



**PERIHELION**  **97**

**Winter 2010-2011**

**Comet Class  
Association  
Newsletter**

## OFFICERS OF THE ASSOCIATION

### **President** KEITH LAMDIN

1, Japonica Court  
Marine Parade East  
Clacton on Sea  
CO15 5AF (Comet 55)  
Tel: 01255 421862

### **Secretary** NORAH JAGGERS

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

### **Results** PAUL HINDE

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

### **Committee** RHIAIN BEVAN

30 Sycamore Close  
Kettering  
Northamptonshire NN16 9ST  
(Comet 724)  
e-mail: rhianbevan@hotmail.com  
Tel: 01536 518591

### **Committee** JOHN STERGEON

6 Adams Drive  
Fleet  
Hants  
GU51 3DZ  
(Comet 400 & C246)  
e-mail: j.sturgeon@ntlworld.com  
Tel: 01252 623253

### **Website Organizer**

SUE COPPENHALL  
e-mail webmaster@cometsailing.org.uk

### **Chairman** CHRIS ROBINSON

86 Scrivens Mead  
Thatcham  
Berks  
RG19 4FQ (Comet 63 & 867)  
e-mail: cometassociation@aol.com  
Tel: 01635 865733

### **Treasurer** HELEN LEIVERS

40 Impney Way  
Droitwich Spa  
Worcs.  
WR9 7EJ (Comet 724)  
e-mail: helen.comet@yahoo.co.uk  
Tel: 01905 778842

### **Committee** BRIAN HERRING

1 Avenue Lodge,  
The Avenue,  
Alderley Edge,  
Cheshire. SK9 7NJ (Comet 730)  
e-mail: brian.h210@btinternet.com  
Tel: 01625 585745

### **Trophies**

Vacant

### **Magazine Editor** BRIAN WELHAM

19 Lake End Way  
Crowthorne  
Berks  
RG45 7LP (Comet 711)  
e-mail: bwelham@sky.com  
Tel: 01344 761642

## NEWSLETTER NUMBER 97 Winter 2010-2011 CONTENTS

<b>Reports</b>		<b>Page</b>
Chairman's Report	Chris Robinson	4
Secretary's Report	Nora Jagers	6
Editor's Report	Brian Welham	36
<b>Travellers Results</b>		<b>Page</b>
Aphelion Results	Paiul Hinde	16
Orbital Results	Paul Hinde	17
<b>Open Meeting</b>		<b>Page</b>
Staunton Harold	David Waymont	10
Burghfield	Chris Robinson	12
<b>Notices</b>		<b>Page</b>
Dates for your diary		5
Bevan Wedding	Rhiain Bevan	7
Photographic Competition	Results	14
Comet plates	Award winners	18
CCA membership form		20
<b>Articles</b>		<b>Page</b>
A Summers Sail	Kieth Lamden	6
Customising your Comet	Ralph Rowe	23
Analysis of the results	Brian Welham	26
Intro to Cransley SC	Rhiain Bevan	27
Gelcoat repairs	Andy Simmons	28
20 Q to Norah Jagers	Brian Welham	33

### 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 Jagers  
Class Association Sue Coppenhall webmaster@cometsailing.org.uk  
Website:- [www.cometsailing.org.uk](http://www.cometsailing.org.uk)

## Chairman's Report

### Greetings,

When I last wrote the Nationals at Cardiff had only just finished. This seems a long time ago now, as we've had eight Opens since then. Maidenhead were able to re-arrange their meeting that was postponed due to weed, and we all had an enjoyable sail in the gusty conditions. After that, apart from Burghfield and the end of season Open at Staunton Harold, I was unable to attend any of the other events, so the end of the season seemed to arrive much sooner than in previous years.



The Opens in the latter half of the year have seen several new helms winning. John Sturgeon won his first race at an Open at Burghfield, while Ben Palmer and Michael Ettershank are both celebrating their first Open wins at Mudeford and Maidenhead respectively. Michael went on to win at Banbury, while Ben won the Southern Aphelion trophy. Brian Welham was first in the Eastern Aphelion, and on the other side of the country Dave Harris won the Western series. Eddie Pope was the winner of both the Central and Northern Aphelions, and along with his 1<sup>st</sup> at the Association Championships, this made him the convincing winner of the Orbital Trophy. Well done to you all.

