regularly go sailing as an after school activity when I was about 12 or 13. This used to take place at a small lake in Thamesmead which was surrounded by high rise blocks. There was no instruction and we used to drift around the lake aimlessly waiting for gusts to come through the gaps. My first experience of sailing though was on the Norfolk Broads much earlier, when we had several weekends with a friend of my father's who had a small sailing boat that could just about take six of us. Bill (dad's friend) was an accomplished yachtsman and took great delight in shouting at other river users in hired motorised craft who didn't know the right of way rules.

What did you sail and what was your first boat?

My first boat was a Mirror (39508) which my dad bought in around 1973 due to sustained pressure from me. Initially, we had intended to potter around and had no idea that racing was an option. I can still remember our first outing, my dad and I launched off a beach near Broadstairs in a wind that must have been force 7 with no rescue boat or anything. Later we met somebody who lived on the cliff top who'd watched us and hadn't known whether to call 999 or just keep watching to make sure that we survived the experience — which we obviously did! Our next stop was Seasalter sailing club where we very quickly realised that racing was what we wanted to do. We joined the club and my brother and I became regular weekend Mirror racers although I do remember that he was a rather reluctant crew and sometimes I had to pay him to sail.

3 Where did you first come across the Comet?

My mum first saw a Comet at Chipstead & both she and my brother decided to buy one. These were delivered to my parent's house, by Andy and this was my first sight of Comet 357.

4 When was that?

Both boats (353 and 357) were delivered in October 1989.

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

At that time I wasn't sailing at all but after the Comets arrived, both Guy and I started to sail them at Chipstead. Although it was mum's boat, I did most of the sailing. My recollection was a fairly steep learning curve, sailing through the winter in some quite strong winds. The wind often (except when there is an open meeting) blows straight down the lake at Chipstead and we soon learnt to sit near the back of the boat on the long windy runs (after several nose dives!).

6 Which class of boat did you first achieve some success and at what age?

Apart from the Mirror, and a brief spell with a Fireball, the Comet is pretty much the only boat I've sailed on a regular basis. I did ok in the Mirror for years but never really won anything and then there was a period of about three years when I didn't sail at all. During this time I bought a kit for another Mirror which I didn't start building until after the birth of my daughter, Charlotte. In late 1989 I started sailing the Comet and when James was nearly five years old we started sailing the Mirror. We did guite well in this, winning several opens and this was definitely my most successful time in Mirrors. When James was 5 (I would have been 35) we did the Mirror Nationals at Looe and although we finished about 14th, we were very near to the front at the first mark in every race and, in a fleet of that size and quality, it felt very exciting. It was also quite an achievement to complete every race of the week with such a young / small crew and this was recognised by the award of a very nice cup for James sometime after the event and this is now awarded each year for the voungest crew to complete all races.

7 Did your brother Guy and you both start sailing the Comet at the same time?

Yes, but he was much better at it than me and seemed to win everything. He won the Nationals five times in a row until finally being beaten by Alex Reeve at the Glossop Nationals. I did get a very close second in 1995 at Sheppey but didn't quite make it when the last race was cancelled due to very heavy winds.

What was the best thing about the Comet that attracted you or you came to love?

The simplicity of it. So quick to rig, all boats basically the same and the fact that you can wind the sail round the mast (unlike the laser which has battens).

What was the worst thing about the Comet that you came to tolerate?

I can't think of anything! Well maybe it's the image in the eyes of other dinghy sailors isn't taken as serious as some other classes but I can live with that.

- What was your best racing result in a Comet and why? I think that winning the Kingsmead Comet open meeting in 1991 was a key moment for me because it was my first win in a Comet and gave me a lot of confidence for the future.
- 11 Which events have been your most enjoyable in the Comet from a racing point of view

That's a hard one, the Lee-on-Solent Nationals stand out in my mind as being very enjoyable close racing but ironically I also very much enjoyed the last day of the Teignmouth Nationals for good racing, despite all of the trouble beforehand. Both of these were good venues and my recollection was that the conditions were warm, sunny and with just the right amount of wind to make it exciting without being overpowered.

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

We covered this at Q6 earlier apart from building and racing several Mirrors and the Comet I haven't really sailed anything else.

13 As a longtime member of Chipstead Sailing Club, do you or have you held official positions?

No. I've managed to avoid that sort of thing so far but maybe when I retire and have a bit more time I might be willing to give it a try.

What was the number of the first Comet you sailed and what colour was it?

The first Comet I sailed was 357, my mother's boat which was red with cream decks. It wasn't my choice of colour and I always thought of it as being heavier than other boats because of the colours. Guy's boat (353) which was bought at the same time was grey with silver grey decks and even looked lighter!

What number and what colour is you current Comet? My current boat (657) is tri-coloured (pink, purple and silver grey with silver grey decks) although I'm now in the fortunate position of having the use of my son's boat as well (221 which is dark blue with silver grey decks). I've used 221's hull at all of the open's I've done this year, partly for convenience as it's kept at home but also because it seems to be slightly faster than my own hull. We named 657 'In the pink' and I can remember having a very slight ear ache when we collected the boat from Andy's. Although I wasn't aware of it at the time, this was the start of many years of pain and suffering which has necessitated several ear operations and significantly compromised my sailing activities (I'm not allowed to get water in my ears) and left me somewhat deaf, and I often think about the irony of that name.

