

PERIHELION  **94**

Spring 2010



**Comet Class Association
Newsletter**

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Racing rules Clinic to Keith Lamdin General information to Nora Jagers
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Website:- www.cometsailing.org.uk

Chairman's Report

Greetings,

Despite my resolution in the last edition of Perihelion to do some winter sailing, I have to report that I have failed completely. I started off with the best of intentions, and had Comet Dinghies do some repairs to 63. Andy brought the boat back to Burghfield just in time for me to sail the Bloody Mary Pursuit Race. Unfortunately, it turned out to be just in time for the boat to be snowed in at the club! With a foot of snow on the ground, and over three inches of ice on the lake I clearly wasn't going to be taking the dinghy anywhere, or sailing at Burghfield either. I know no other Comets made it to Queen Mary for the Pursuit race, and according to the results on their website, there weren't many entries. It must have been their smallest entry ever.



The weather didn't bode well for the Battle of the Classes Pursuit race the following weekend, but miraculously the snow disappeared over the week, and the race took place in pleasant weather with a nice breeze. The Battle of the Classes Pursuit Race takes place on the Royal Victoria Dock outside the London Boat Show and gives a good opportunity for visitors to the show to see dinghies in action on the water. The view from the footbridge over the dock is particularly good, and I managed to get a few good pictures. Each class is restricted to two entries, and this year John Sturgeon, our Xtra Champion, sailed an Xtra and, as Eddie Pope, our National and Association Champion, was unable to attend, John Windibank sailed a standard rigged Comet. The dock is not very big, so the dinghies soon lapped each other, and it was difficult to see who was in the lead. John Windibank finished 27th, and John Sturgeon 38th.

Unfortunately, work then took me to San Francisco, so this prevented me from sailing for another couple of weeks. On the way back to San Francisco airport we stopped for a short walk along San Francisco Bay. The Bay is enormous, and must be a super sailing venue, but there was barely a boat on the water!

Back in the UK your Committee has been busy organising this year's events. Our stand at the RYA Volvo Dinghy Show has been organised, although by the time you read this the show will be over. The Open circuit starts with Shearwater in mid April, and finishes with Staunton Harold in mid October.

We have four new venues for our Open Meeting circuit this year. The first two aren't truly new, as we have had events there before. We had our Association Championships at Bexhill SC two years ago, and I'm pleased that they have been able to provide an Open meeting this year. It will give us the opportunity to try some sailing on the open sea, something that we missed out on last year. Cotswold SC, in the Cotswold Water Park, is not a new venue for the Comets either, as they used to hold an Open meeting for us a few years ago. I'm looking forward to having the opportunity to sail there again, as I have fond memories of the warm welcome and good sailing. Although Maidenhead SC is a new venue for the Comets, we will find some well known faces there, as the Comet sailors from Taplow Lake SC have moved to Maidenhead following the closure of their club, as reported in the last Perihelion. North Staffs, near Stoke-on-Trent, is the other new venue, and has been arranged for us by Dave Jobling.

I hope you will be able to support some of the events this year. If you've never travelled to an Open, then put one in your diary and give it a go. I find sailing on different waters a challenge, and when sailing against other Comets there is always someone to sail against. Everyone is very friendly, and you don't need to be an expert to sail at Opens, they're for everyone.

See you on the water

Chris Robinson C63

Secretary's Report

Notes from the committee:

1. The New Year started with the Bloody Mary, with a number of Comet sailors planning to take part. However, discretion being the better part of valour, they all decided to keep their boats at home (or frozen into the boat park) as the weather was so inclement. The event itself attracted a tiny entry in comparison with it's heyday, and under 30 boats completed the race.
2. John Windibank and John Sturgeon represented us at the Battle of the Classes on the last day of the London Boat Show. Thank you both. For the record, John W was 27th and John S 38th, with both of them giving the Comet, with the standard and Xtra rigs, a very high profile airing.
3. At the time of writing, the Dinghy Show is about to happen, and plans are in place for our stand which will be next to that of Comet Dinghies, as it has been for the last few years. This helps us keep our costs down as we make use of Andy's lighting, and, as the stand is in the West Hall, we don't need to pay for a carpet. We have bought a new advertising stand for this year, so will welcome your comments.
4. Plans for events for this year are well in hand, with 23 Open events planned throughout the season. We're delighted to be going to North Staffs SC on May 15th, as this is a completely new venue for us. Our thanks to Dave Jobling who is making it all happen. We are also going to Maidenhead for the first time, on 17th July. As reported in Perihelion 93, Taplow SC (previously ICI Slough) is disbanding, and several of their members are moving to Maidenhead. You will see that we are making a welcome return to Cotswold SC which has had a resurgence of Comet sailors, on 19th June, and Bexhill SC on 11th July.
5. As you will see, we are not having an event at Rudyard Lake this year as the numbers attending over recent years have made the event unviable. Kingsmead has decided not to hold a Comet event this year, which will make a hole in the calendar as we have had a meeting there for most of the years since the Association was formed. The number of Comets sailing at Kingsmead has fallen and the committee has decided to concentrate on other classes. Swarkestone has also



decided not to run an Open meeting this year. Our thanks go to all of these clubs and their committees for all their support over the years.

6. Your Committee met in early February for the main meeting of the year. Chris Robinson is now in his last year as Chairman, so we all need to give some thought to his replacement. Please discuss your ideas with Chris or any of the other committee members. We do not currently have Xtra or Mino representatives on the Committee. Don't be shy about coming forward. The committee has one "big" meeting a year – most of the rest of the business is done via email/telephone or short meetings at Open meetings.

7. Given that the Comets, Xtras and Minos will be sailing as one fleet the committee decided not to award the Xtra Trophy or Xtra Traveller's Trophy this year, and will review the situation after this season. The committee also decided to reduce the prizes at the Nationals and Association Championships to the first 6 helms, and keeping all of the other prizes as before.

8. The Committee noted that we were not invited to compete for the Endeavour Trophy last year, which we assumed reflected the lower numbers at the Nationals,

9. The Treasurer reported that, at the Committee meeting, we had 89 members. This compares with 169 members last year, of which 42 had joined after March. Helen also noted that the printing costs for Perihelion have gone up considerably recently.,

10. Paul Hinde reported that although the overall attendance at events was up, the number of members sailing was slightly lower than the previous year. This may mean that you are all encouraging your fellow Comet sailors to either enter your home club events, or lend their boats to other sailors. .

11. If you would like some brochures about CCA to give to the other Comet sailors in your club, please let me know – most people join the association because of personal recommendation.

12. Just a reminder that the Annual General Meeting will be on Sunday 29th August at Cardiff Yacht Club.

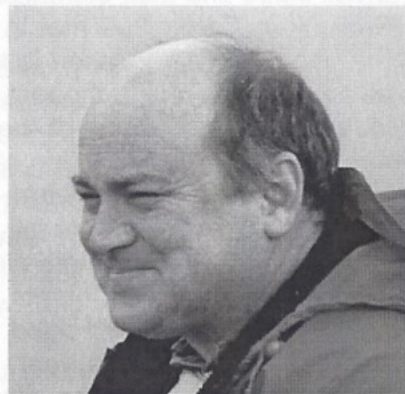
13. And finally 2011 is a VERY SPECIAL YEAR for us. The Comet will be 30 years old. The Comet Class Association will be 25 years old and Perihelion will reach it's 100th edition. So we feel that we have good reason to celebrate. How would you like to mark all of these milestones? We look forward to hearing from you. Have a good season!

Norah Jagers Class Secretary

Builder's Report

Hi

It's late February as I write this and we're steadily getting ready for the Dinghy Show which will of course be long gone by the time you read this. Also long gone, hopefully, will be this miserable winter and spring will be with us.



London Boat Show was, if the truth were known, as expected. Due to the snow, attendance was way down, but rallied for the last three days. I showed just a Comet Xtra and a Trio with the Xtra to the forefront. To be honest, even if there wasn't any snow or even a recession on it wouldn't have been a good show. Dinghy sailors just do not visit anymore; this was proven by just how few owners of our boats visited.

I think the organisers at last realise something has to be done. I even put pen to paper and wrote to the MD after the show and was pleasantly surprised when he phoned back to discuss some of my points.