I have not sailed since Staunton Harold, as I've been doing all the things I intended to do earlier in the year, but never did as I was too busy sailing. I remember that many years ago, when my brother and I had a wooden mirror dinghy, this was the time to bring the boat home so that it could be painted and varnished ready for the following season. These days, with fibreglass boats the maintenance is much less, and the Comet is about as maintenance free as it gets, so that's one less job to do. Currently the snow is putting me off from going to Burghfield for a sail, and with Christmas fast approaching, I doubt that I will get a chance to sail again this year, but I intend to sail in the Bloody Mary in the New Year.

Looking to the future, we will have a busy year ahead, starting with the RYA Volvo Dinghy show in March, where as usual we will have a stand. The Open meeting season will be as full as ever, and I'm looking forward to our two Championship events, the Inlands at Cransley on the Spring Bank Holiday weekend (Sunday 29<sup>th</sup> and Monday 30<sup>th</sup> May), and the Nationals at

the Weymouth and Portland National Sailing Academy over the August Bank holiday.

2011 is a significant year for the Comets. In 1981 Andy Simmons displayed the Comet at the Southampton boat show, and so the dinghy is thirty years old. The Comet Class Association as we know it today was formed following the Nationals at Aylesbury in 1986. Keith Lamdin became our first Chairman, and set up our Open meeting circuit. Therefore, our Association will be twenty five years old in 2011. The Committee are arranging a celebration dinner at the Nationals, so I hope you will be able to join us.

See you on the water

**Chris Robinson C63 & C867**

### Dates for your Diary

**2011 Tullett Prebon London International Boat Show**

**7-16 January.** at ExCeL London, One Western Gateway, Royal Victoria Dock, London, E16 1XL

**2011 Volvo RYA Dinghy Show**

be celebrating its 60th show on **5 and 6 March** at **Alexandra Palace** Alexandra Palace Way Wood Green, London. N22 7AY

**2011 Comet Association Championships** will take place on **Sunday 29 and Monday 30 May** at **Cransley SC**

**2011 Comet National Championship**

**Sat 27 Sun 28 & Mon 29 August** at **Weymouth and Portland**

### Perihelion 98

Please send your contributions for the next issue of Perihelion by

**5th March 2011**

To Brian Welham, Class Editor, 19 Lake End Way  
Crowthorne Berks RG45 7LP e-mail [bwelham@sky.com](mailto:bwelham@sky.com)

## Secretary's Report

1. I'm writing this as I look out on a frozen garden and flocks of shivering long-tailed tits which are crowding the bird tables. The Comets both have icicles hanging from the edges of their covers and look very sorry for themselves. Beer SC usually sails until Christmas but this year I think that the members will be happy that they have cancelled the racing to concentrate on building a new club house. I guess that some of you very hardy helms will be sailing through frost and snow and hope that you continue to enjoy battling with the elements. Hopefully some of you will be signing up for the Bloody Mary at Queen Mary SC – it would be good to have at least 6 Comets out again.
2. Congratulations to Eddie Pope who won the Orbital trophy in fine style. Henry Jagers was second and John Coppenhall third. They tied on points with Henry winning on count-back. You will find the full results elsewhere. Well done to everyone who qualified.
3. Eddie also won the Northern and Central Aphelions with Brian Welham winning the Eastern, Ben Palmer the Southern and Dave Harris the Western. Congratulations to you all.
4. The calendar for next year is taking shape. Bexhill is sadly not able to offer an Open meeting next year, but Sutton Bingham has come forward with a date (7<sup>th</sup> May). Those of you with long memories will recall some excellent sailing there in the past. The season will start with Shearwater on 9<sup>th</sup> April – a bit earlier than usual because Easter is late next year. Fishers Green will be on April 16<sup>th</sup> with Hunts on the 17<sup>th</sup>. You can all plan to be at Maidenhead after watching THE wedding as it will be on April 30<sup>th</sup>. Crawley Mariners will follow Sutton Bingham on May 8<sup>th</sup>.
5. We hope that as many people as possible will come to the Association Championships at Cransley on May 29<sup>th</sup>/30<sup>th</sup>. Cransley has a number of helms who don't have a lot of experience of Open events and this will be their first championship. We would like to invite all of you who haven't been to a championship before to come and join them to "have a go". It's not as scary as you might think!! You will find more information on Cransley elsewhere in this edition.
6. Hopefully you are all planning to be at the National Championships at Weymouth and Portland. It should be a super event. The weekend will include our AGM and our 30<sup>th</sup> Birthday Bash.