- Does your Comet have any special (legal) additions that help you sail better or more safely? Not really. The only thing I use that isn't standard is a Hawk wind indicator which I've become very reliant upon and struggle on the
- 17 Tell us about your family. How many children do you have and are they sailing? I sailed the Mirror with both James and Charlotte and then James briefly sailed a Comet. Charlotte was always more

involved with dance and neither of them is sailing now but having learnt, it's the sort of thing that they can go back to in the future

when they have more time.

odd occasions I don't have it.

What are your views on the result of the ballot about racing the Standard, Mino and Xtra rigs together? On a purely personal basis I'd prefer to keep them separate but I recognise the reasons for bringing them together as one.

- What do you do to earn a living and do you have any plans for the future? Let's just say that I'm a Civil Servant. At the moment the Government are trying hard to reduce the size of the Civil Service & because I'm over 50, I'm being offered a retirement package. It's very tempting but I don't think I'm going to accept it.
- Over the years, who do you regard as the best regular Comet Sailors that you've raced against?

My top six would be, in no particular order, my Brother Guy, Jake Sutton, John Challener, Debbie Degge, Ian Coppenhall and Bill Webber. I've chosen these people particularly because I've had at least one, and in most cases many, very close & exciting races or Championship series with them. There are many others of course but that's my top six.

Thanks for a very enlightening set of answers - Ed

# **Editorial**

#### Hi

Well we have ended the Open meetings for the year and so I have only four reports to share with you this time. We have two major articles for this edition, one telling us how Severn Sailing Club pulled itself back from "drowning" to a venue that you would not know had suffered any damage and the



other which is very close to my heart and tells of the imminent death of a club that has been a good friend of the Comet fleet for more than 20 years. Taplow Lake Sailing Club will stop sailing on that lake on 31st March 2010 and will cease to exist as an active sailing club. Hopefully the Comet sailors from TLSC will still be seen at Maidenhead SC and on the open circuit.

I am very pleased that Mark Wilkins has agreed to be our 20 question interviewee and he has kindly been extensive with his replies. Thank you Mark.

I am looking forward to seeing the Xtra rigged boats more regularly entering the Open meetings although as a "Standard" rig sailor I am determined to beat them at every opportunity. It is sad to see Steve, our Xtra Captain, leaving the committee but as we have 3 different rigs all competing for the same prizes, we do need people who uses each rig to promote the techniques needed to get the best out of each. Do we have any volunteers? (Just a few words once a quarter is all that is needed. The more controversial you are the better!)

We have revived the Photographic Competition so I look forward to being inundated with your entries. I will select a suitable unbiased judge to assess your efforts.

Finally I have been sent a small article for the next edition and have been told to expect another but I would really like to have more of your thoughts and accounts of your travels to other places. I am always trying to make this magazine something that all the members want to read not just those who race at open meetings.

Have a good winters sailing and I look forward to hearing from you soon.

P.S. As you see from the article about Taplow Lake SC we have to close so there will be lots of club boats, engines sails and other parafanalia up for grabs at good prices. Call me if you think you could use something.

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

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# **COMETS FOR SALE**

#### Comet 492

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#### Comet Xtra 833

Comet Xtra 833 Orange hull with mast up top cover, sail/spar bag, dagger/rudder bags, race rigging and blocks, telescopic tiller, full documentation, road trailer and launching trolley, all in excellent condition. Location: Roadford Lake Devon £2300 o.n.o.

Tel: Kevin Oakes 01363 773667 or <a href="mailto:kevaine65@mypostoffice.co.uk">kevaine65@mypostoffice.co.uk</a>

#### Comet 83

Comet sailing dinghy sail number 83, blue hull with white top in very good condition. All glass fibre 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 lan Silman 07876232879 email lucky73@ntlworld.com Price £950.

#### Comet 160.

Dark Blue / White deck (originally owned by Brian Welham) Telescopic tiller, rigging and cover in good condition. Launching trolley included (but needs replacing) and two Hyde sails in good condition. £400 o.n.o View at Taplow Lake Sailing Club. Contact Melanie Watkins 01344 411261 or Nicky Levett on nlevet@btinternet.com

### Perihelion 94

Please send your contributions for the next issue of Perihelion by

1st March 2010

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

### **COMETS FOR SALE**

#### Lower Mast

Black lower full size Comet mast £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

#### **Hyde Comet Sail**

Only used at Open meetings and Championships.
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Contact Steve Bellamy 01260 271510 or sb8@uwclub.net

Comet Versa 288 for sale, year 2006. Hardly used, Pristine condition. Comes with Combination trolley and road trailer. Jockey wheel. Rudder bag. Both centre main or transom sheeting. Outboard pad. Large front locker. Rear hatch. Waterline colour scheme. Iroko keelband and bilge runners. Spent most of its life stored undercover. £ 3,950. Lynn Harland 01278 671398 Somerset email martinharland@tiscali.co.uk

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.

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Standard rigging - furling jib - Asymmetric spinnaker / bowsprit.

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Contact Simon Anderton 07973 498081 or simon@closewood.com

#### Wanted

Mino Sail (and short mast section) and/or s/h Comet Sail - both in good condition. Contact <a href="mailto:naustin@rsk.co.uk">naustin@rsk.co.uk</a>