Since I last wrote, we have even sold a couple of Comets. They both came in as trade-ins for a Versa from a brother and sister team at Hickling Broad. One of them has already gone with standard and Xtra rigs to Staunton Harold S. C. The other will be on display at the Dinghy Show and then on to Crawley Mariners.

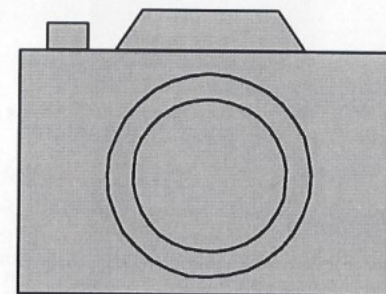
London Boat Show did result in a Zero being sold to Thorney Island Sailing Club, even though we didn't display one! Late last year I rigged up a Versa in the warehouse for two separate visitors from Cotswold S. C and both ordered, and now delivered.

There is a new Spare Parts Price List with this Perihelion. Apart from the VAT rise we have tried to keep prices keen. The sail maker has put up the prices but our prices for ropes and parts that you could get elsewhere are definitely cheaper than some of the mail order catalogues.

I look forward to seeing some of you at my home club at Instow in May for the Association Championships.

Andy Simmons

Photographic competition

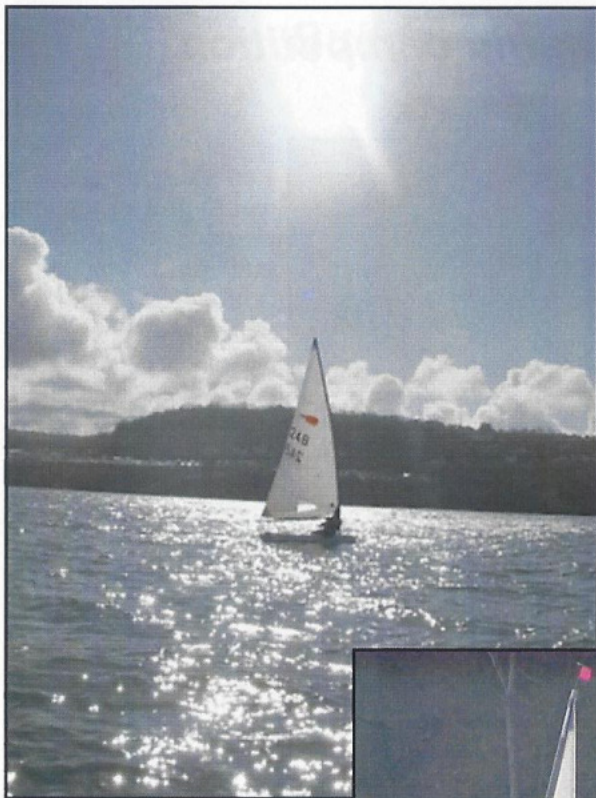


I am afraid we got very little response to my request for more photos for the 2009 Photo Competition but as usual I get many more photos than I can use for the articles and features published during the year. In fact we had over 400 images to choose from. However, it would be better if members selected the photos that they wanted to be included in the competition for 2010. This will make the job of choosing the winners a lot easier.

We divided the photos into the two categories of **Comet Sailing** and **Comet People** and the selection committee comprising of some of the non sailing wives of non Comet helms at Taplow Lake SC have selected the winner and runner up in each category as you will see on the next page.

The gift tokens for each category will be winging their way at the time of publication

Brian Welham

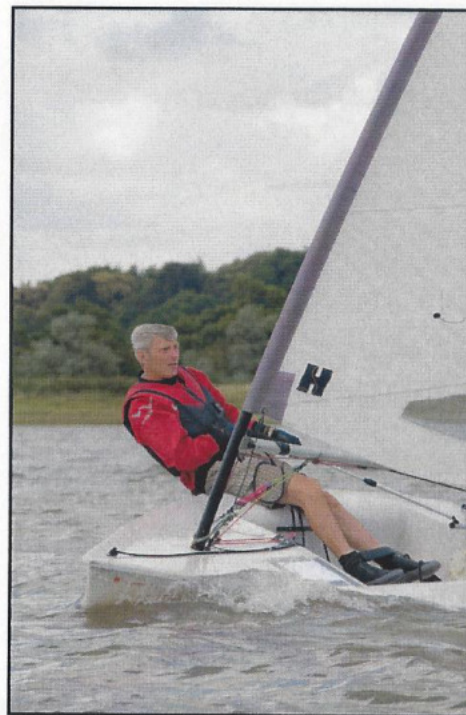


**Winner
"Comet Sailing"**

**Submitted by
Alan Bennet**

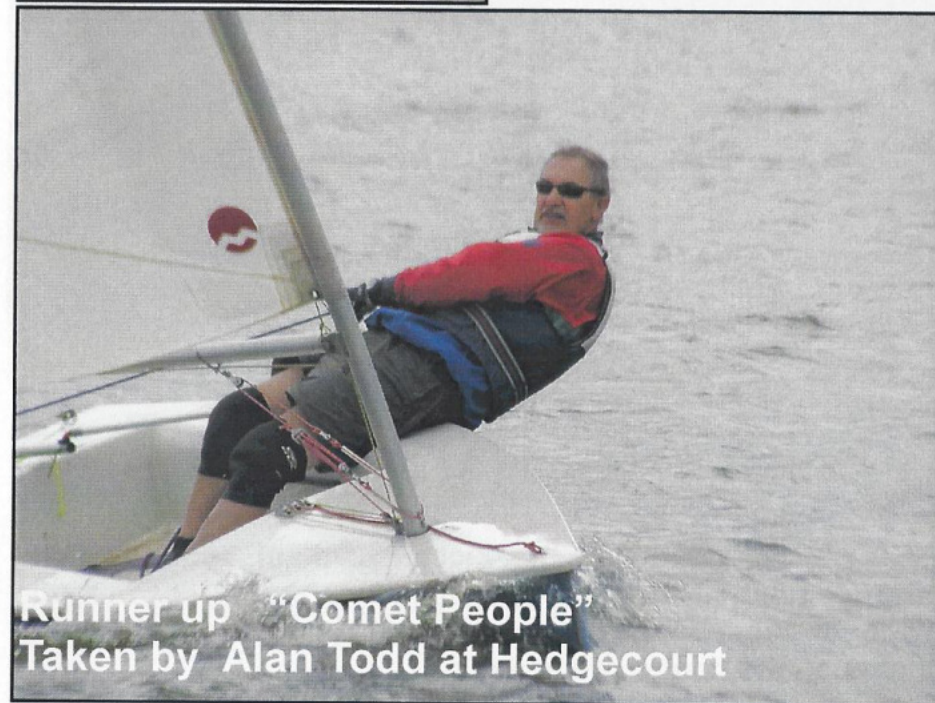
**Runner up
"Comet Sailing"**

**Taken by
Norah Jagers
at Shearwater**



**Winner
"Comet People"**

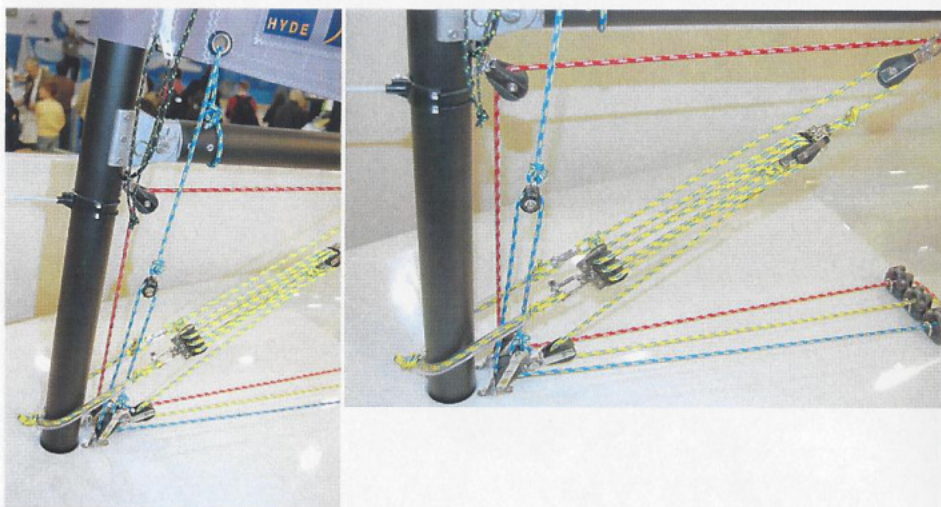
**Taken by
Richard Woolf
at Waldringfield**