7. Don't forget that your annual subscription - £15 (£15 for Associate members) and £18 for Family Membership – is now due and you will find the renewal form with this newsletter. Perhaps you could encourage other helms in your club to join too.
8. During the winter months we are preparing for our stand at the Dinghy Show. Before that Rhian Bevan and Henry Jagers will be representing the Class in the Battle of the Classes on 16<sup>th</sup> January which is the last day of the London Boat Show. Why not go along and cheer them on their way?
9. We still have room on the committee for another person – and we need someone to take responsibility for trophy buying. Are you willing to help?

## Norah Jagers Class Secretary

## Alun and Kate's Wedding

On October 16<sup>th</sup> whilst many of you were taking part in the final event of the season at Staunton Harold, Alun Bevan (Comet 420) married Kate Gibson. Whilst some of us thought they were mad to organise a wedding in October in South Wales on the beach, that's exactly what Alun and Kate did. Luckily for all involved the sun came out and the rain stayed away. The ceremony took place in the Oxwich Bay Hotel, Swansea followed by a blessing on the beach where an Enterprise and a Laser 2 could be seen sailing in the bay. Then it was back to the hotel for the reception where some Comet sailors were even spotted on the dance floor!!



## ***A Summer Sail at the Gunfleet***

*A tale of warning (Ed)*

There I was out with the Mino rig in a building wind and the sea rising against the tide when I hit a problem. Working through the chop, I finally hit a wave wrong and, as the boat slammed, a shiver went through the rig, and my spine, as the sail let go from the boom end as the clew outhaul failed.

Luckily, with the clew tie-down in place, the sail simply folded to the kicker strap as I brought the boom end onto the stern deck with the mainsheet.

Now, where was I? Well, half a mile offshore in a 4 foot sea to start with but still lucky!

Lucky my sailing buddy was not far away and that I was dead upwind of the Club. So, bearing away, I got enough drive from the sail acting as a balloon to overcome the tide and rolled away downwind to the Club beach to get safely ashore.

What was the problem? On closer inspection, one rivet on the outhaul turning block had let go and the strain quickly bent the block plate and popped the other rivet by leverage.

At first, I thought "can't get the boat builder's these days" but that might be a little hard on Andy! On reflection, perhaps 25 years was a reasonable life span for the fitting fixtures and it was the first failure I had experienced with the boat! The corrosion was not obviously bad on the surface but, as the turning block plate is not shaped to the boom, some corrosion was underneath and hidden from view. So this was not noticed when checking the boat before going out.

I took the boom home, removed the end plug and, as the rivet holes had been distorted, opted for 2 small stainless steel bolts with washers and lock nuts rather than drilling more holes in the boom.

The plug fitted back snugly and I have since sailed without a problem.

In closing, I was delighted to read that Chris had become National Champion at Cardiff. He would accept that he is not at his best in light winds but is always a *force* in a blow. His win is no more than his due for the tremendous commitment he had shown to the Comet circuit over many years and for it to come in his last year as our Chairman is most pleasing.

Finally, I was surprised that Brian had found an article from as far back as 1990 but, on re-reading I wouldn't change too much and it is nice to hear it is still seen as useful advice.

### ***Keith Lamdin C55***

#### ***Alert***

This letter from Keith has reminded me that we must all be aware that when on the water, things can go wrong.

Although this instance took place on the sea where the dangers are greater, those of us who sail on lakes should also ensure that we have the necessary back up and skills before going onto the water.

In this case Keith has shown us that he was prepared for what happened by

- 1 Being aware of the weather
- 2 Sailing with a buddy for back up
- 3 Understanding what part of the gear failed
- 4 Using his skill to return to a safe environment (the beach!)

***Ed***

## Staunton Harold Sailing Club

### Comet Open Meeting 16<sup>th</sup> October 2010

22 Comets competed in the 2010 Staunton Harold SC Open meeting, 9 of the boats being from the host club. 3 races were run during the day, the first in a moderate breeze in sunny conditions where SHSC's Alan Bennett moved into an unassailable lead from start to the finish with Eddie Pope from Ogston SC following him home in second place. Brian Welham took a solid third place with John Coppenhall in fourth place. Nigel Pepperdine in a borrowed boat took 7<sup>th</sup> place.