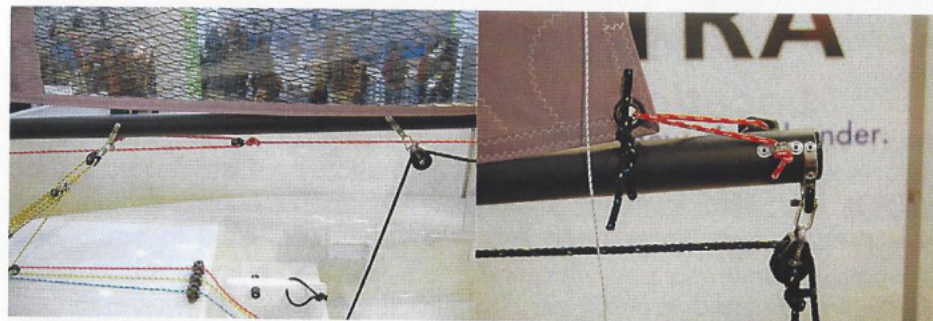
Runner up "Comet People"
Taken by Alan Todd at Hedgecourt

Comet Xtra rigging and centre main sheeting

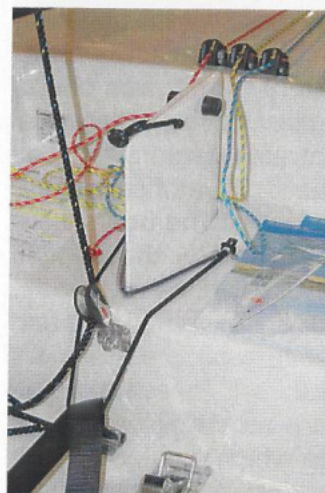
I received these photos from **Stephen Davis (Comet 582)** who visited the London Boat Show and thought we would like to see how Comet Dinghies had set up a new Xtra rigged boat. There are still a lots of older boats that have not had their rigging changed from the layout originally supplied. There are no restrictions on the purchase ratios of the kicker, cunningham and outhaul. The set up shown here is the recognised standard although I have doubled the pull of my outhaul on C711 to 8:1 from the 4:1 shown below. Stephen has produced some nice photos that he believes shows more clearly than the Comet handbook how to rig and how to set up the boat for centre mainsheet operation. One point to note is that this boat carries a Xtra sail which unzips on the mast and so does not need to be quickly released at the clew end. On my std rigged boat the outhaul is passed through a block with a hook into the clew cringle which allows me to quickly release it. **Ed**



These 2 photos show the kicker, outhaul and downhaul arrangement. Although you can change the purchase ratios each of these controls must go through the 3 jamming cleats on the centre of the deck.



Here the double purchase on the outhaul is shown and the loop through the clew cringle. In this arrangement the tie-down is a simple knotted rope that can be easily lost but it is possible to use a thinner line and tie it round the boom with a hoop and hook to secure the sail.



The top right photo also shows where to secure the strap for the extra boom block and the photo to the right shows where to place the ratchet block for the centre-main rigging.



Finally here is a good photo of the new rudder stock now supplied by Comet Dinghies.

Cardiff Yacht Club

Location of the 2010 Nationals

We would like to give you some information on Cardiff Yacht Club (CYC) and also invite you to your National Championships next summer. You would be made very welcome at the club.

CYC was formed in 1900 and for the first 100 years was mainly a cruiser and fishing club meeting in the Avondale Hotel, Clarence Road, Butetown. The Marquis of Bute, who owned the docks, presented silver cups to the winners of the races held at the annual reviews and regattas. These cups are currently in the safe keeping of the Cardiff County Council.

The old clubhouse was built by members from a prefabricated building in 1958 and extended in 1981 situated on the edge of Cardiff dock. You may know for the first 20 years of the century Cardiff was one of the world's major coal exporting ports and continued exporting coal and steel until the 1950s. Since then it has handled more general cargos including oil, timber and steel scrap. The club was housed in a clubhouse close to one of the sea locks for the dock. The boats were moored close by rising and falling around 40 foot on the second highest tides in the world. They would spend much of the time on the mud of Cardiff Bay, being in close company with shipping entering and leaving the port and until the late 60s with pleasure paddle steamers which plied the Bristol Channel.

In 2000 Cardiff Bay was enclosed by a Barrage which created a large fresh water lake with no tides. Boats can still access the sea via three locks but dinghies mainly use the fresh water lake. The lake is fed by two rivers the Taff and the Ely. The area around the lake (known as Cardiff Bay) was to be developed and because of this the club was moved to a new location adjacent to the point where the river Taff



enters the bay and a small wetlands area, home to many varieties of bird. A new clubhouse was built.

The area around the bay has now been substantially developed. There is a 5* hotel, restaurants serving food from all corners of the world, the Millennium Centre, which includes an Opera House, and the Senedd the home of the Welsh Assembly Government all within 10 minutes walk of the club. For those more energetic you can walk around the bay to the locks and Penarth Marina and catch the road train back if you can't face the walk.

As I mentioned above the club was mainly a cruising and fishing club but since the move the dinghy section of the club has grown significantly and is continuing to grow. It has recently had to enlarge the area of dinghy parking and an extra larger slipway for dinghies is nearing completion. We have recently had our first Comet member join.

The club has two bars and both ladies and gents changing rooms with showers. In addition to the Cruising, Fishing and Dinghy sections we are home to a Rowing section and Cardiff University Sailing Club.

There is limited camping at the club, booking will be on first come first served basis. Close by (within 5 – 10) minutes drive there are four hotels of the basic Travel Lodge type and a couple of more expensive hotels. Cardiff also has bed and breakfast type accommodation within 20 minutes of the club. For those with deeper pockets a short 5 minute walk across the wetlands area pathway lies the 5* St David's Hotel.

More information can be found on the club's web site www.cardiffyachtclub.org and information on Cardiff Bay is available on the Cardiff Bay Website www.cardiffbay.co.uk/



"Come to the dance"

North Staffs Sailing Club

Yes come and dance your Comet on Stanley Reservoir, the home water of the North Staffs Sailing Club. Situated 1 1/4 miles north of Stoke-on-Trent's Northern boundary in the Staffordshire Moorlands.

The club of 50 members formed in 1960. We sail a variety of boats mainly handicap races on Sundays and Wednesday evenings. We are an RYA recognized training establishment, running two level 1/2/3 courses per year. It's our intention to embrace the RYA's new procedures on protests, namely advisory, arbitration, and full protest hearings.

Back to the dance, you are invited to attend on Saturday 15th May at 11am. As with most dances you will require a partner so may we suggest that the regular attendees persuade, cajole, bribe or press gang partners to join the dance.

This is the very first time that NSSC has hosted a Comet Open Meeting. We have been pursuing the goal of hosting this event for over a year. As this is our first Comet open Meeting we would really hope to have a great turn out. If your interested in coming to help us make a great day of sailing at a water that's new to the circuit, and you know someone else in our Class who might enjoy a day on our water then bring them along. Uniquely to this meeting no entry fee will be charged, and like wise no prizes will be awarded. Race results will of course count towards your Northern Area Perihelion rankings.

For further information and how to find North Staffs Sailing Club check out our web site
<http://www.northstaffssailingclub.co.uk/index.htm>

North Staffs Sailing Club,
Stanley Reservoir,
Stanley, Stoke-on-Trent,
Staffordshire ST9 9LU

Tel NSSC: 01782 796212

David Jobling C780
01782 502933

Notes from keen Comet Sailor

"Sportsmanship"

At the last open meeting of the last Northern Area series at Staunton Harold the following incident took place.

Two thirds of the way to the windward mark in race 3 a question and answer session took place:

Q: Where's number 11? A: Up the top corner by the dam.

Q: Which way about? A: I'm taking it to starboard.

Q: Does anyone know where number 7 is?

A: (from mid fleet) Down the lake by the clump of trees.

Q: Which way about? A: To port.

After number 10, again to port the leading group fanned out in search of no.1. When found, this vital information was shared around. Thereafter the course became clear or more clear. M to STB no.2 and no.4 to port and beat upwind to no.11 to starboard.

It could well have been the case that the helms with the answers could have kept stum, allowing the leading boats to go any which way. But no, sportsmanship shone through and long may it continue to do so.

DBJ C780

"Oh I don't DO opens".

Is a statement heard at many clubs. The numbers of non sailed Comets is significant with well rehearsed excuses or reasons for non participation. Having attended many open meetings I am at a loss to understand why many helms choose not to take part.

I would like to hear from non participants what we, the circuit sailors and organisers of open meetings are doing wrong. Clearly we are not providing that which Comet Class members want.

At an open meeting this year I was the only visiting boat along with one club boat. From the class website I estimated that 74 comets were within an hours drive from that club. Can the reason be "I'll never win so I won't bother". My counter to this is that you can gain enjoyment even if you finish last, it's about the experience.

Many years ago I returned from an open meeting in a euphoric state having finished next to last.

Please give the open meetings a try and enjoy the excitement of class racing your Comet.

DBJ C780

Maidenhead Sailing Club Open meeting 17th July

Maidenhead Sailing Club welcomes the Comet open

Maidenhead Sailing Club is delighted to once again welcome the Comet fleet for a day of racing. 'Once again', you say? Well, yes and no.

Due to new and overly restrictive conditions to the use of its home waters, Taplow Lake Sailing Club, the host of a Comet open for many years, had no option but to close at the end of March 2010. Maidenhead Sailing Club, just 1.5 miles away, offered the club a relatively simple way to keep its members together as a group and the spirit of the club alive.

Most of the active club members, including its Comet sailors, joined Maidenhead Sailing Club. During late February and March 2010, a procession of boats made the short road trip over the Thames and up river to Summerleaze Road in Maidenhead.

Comet sailors travelling to the open in July may find the course slightly different from former years, but all the faces and the same race organisation will be in place, bringing a wealth of experience to bear on creating a great Comet sailing experience.

Maidenhead Sailing Club's water is an ex-gravel pit, similar to Taplow's former home, and with similar winds. The lake is a little larger but the main practical difference for Comet sailors will be the two islands, which add a new tactical challenge to sailing the racing course. (and no dog kennel to disturb the peace). The other main difference, which Taplow Lake Sailing Club members have readily taken advantage of, is the presence of a very friendly club bar.

The arrival of Taplow's members at Maidenhead Sailing Club has been warmly welcomed. It's turned out that both sets of members have a lot in common and the expansion of the starting line is great for everyone. Established Maidenhead Sailing Club members recognise that the club is not only bigger but also better for the addition of so many new faces. One of the Maidenhead sailors has even gone out and bought a Comet, pointing to a bright future for the fleet at the club.

MSC has a good website at <http://www.maidenheadsc.org.uk> where everyone has access to a webcam which can be steered to look at the clubhouse and parts of the lake.

We hope that you will join us at Maidenhead Sailing Club on 17th July to make it a successful first Comet Open to replace the Taplow lake event from previous years.

Maidenhead Sailing Club

Lakeside,
Summerleaze Road,
Maidenhead,
Berkshire.
SL6 8HZ

Telephone: (01628) 629172

Directions

From the M4. *Although it is possible to exit at J8/9 and go through the centre of Maidenhead the following route from J7 is simpler.*

Leave at J7. Turn left onto the A4 toward Maidenhead.

After crossing the Thames on Maidenhead Bridge, turn right at the roundabout towards Cookham on the A4094.

At Boulter's Lock turn left into Ray Mill Road East.

Then turn right onto Ray Park Avenue/Sheephouse Road

Turn left into Summerleaze Road and turn first right into Lakeside, the club is in front of you.

From the M40

Take A404 from Handy Cross / M40 J4

Take first turning off heading for Bourne End

At roundabout in Bourne End turn right to Cookham

Go through Cookham and head towards Maidenhead

You will come into Maidenhead on Lower Cookham Road

At the 30 mph speed sign at the start of Maidenhead turn right into Sheephouse Road

Turn Right at Summerleaze Road.

Take first right into Lakeside – Club gates are dead ahead.

James Farquharson MSC

If you would like more information then please call Brian Welham
013440-761642

National Orbital Trophy

1988	Craig Moffatt
1989	Andrew Pierce
1990	James Withal
1991	Henry Jaggers
1992	Guy Wilkins
1993	Mark Wilkins
1994	Richard Smallwood
1995	Errol Edwards
1996	Steve Hayes
1997	Philip Hossell
1998	Philip Hossell
1999	John Edwards
2000	Henry Jaggers
2001	Ian Coppenhall
2002	Ian Coppenhall
2003	Ian Coppenhall
2004	Ian Coppenhall
2005	Ian Coppenhall
2006	Ian Coppenhall
2007	Mark Coppenhall
2008	Chris Robinson
2009	Mark Wilkins

North

Mark Wilkins
Errol Edwards
Richard Smallwood
Errol Edwards
Steve Hayes
Philip Hossell
Philip Hossell
John Edwards
Henry Jaggers
Ian Coppenhall
Ian Coppenhall
Ian Coppenhall
Ian Coppenhall
Ian Coppenhall
Mark Bennett
Alan Coppenhall
Mark Coppenhall

East

Guy Wilkins
Mark Wilkins
Mark Wilkins
Mark Wilkins
Mark Wilkins
Alex Reeve
Philip Hossell
Mark Wilkins
Annette Walter
Ian Coppenhall
Ian Coppenhall
Ian Coppenhall
Ian Coppenhall
Ian Coppenhall
Brian Welham
John Windibank
Brian Welham
Mark Wilkins

South

Nancy Gould
Mark Wilkins
Jake Sutton
Jake Sutton
Alex Reeve
Mark Wilkins
Richard Smallwood
Mark Wilkins
Brian Welham
Ian Coppenhall
Ian Coppenhall
Ian Coppenhall
Ian Coppenhall
Ian Coppenhall
John Windibank
Brian Welham
Henry Jaggers
Mark Wilkins

West

Mark Wilkins
Jake Sutton
John Windibank
Philip Hossell
Philip Hossell
Philip Hossell
Paul Govier
Ian Coppenhall
Ian Coppenhall
Ian Coppenhall
Ian Coppenhall
Ian Coppenhall
John Coppenhall
Mark Coppenhall
John Coppenhall

Central

Philip Hossell
Ian Coppenhall
Ian Coppenhall
Ian Coppenhall
Ian Coppenhall
Ian Coppenhall
Ian Coppenhall
Mark Coppenhall
Mark Coppenhall
Chris Robinson
Brian Welham

Comet Hall of Fame

I hope you can read this information. It appears that once we get a winner they often stay the winner for many events. It was Guy Wilkins in the 90's and Ian Coppenhall in the 2000's. I was hoping that we would see more different helms taking the honours but I notice that Guy's brother Mark has started to come back to the fore after a few years away from the travelling circuit. He has always been a contender at his home club Chipstead so we should not be surprised. **Ed**

Comet Hall of Fame

National Championship

1983	Ken Potts
1984	Bob Sandford
1985	Stuart Ingham
1986	Keith Lamdin
1987	Jeff Penfold
1988	Craig Moffat
1989	Chris Sinclair
1990	Chris Sinclair
1991	Guy Wilkins
1992	Guy Wilkins
1993	Guy Wilkins
1994	Guy Wilkins
1995	Guy Wilkins
1996	Alex Reeve
1997	John Challener
1998	Jake Sutton
1999	John Challener
2000	John Challener
2001	John Challener
2002	Ian Coppenhall
2003	Dave Harris
2004	Ian Coppenhall
2005	Ian Coppenhall
2006	Ian Coppenhall
2007	Ian Coppenhall
2008	Ian Coppenhall
2009	Eddie Pope
2010	??????

Association Championship

1989	Craig Moffatt
1990	Damion Perrin
1991	Guy Wilkins
1992	Henry Jaggers
1993	Guy Wilkins
1994	Mark Wilkins
1995	Guy Wilkins
1996	Alex Reeve
1997	John Challener
1998	Mark Wilkins
1999	Mark Wilkins
2000	Debbie Degg
2001	John Challener
2002	Ian Coppenhall
2003	Ian Coppenhall
2004	Ian Coppenhall
2005	Bill Webber
2006	Chris Robinson
2007	Alan Bennett
2008	Chris Robinson
2009	Eddie Pope
2010	??????