The lengthy second race was run under overcast skies with and less wind at times, sharing the course with the SHSC club fleet who went away first but in these conditions the Comet is fast and the leaders caught the back of the Club fleets. Nigel Pepperdine from SHSC romped home to win from Alan Bennett in second and although Brian Welham held a solid third until the last beat, a favourable wind shift took Eddie Pope into third and Henry Jaggars into forth relegating Brian to fifth place.

The third race saw conditions lighten with the four possible event winners in the leading group. The race was lead by Brian Welham with Eddie Pope and Alan Bennett nipping at his heels. Nigel Pepperdine was fifth at this time. At the second mark, the leading Comets caught some club racers and in the melee Eddie passed Brian with Alan very close behind him. However, by the time they reached this mark on the next lap Brian had regained the lead and Alan had overtaken Eddie. Unfortunately as on the previous lap these three Comets caught another group of Club racers but this time both Alan and Addie passed Brian. The wind was dropping and it was getting late so the race officer decided to finish the race on the final downwind leg of the lap. All three leading boats were within 5 boat-lengths and although Brian had passed Eddie again Alan crossed the line

first followed by Brian and then Eddie. The forth place was hotly contended to the last by John Coppenhall and Nigel Pepperdine with Nigel coming in ahead.

This put Alan Bennett clearly in first place with 2 wins but left three others all with 5 points. Nigel was placed second with his 1<sup>st</sup> and 4<sup>th</sup> but both Eddie and Brian had a 2<sup>nd</sup> and a 3<sup>rd</sup> so it had to be decided on the last race they counted to decide and as Brian beat Eddie he was awarded 3<sup>rd</sup> place.

This event attracted eleven Xtra rigged boats (half the fleet) but in the wind condition experienced this year at SHSC Open the Standard rig proved king by taking the first nine places. We normally get much stronger winds for the Staunton Harold Open.

Event: Staunton Harold Sailing Club Open  
Date: 16 October 201 Aphelion: Central

Helm	Boat	Rig	Club	Race1	Race2	Race3	Points	Final P
Alan Bennett	126	Std	SHSC	1	(2)	1	2	1
Nigel Pepperdine	210	Std	SHSC	(7)	1	4	5	2
Brian Welham	711	Std	Maidenhead SC	3	(5)	2	5	3
Eddie Pope	804	Std	Ogston SC	2	(3)	3	5	4
John Coppenhall	532	Std	Hunts SC	4	(8)	5	9	5
Henry Jaggars	800	Std	Beer SC	(6)	4	6	10	6
Clive Chapman	704	Std	Littleton SC	(10)	6	8	14	7
Chris Robinson	867	Std	Burghfield SC	5	11	(DNF)	16	8
Roger Lemmon	812	Std	Severn SC	(14)	9	7	16	9
Paul Hinde	844	Xtra	Severn SC	9	7	(10)	16	10
Peter Mountford	864	Xtra	SHSC	8	(15)	9	17	11
Phil Hardcastle	563	Xtra	SHSC	(15)	10	13	23	12
John Sturgeon	400	Xtra	Hawley Lake SC	(12)	12	11	23	13
Helen Leivers	857	Xtra	Severn SC	11	(13)	12	23	14
David Jobling	780	Xtra	NSSC	13	14	(DNF)	27	15
Nigel Burrows	396	Xtra	SHSC	(20)	16	15	31	16
Dave Waymont	527	Std	SHSC	(21)	18	14	32	17
Denis Mansfield	740	Xtra	SHSC	(17)	17	17	34	18
Paul Roberts	845	Xtra	SHSC	(22)	19	16	35	19
Brian Weatherley	654	Std	Cotswold SC	16	20	(DNF)	36	20
Denise Weatherley	843	Xtra	Cotswold SC	18	22	(DNF)	40	21
Hilary Weatherdon	688	Xtra	SHSC	19	21	(DNF)	40	22

### David Waymont C527



Alan



Nigel



Brian

**Sorry about the photos  
but I did not have the camera on full alert that day!**

## Burghfield Open Saturday 2nd October

Ten boats sailed at Burghfield's Comet Open on Saturday 2nd October. They arrived to find fog, but this disappeared before the briefing. As the fleet started race one the wind filled in, and John Coppenhall and Brian Welham reached the windward mark first only to run into the back of the Solo fleet on the downwind led. This allowed Henry Jagers and Michael Ettershank to catch up and, by sailing around the outside of the Solos, build a substantial lead. Henry won, with Michael second.