Lady National Champion

Haley Penfold
Margaret Hilton
Tracey Davies
Tracey Davies
Anne Brook
Christine Stack
Christine Stack
Heidi Dodd
Heidi Dodd
Heather Back
Heidi Dodd
Annette Walter -
Debbie Degg
Emma Coppenhall
Emma Coppenhall
Annette Walter
Annette Walter
Emma Coppenhall
Emma Brisley
Catherine Bellamy
Catherine Bellamy
Catherine Bellamy
?????

Junior Champion

Nancy Gould
Jake Sutton
Ian Jubb
Robert Hamilton
Andrew Bowes
Robert Hamilton
Robert Hamilton
Mark Coppenhall
Amanda Rea
Tom Raine
David Taw
Christine Birrell
Daniel Moon
Alistair Mitchell
Catherine Bellamy
-
-
?????

First Lady

Fiona Cauter

First Junior

Heather Bach	Annette Walter
Emma Coppenhall	Emma Coppenhall
Helen Leivers	James Wilkinson
Emma Coppenhall	Callum Wilson
Emma Coppenhall	Emma Coppenhall
Helen Leivers	Jon Cooper
Annette Walter	
?????	?????

Comet Association Championships 2010

NORTH DEVON YACHT CLUB NOTICE OF RACE

Racing will be governed by the rules as defined in the Racing Rules of Sailing **2009-2012** (RRS), the prescriptions of the RYA, this notice of race, the class rules and the sailing instructions. This notice of race may be amended by notice to competitors. Where there is conflict between this notice of race and the sailing instructions, the sailing instructions will prevail.

Event	Comet Association Championships
Venue	Instow, North Devon
Date	22nd & 23rd May, 2010
Organising Authority	North Devon Yacht Club
Type of Event	Open
Eligibility	The regatta is open to all boats of the Comet class with standard, Xtra or Mino rig. Entrants must be members of the Comet Association at the beginning of the event
Advertising Category	Category C as restricted by current class rules
Scoring system	Low point system of Appendix A except that A9 shall replace A4.2.
Number of races	5
Scoring	When fewer than four races have been completed, a boat's series score will be the total of her race scores. When from four to five races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

Schedule of races	Race One not before 11.15hrs, Saturday, 22 nd May Race Two asap after race one Race Three asap after race two Race Four not before 12.30hrs, Sunday, 23 rd May Race Five asap after race four.
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Sailing instructions available **March, 2010**

Contacts	Chris Robinson, 86, Scrivens Mead, Thatcham, Berks, RG19 4EQ cometassociation@aol.com 01635 865733
Entry forms available	Post or email or NDYC website from March, 2010
Entry fee	£40 (£35 for entries received before 1 st May, 2010)
Catering	Full catering and bar facilities will be available at the clubhouse for the duration of the event

DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

INSURANCE

All entrants shall be required to hold third party insurance indemnity for racing with their boat with a minimum cover of £2,000,000 (two million) sterling.

Battle of the Classes at the 2010 London Boatshow (Std Rig)

"Hello Chris, you want me to sail in the battle of the classes pursuit race at the boat show? Well OK, that will be nice!". There must have been ten other helms he could have asked but hey I don't get a lot of sailing in the winter so why not! I put the phone down and it started snowing and it kept on snowing and the day of the race came closer and closer. At this rate I was thinking that dog sledge racing would be more appropriate and anyway who was going to break the ice assuming I could get there at all!

But the day arrived and it stopped snowing long enough for me to get the boat on the road and I arrive at the old Victoria Dock in plenty of time. There were plenty of boats there ahead of me, I found a spot to rig and a little while later, John Sturgeon arrived much to my surprise, as the last I had heard he was digging his Comet out of a snow drift, but you cant keep a good Xtra sailor down with little things like a blizzard and global warming.

I was in plenty of time and having failed to sign on due to the absence of a signing on person I decided to get changed early and sign on later after the briefing at 10 am. Five minutes to ten I was smugly congratulating myself on having missed the crush in the very small changing room as I tuned up at the briefing, only to find that the briefing was almost over, and there was a crowd around the signing on person who was mobile and very difficult to catch. OK, I have finally signed on but we now had to find the person with a declaration form to sign and the sailing tags, both were mobile with crowds around them, what a mess.!



RIGGING BOTH BOATS

The last time I did this race it was just as chaotic so I should have been warned but they have somehow managed to be worse this time but its only a race I suppose. I had time for a look at the starting times to see that we started 15 minutes after the Mirror but only one minute

ahead of the Graduate with its hugely enhanced rig! What a joke! They started with the Firefly, Streaker and Solo but if the Grad couldn't win on this handicap they would never win.

The weather after all was turning out to be rather pleasant with a steady 2 to 3 wind straight down the water and with a simple windward leeward course it wasn't going to be our day. The Comet only competes well on handicap in very light air and this was going to be a nice sailing wind but not a competitive one for a Comet.

Briefing over, lets get afloat and have a look at the course and see how the wind was bouncing off the buildings on the main part of the course. "You cant go afloat yet." said a steward, "We cant have too many boats interfering with the start!" Well he had a point but with the Comets, the Moth and the Mirror that would make 4 dinghies quite a crush on the start line I would say!!

Well they let us go eventually but with no time for a look at the course the gun went and the Mirror started! Hell the sailing instructions had said there would be a five minute gun. Had they changed it at the briefing? I was expecting to set my countdown at Mirror start but now I was going to have to guess can anything else go wrong? Well yes, but later.....

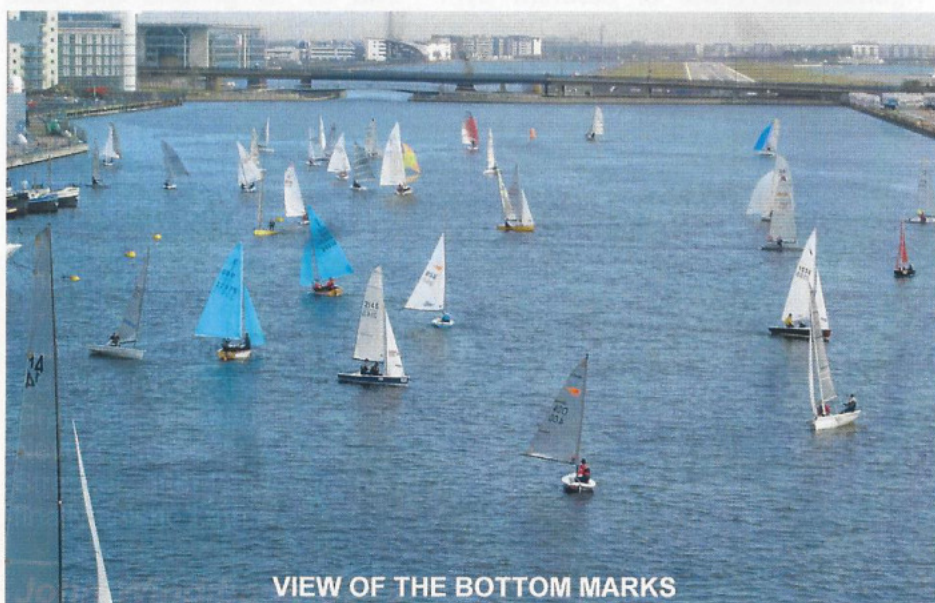
Come on! Sod, I guessed too early and I wanted to be the other end of the line to gybe round and hell, the start sounded with the Moth starting where I wanted to be. We all arrived at the windward mark together but my bad start saw me rounding behind the other two. One minute behind us the 8 boats had started and 3 minutes later another 4 so rounding the buoy and running on port I was having to avoid a lot of stuff coming in on the mark. The wind looked freer down the left side but keeping clear had pushed me near to the right and now there was a wall of sails right behind me. I was looking for the gaps but the gusts were well to the left and those behind me had the same idea. Picking the gusts brilliantly Tom Gillard in the Streaker got a lift inside me at the mark and I rounded the leeward mark behind him. On the ensuing beat Stephen Cockerill tried to sail over me but with a few words he thought better of it and tacked off. John had gone down the middle and was behind me now but the Moth was being sailed well and was ahead. Passing through the line for the first time I had sunk to 9th all the boats one minute behind had got past me but the wind

was dropping off and the boats behind were more spread out and it was a nice sail. The Albacore's who started 18 minutes behind caught me at the end of the 3rd lap and I finally crept by the mirror soon after the start of lap 4.

Towards the end of lap 5 the wind picked up and the late starters came into their own in this nice sailing wind and with the spinnakers filling the sky behind me I was just ahead of a great scrum of boats at the finish. It was quite a sail back through the line and I was expecting to loose places after the finish but this time the organisers got it right and the finishing positions were accurate.

I finished 27th in the end and John 38th from well over 50 entrants so we weren't disgraced and we showed the flag for the Class. The Graduate of Stephen Cockerill did win in the end just hanging on from Neville Herberts Albacore and Allen Burrells Finn. Tom Gillar's Streaker, after leading in the middle of the race and sailing really well,, finally finished 4th.

John Windibank C858



VIEW OF THE BOTTOM MARKS

Battle of the Classes at the 2010 London Boatshow (Xtra Rig)

This year was the second year that an Xtra was entered into the annual Battle of the Classes event in the Royal Victoria Dock at the London Boat Show at Excel in January. I had never sailed in a dock before so I was looking forward to this new experience. John Windibank was the other Comet entry so not much chance of beating him but I thought my entry would at least determine last place if all the other entries were the top two boats in their class.

Not being familiar with the Docklands area I did a quick Google Earth search and was surprised to discover that the Royal Victoria was larger than the area of lake I normally sail on, and it lies east-west with buildings on either side. Could be interesting, I thought, with any wind not straight down its length. From the aerial photographs I found there was a beach and a building right behind it which I assumed was the sailing centre that operates on the dock. When I got there it was a bit of a surprise to discover this beautiful club-house was in fact a gallery and the sailing facilities were some Portacabins and wooden huts with the appearance of a bit of a junk yard. However, the best discovery was that the wind was offshore and pretty much straight down the water.

The week of the race was unusual for us all in the South. We had had almost a foot of snow the week before and it was reluctant to melt. I knew the approach to my sailing club was almost impassable and on the Wednesday I thought I would not be able to get my boat out. However, following a bit of a thaw and a lot of a struggle, the next day I retrieved it from the boat park with 9" of snow on it.

I had not received the briefing notes, I got them after the race, so I was not sure what to expect. The race briefing seemed a bit informal to me but most other competitors seemed to understand what was going on. There was mention only of a leeward mark and a windward mark and, very important this, you had to complete the course and sail through the start line after the finishing gun. And, they would let us go afloat 15 minutes before our start time. I asked the stewards what the course was and if they would sketch it out. Straightaway, from their faces. I knew that this was stupid question. They were kind however, and

made a sketch with a windward mark and leeward mark and a start line, another first for me - a straight-line course. There was also a chap called Steve who kept asking lots of technical questions of the stewards but I knew Mr Cockerill had sailed here before so I assumed he was doing this to help the young lad with him.

Chris Robinson came along to the start to wish us well and take some photographs. It was good to see another Comet sailor.

Once on the water it was a pleasant day for sailing. It was not too cold. The wind was fairly constant, not too strong and the boat moved along nicely. Comets were in the second set of boats to start being 15 minutes behind the Mirror. One minute later the Graduates, Solos and Fireflies follow us. Once a race starts I find I cannot remember much of what has gone on unless it is very noteworthy but on this occasion I can remember the start because John and I were very close and he was on port and I was on starboard and to windward. Perhaps he had read the wind better than me but in any case my advantage did not last long as the only time I was ahead was to the first mark. I cannot remember when but it was not long before Graduate 3001 with new Mylar sails came rushing past, at the helm Steve Cockerill with the young lad I had seen at the briefing as his crew. John W thought the new sails should perhaps have warranted a re-appraisal of its rating, or maybe Steve is just a very very good sailor because once he got the lead on lap 3 he only relinquished it for one lap to a Streaker before regaining it. Now I knew why he had been asking all those questions - he had not just come for the beer. I just sailed on enjoying myself.



ROUNDING THE FIRST MARK

After a couple of laps all the boats had started and then the fun began with large fast boats dashing around. Coming from a small lake the fastest boats I normally sail with are an Albacore, a Fireball, and a rather slow 505, so when I

see a bit of clear water it generally remains clear of boats for a short while. Not in the Battle of the Classes, I was often surprised how quickly some of the faster boats came up. But I was even more pleasantly surprised how gentlemanly they were towards us slower boats. I suppose they realised we could not get out of their way easily and they often seemed to keep clear rather than shout. (Just like Comet Opens eh?)



By now I had no idea where I was in the race but somewhere around lap 4 or 5 on the down wind run I crept up on the Mirror with its crew of a couple of juniors and slipped past them. We had a bit of a chat and I got the impression they were a bit disappointed that I had managed to catch them. Now I knew I was not last.

I had just completed my 5th lap and had rounded the windward mark when the finish was sounded. Just behind me were an RS100 and a Laser 2000 so perhaps I was at least 4th from last. This was beginning to look better. But then I remembered we had to go through the finish line after the hooter had sounded. Now I had to do almost another complete lap and the only other boats doing this were much faster than me. So, long after everyone else was off the water I made it back to the beach. My prediction was nearly right, I was last, but only off the water.

If you want to get an idea of what the race was like go the URL below. Steve Cockerill has put up a video and if you look closely, and don't blink, you will catch a glimpse of the two Comets.

http://www.youtube.com/watch?v=Mj46ng_P-24

John Sturgeon C400

By the way John came 38th out of 52 starters - Ed

COMET ORBITAL & APHELIONS

Trophy series 2010

Rules for qualification and scoring

Orbital and Aphelions

As the 3 rigs are now competing against each other, all rigs are eligible for these trophies. However following the recent ballot result, helms cannot change rigs during an open meeting or a championship but can use different rigs for each open or championship. The open meeting results as determined by the host club, will be used after removal of the places for those helms who were not Comet Class Association members on the day of the event.

Orbital

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

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

Ties will be broken by the most 1sts, 2nds, 3rds, etc. in those six best results. Ties remaining after this will be broken by the better place at the National Championship or failing that by the better place at the Association Championship. It is hoped to present the trophy, prizes and mementoes at the Staunton Harold Open meeting

Aphelions

To qualify for a position and a memento for an Aphelion, our regional travellers' series, you must enter a minimum of three of the open meetings designated for that region. You may compete in any or all of the areas. Your three best overall results from a region will be used to determine your position in that region.

Ties will be broken in favour of the helm with the most 1sts, 2nds, 3rds, etc. in their best three results. If a tie remains it will be broken by the best place nearest the end of the series. It is hoped to present the trophies, prizes and mementoes at the final venue in each region (see below).

Cancelled events

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

Aphelion areas

Northern Aphelion

Sat 24 April Winsford Flash
Sat 15 May North Staffs
Sat 10 July Chester
Sat 3 Oct Redesmere

Southern Aphelion

Sun 9 May Crawley Mariners
Sun 30 May Littleton ?
Sat 17 July Maidenhead
Sat 8 Aug Mudeford
Sat 18 Sept Littleton ?

Eastern Aphelion

Sat 24 Apr Fishers Green
Sat 19 Jun Chipstead
Sat 3 July Bewl
Sun 11 July Bexhill
Sat 2 Oct Burghfield

Western Aphelion

Sat 17 Apr Shearwater
Sun 16 May Baltic Wharf
Sat 12 Jun Cotswold
Sat 4 Sept Severn
Sun 26 Sept Merthyr Tydfil

Central Aphelion

Sun 25 Apr Hunts
Sat 31 July Hawley Lake
Sun 15 Aug Cransley
Sat 25 Sept Banbury
Sat 16 Oct Staunton Harold

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

Comet £3350

Comet Xtra £3450

Standard Sail £295

Mino Sail £265

Xtra Sail £375

Xtra Conversion Kit & Sail £395 (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

a shorter Xtra bottom mast £150

(The original top mast may fit, and can have a block shackled on and still be used for a Std Comet Sail) If it doesn't fit then

(An Xtra top mast £80

A shorter Xtra boom £120 *but the std boom can be used.*

Repairs

Accident damage and refurbishing gladly undertaken.

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

Comet Dinghies : Horsepond Meadow

South Molton, Devon EX36 4EJ

Tel 01769 574358

Fax 01769 574358

e-mail cometdinghies@btconnect.com

Open Meetings 2010 Programme

Date	Day	Venue	Contact name	Contact' phone	Aphelion
17 Apr	Sat	Shearwater	Nick Cross	01373 822258	West
24 Apr	Sat	Fishers Green	Karen O'Brien	02085 319656	East
24 Apr	Sat	Winsford	Dave Harrison	01606 888697	North
25 Apr	Sun	Hunts	John Coppenhall	01733 265789	Central
9 May	Sun	Crawley Mariners	Diana Thompson	01737 552482	South
15 May	Sat	N.Staffs	Dave Jobling	01782 502933	North
16 May	Sun	Baltic Wharf	Ben Palmer	01179 571814	West
22 May	Sat	North Devon YC		Association	
23 May	Sun			Championships	
30 May	Sun	Littleton - prov	Clive Chapman	02088 985612	South
12 Jun	Sat	Cotswold	Brian Weatherley	01285 861472	West
19 Jun	Sat	Chipstead	John Windibank	01474 743388	East
3 Jul	Sat	Bowl	Mike Wilcock	01892 512207	East
10 Jul	Sat	Chester	John Edwards	01829 781234	North
11 Jul	Sun	Bexhill	Wendy Morton	01424 225483	East
17 Jul	Sat	Maidenhead	Brian Welham	01344 761642	South
31 Jul	Sat	Hawley Lake	Dave Gilbert	01252 517913	Central
8 Aug	Sun	Mudford	Mike Roach	01202 477553	South
15 Aug	Sun	Cransley	John Townsend	07850 001505	Central
28 Aug	Sat	Cardiff	Rhian Bevan	01536 518591	
29 Aug	Sun	Yacht		National	AGM
30 Aug	Mon	Club		Championships	
4 Sep	Sun	Severn	Dave Harris	01684 273602	West
18 Sep	Sat	Littleton - prov	Clive Chapman	02088 985612	South
25 Sep	Sat	Banbury	John Comfort	01926 815080	Central
26 Sep	Sun	Merthyr Tydfil	Mark Govier	02920 778459	West
2 Oct	Sat	Burghfield	Chris Robinson	01635 865733	East
3 Oct	Sun	Redesmere	Jeff Smith	01625 525891	North
16 Oct	Sat	Staunton Harold	David Waymont	07779 697789	Central

Littleton - prov = provisional, date to be confirmed

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

Cover	Linda Welham	The last Taplow Lake Open
P 10 & 11	Photo Comp as stated on the page	
P 12 & 13	Stephen Davies	London Boatshow
P 14 & 15	David Bevan	Cardiff Yacht Club
P 28, 30, 32 & 33	Chris Robinson	London Boatshow

"20" Questions

Eddie Pope who won both the National and Association Championships in 2009 has been kind enough submit to my probing interview technique and has given those of us who have difficulty beating him some useful tips. Ed

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

My first experience of sailing was at age 9 when my dad built a kit boat called "Saucy Sue" in 1960. It was a similar shape to a Mirror, but was shorter and with a single lug sail. We used to potter around a local lake near home in Cheshire or on holiday in North Wales. I was happy to row but dad always helmed when sailing. I enjoyed my time in Saucy Sue, but had other sporting interests representing my school at weekends. So when dad put the boat into store it lay unused for many years.

After graduating and a period in management for an automotive firm I trained as a teacher. My main subject was Geography but I also ran some sports clubs. In 1975 (age 24) I joined a dinghy sailing course at Herefordshire Young Mariners Centre sponsored by my school, where I passed RYA levels 1 and 2 using Coyu and Otter class boats.

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

I was truly smitten by my sailing experience on the RYA course and in spring 1976 decided to buy my own boat. I found an immaculate white Mirror number 39296 at the London Dinghy Centre, and named it "Saucy Sue 2". Shortly afterwards I decided that teaching was not for me. This gave me opportunity to spend many weeks solid sailing in the Menai Straits at Beaumaris, in between searching for a new career. In early 1977 I joined the Civil Service in outer London and found that Littleton (a Civil Service sailing club) was quite close by. Littleton had a strong Mirror fleet and it was here that I learned how to race dinghies.

3. In which class of boat did you first achieve some success?

All my practice in the Menai Straits meant that I was very comfortable in my first Mirror in a range of conditions. I advertised for a crew at

Littleton and selected a keen 13 year old lad called Clifford Crawshaw (who later got into the RYA youth Laser squad and is currently a competitive Solo helm). In 1977 we quickly won races and series at Littleton, both in class and handicap races. We then entered Mirror opens in the Thames Valley, and were pleased to get into the prizes in both "Saucy Sue 2 and its successor "Emu" (Mirror 57175). We won some open races but first place overall eluded us. I recall competing against the Wilkins brothers (of Mirror and Comet fame) in an open, but they finished ahead of us.

I also subsequently owned two other Mirrors which I sailed occasionally with my children, and we managed to win the slow handicap class at the Civil Service Dinghy Championships several times.

4. When did you first come across the Comet?

I first spotted Comets during my second spell at Littleton in the mid to late 1980s. I think that Martin Vinson and Heidi Dodds (now Vinson) were two of the Comet helms there at that time. Comets later became an adopted class at Littleton. My first impression was that the boat looked tippy, but I never had chance to try one out. It was around that time that I took a break from serious racing.

5. What were you sailing in those days?

I think I was sailing a Laser, but I also sailed an Enterprise and Topper in that period.

6. Why did you buy a Comet, what is the number and what is the colour of your current Comet?

I bought my first and only Comet (so far) about 3 years ago, initially to have class racing at club level. The Byte class did not offer this, and the number of Byte opens had declined sharply since the introduction of the expensive and radical C11 rig. So I was looking for another suitable boat to sail in addition. Littleton had a good Comet fleet enthusiastically led by Clive Chapman, and I tried the club Comet several times before deciding to buy my own. A yellow 21st anniversary model number 804 was being sold by a lady member and we did a deal. It had been sitting tied down on its trolley unused for much of its life, in fact I have subsequently discovered it has a hull

deformation where the trolley pads sat (though this does not appear to affect performance much). I treated 804 to a new sail in 2008.

7. What is the best thing about the Comet that attracts you or you are coming to love?

I love its durability, responsiveness and simplicity. It seems to suit my size and weight too! I am a big believer in pure one design sailing, because then you can only blame the helm, and the Comet is a great example of this.

8. What is the worst thing about the Comet that you are tolerating?

Sailing off wind in strong breezes (i.e. Force 5 plus) is rather scary at times, especially in big waves, in gusts and when there are wind shifts. In these circumstances the Comet can be prone to nose-diving from which it is hard to recover. But I must admit that I have never enjoyed strong winds in any class, and perhaps need to do more practicing in such conditions.

9. What tips do you have about sailing the Comet?

See Page 44 to see what Eddie says on this subject! Ed

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

After my first two Mirrors I bought a new Laser. I was competitive in lighter winds and won several series at Littleton. I also used to get into the prizes at opens. But I was too short and light to do well in strong winds and moved classes. I did however return to Lasers in the mid 1980s and even managed an open win or two. I also won opens in Lightnings and Toppers in the 1980s.

I have done quite a lot of team racing as helm or crew in Enterprises and Laser 2000s, and still sail for the Civil Service team against the Armed Services in an annual event. I was part of the Littleton team which went to USA in 1980 and was very successful in an international event.

From the late 1980s family responsibilities took a more pressing role and we also moved with my work to the Nottingham area. I did not

take up serious dinghy racing again until the late 1990s. Comets were on my shortlist for a return to singlehanders, but I could not find a good second-hand example at the time. Instead I bought a Byte (then made by Topper), and I am now on my third Byte which was made by Ovingtons and has the C11 (carbon mast and mylar sail) rig. I have won numerous Byte opens, and in 2009 was first both in the Travellers Series and Inland Championships.

I am disappointed not to have done better in crewed boats and still have aspirations here.

11. How does the Comet compare with the Byte?

The Byte is also a tippy boat, but is 6 inches longer and broader at the stern than the Comet. The Comet is therefore more tippy. The Byte has more sophisticated controls, with centre main, traveller and lines leading to both sides of the cockpit. The Comet has a significantly longer daggerboard. The original Byte (with metal mast and dacron sail) and the Comet do however share many similarities once underway. The latest Byte with carbon mast and fully battened mylar sail is however a rather different experience, and requires some changes to sail control techniques. I continue to enjoy sailing both boats.

12. What are your views on the result of the ballot about racing the Standard, Mino and Xtra rigs together?

In the circumstances I agree with the outcome. However when the new rig was developed for the Byte the RYA determined that a faster handicap was appropriate. The C11 Byte is undoubtedly faster than the original boat, and subsequently the handicap differential has been maintained. If race results showed that one Comet rig was faster then another option would have been to have a different PY for each, with handicap opens.

13. Have you tried either the Xtra or Mino rigs and what are your thoughts?

I have not tried either rig, but I watched from the shore when they were sailed at Littleton. Boats with the original rigs invariably finished ahead, but this could be to do with the helming standard. The 2009 Nationals demonstrated that the Xtra can be highly competitive. I think

it is likely that I shall invest in an Xtra rig for my Comet in the next few years, because I expect it will prove more manageable (I am getting older) and by then the majority of race entrants will probably have Xtra rigs.

14. Do you think that the Comet Class have enough protests or do you believe that we should always work out the disputes on the water using the 720 deg penalty option?

I am happy with the standard of rule adherence and attitude of Comet helms. Protests make the days longer and I prefer that helms sort things out on the water if at all possible.

15. Where are you based and where and what are you sailing?

I have recently moved back to the Midlands. I am temporarily living in a village near Nottingham, but my wife and I are renovating a cottage in Derbyshire which should be ready in another year or so. I am an out stationed member of Littleton and plan to sail at the club a few times a year – it is near to where my wife's three sisters live! In due course my wife and I are planning to buy a crewed dinghy to sail at either Ogston or Carsington in Derbyshire. I hope to enter open and championship events in both Comet and Byte classes in 2010. I also want to spend some exciting times on my windsurfer, and improve my windsurfing techniques to achieve a sound intermediate standard.

16. Tell us about your family. Have you any children and are they sailing and are other members of your family sailing?

My dad and brother occasionally crewed my first Mirror in Cheshire and North Wales, but only for pleasure. My wife used to team race at university and owned a Scorpion. She was an excellent crew, but being a busy mother and other interests have kept her away from the water for many years. I have a son and daughter and tried to encourage them from an early age in Mirrors and Toppers. My daughter and I went on a dinghy sailing holiday in Turkey about 3 years ago, and she is keen to go again. But she is not prepared to get cold and wet sailing in the UK. When a teenager my son crewed for me in a Graduate and Laser 2000, but his interest waned. More recently he has started to show interest again, this time in single-handed sailing (hopefully a Comet).

17. What do you do to earn a living and do you have any plans for the future?

I took early retirement from the Civil Service at the end of November 2009, having initially worked in tax casework and latterly in head office roles. My pension is not sufficient to maintain a good lifestyle, so we plan to generate additional funding from small-scale property letting and/or development. I certainly don't want another employer. We enjoy winter sun and regularly visit the Canary Islands (mostly Tenerife). We are considering buying a property there to spend the winter months.

18. Do you have any other sporting interests and hobbies?

I have always been active, and still play squash against my son. I also belong to a gym. My wife and I both love walking/hiking, and Derbyshire and Tenerife are superb for this. Now I am retired we are planning to travel more widely to other beautiful parts of the UK and Europe to experience walking there.

19. So keeping fit is important for sailing success?

Yes, I think it is. I have a quite a short routine at the gym, but it includes stomach and weights work which help with dinghy sailing. The ability to keep going for three races per day does require a good deal of stamina.

20. What question should I have asked you that I didn't?

You could have asked about any representative sailing roles I hold. I am the Byte class chairman and also the Rear Commodore (Dinghy) for the Civil Service Sailing Association (CSSA). The CSSA role means I am a Flag Officer with my own Ensign. I look after the interests of CSSA dinghy sailors and the CSSA clubs in London, Rutland, Bolton, Plymouth and Southampton. I also organise a couple of high profile annual CSSA racing events.

From my interview with Eddie Pope, he gave us all some tips on how we can get to the front when racing. This is his answer to my question "What tips do you have about sailing the Comet?" Ed

I brought with me some techniques and tactics from sailing other singlehanders, and they seem to work. In summary these are:

Keep the boat flat upwind in all but very light conditions. Looking at photos of me sailing I don't always achieve this, but I do observe that I keep the boat flatter than most of the other Comet helms.

Always try to be at or near the favoured end of the start line, with momentum, and close to the line itself.

Keep out of "dirty" wind on the beats.

Tack on appropriate windshifts.

Plan mark rounding well in advance on each leg, to reduce the possibility of being obstructed or overlapped.

Limit tiller movement when sailing downwind, and heel to windward so that the helm is balanced (if conditions permit).

Concentrate hard at all times – mental strength is critical.

Maximise planing on reaches, for example by bearing away to follow the gusts.

Don't adjust the controls or daggerboard much – aim to sail fast rather than fiddling.

Check fittings regularly to reduce the possibility of gear failure.

Be one the first helms on the water before each race.

Keep the boat and sail clean – a nice looking boat makes me feel more confident that it is fast.

Editorial

Hi

By now the Taplow Lake Sailing Club is not operating as an active sailing club although the organisation is still in existence until all the assets have been disposed of. However, I could not let it go without one last photo on the front cover of the 2009 Open meeting.



We will be having an Open meeting at Maidenhead Sailing Club where most of us have transferred to. See the article about MSC.

Eddie Pope has been beautifully expansive with his answers to my 20 questions and I for one look forward to putting his tips into practice at my new club and the open circuit.

There are three articles about new locations, two opens and the Nationals and three articles from the 2010 Boatshow. Both Johns have written about their experiences in the Battle of the classes so I thought it would be nice to include both accounts and Stephen Davies has been kind enough to share his photos of the Xtra rig with its centre main that might be useful to new members or those who are thinking of making a rigging change.

We have chosen the winners of the photo competition but I need more pictures that you would like to be judged. Please send me photos of your boats, events and incidents and let me know they are for the competition.

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Only used at Open meetings and Championships. Always stored and transported rolled on a tube. Still nice and white and crisp.

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Dark blue hull with light blue deck. Complete with top cover. Bramber combination trailer and launching trolley. Full Documentation Rudder and Dagger board padded bags. Padded toe strap. Burgee. Extending tiller handle. Recent new mainsail. All ropes recently renewed. **£1200** Located in Torquay, Devon Telephone 01803 400684 or email amysel@hotmai.co.uk

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 **£1995 o.n.o.**

Tel: Kevin Oakes 01363 773667

e-mail kevaine65@mypostoffice.co.uk

Comet 279

Yellow hull with white top-sides; Cover; Launch trailer - folding; Extending tiller; Sail and ropes in good condition; Full documentation; **£700.**

Please telephone 01403 - 269138 Neil Horner

or e-mail neilhorner@ymail.com

Wanted

Mino Sail

Wanted - Mino Sail (and short mast section) and/or s/h Comet Sail - both in good condition. Contact naustin@rsk.co.uk

Comet Versa 308

I have owned this lovely boat since new (July 2006). She is in great condition with the normal features - self furling jib, centre mainsheet block, launch and road trailer, boom top cover, locker, sail bag,

COMETS FOR SALE

paddle, jockey wheel. I had fitted an outboard pad on the transom and a Yamaha 2.5 is included. Deep turquoise with green sheets, she looks and sails brilliantly. Have all original paperwork plus if you want to fit a spinnaker just call Andy (he's the owner at Comet). New was £5,700, I am asking **£3,950**. Call or text 07734 342491 (Gloucestershire) or email rupert.keane@btinternet.com

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 168 (2003)

Dinghy is dark blue to waterline with centre main and furling jib. Other features include twin self bailers, rear hatch/storage bin, boom-over top cover and launching trolley. (Photo's available)

Only 2nd owner - have original documents.

VGC - **£1800.00 ono** Can be viewed in Nottingham

Tel 07785 387897 Justin Penny

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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Please send your contributions for the next issue of Perihelion by

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Comet Class Association
Affiliated to the Royal Yachting Association