In race two the wind had increased to F2. Michael was first to the windward mark, followed by Brian. Brian took the lead on the downwind leg, while Michael got caught by the chasing group of boats. John sailed into second place, while on the final beat Michael sailed from fifth place to take third.

The start line for race three was biased, and John Sturgeon and John Coppenhall immediately sailed into first and second places from the pin end. Chris Robinson and Brian caught John on the second beat. These four kept well ahead of the rest of the fleet. John Sturgeon was never caught and won the race, which ensured Brian won overall.

### Results

1st	Brian	Welham
2nd	Michael	Ettershank
3rd	Chris	Robinson
4th	John	Coppenhall
5th	John Sturgeon	

**Chris Robinson C867**

## 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

<b>Comet</b>	<b>£3350</b>
<b>Comet Xtra</b>	<b>£3450</b>
<b>Standard Sail</b>	<b>£295</b>
<b>Mino Sail</b>	<b>£265</b>
<b>Xtra Sail</b>	<b>£375</b>
<b>Xtra Conversion Kit &amp; Sail</b>	<b>£395</b> (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
<b>a shorter Xtra bottom mast</b>	<b>£150</b>
(The original top mast <u>may fit</u> , and can have a block shackled on and still be used for a Std Comet Sail) If it doesn't fit then	
<b>(An Xtra top mast</b>	<b>£80</b>
<b>A shorter Xtra boom</b>	<b>£120</b> but the std boom can be used.

**Please note:**

These prices are subject to VAT and may change in 2011

### 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](mailto:cometdinghies@btconnect.com)**

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

Cover	Norah Jagers
P7	Rhiain Bevan
P11	Brian Welham
P14 & 15	As stated on the page
P24 left	Ralph Rowe
P24 right	Keith Lamden
P27	Rhiain Bevan

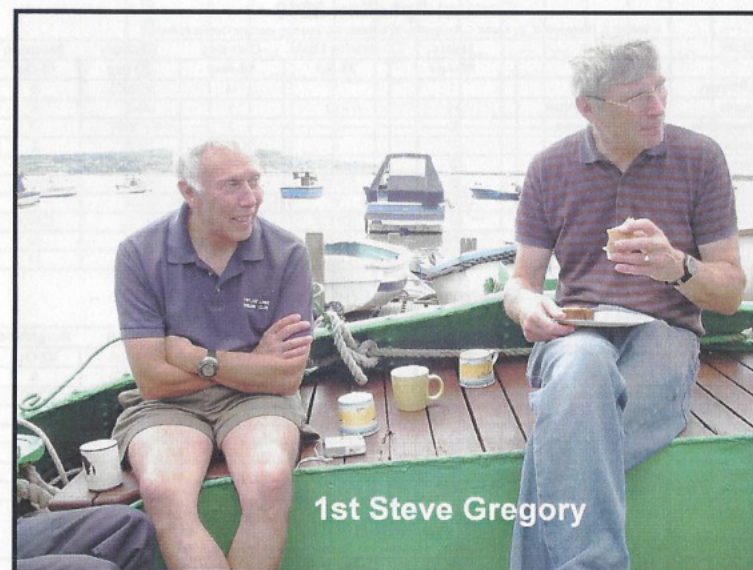
## Photographic Competition Results Sailing



**2nd & 3rd Paul Lindford**

This years photo competition was judged by the members at Staunton Harold SC at the last open of the year without any names being shown on the pictures. However, as you can see from the results only 3 names share the prizes. Norah and Henry take the 1st Comet Sailing and 2nd Comet People awards with photographs from the Cardiff Nationals and Paul Lindford gets 2nd and 3rd with his excellent results from the Baltic Warf open.

## Photographic Competition Results People



**2nd Henry Jaggars**



**3rd Steve Gregory**

Finally Steve Gregory who attended his first open this year at Mudeford has captured the friendliness of the Comet open meetings. I am very sorry but I seem to appear in 2 photos above but one of the winners has been used for the front cover.

**Ed**

# Orbital and Aphelion Results for 2010

## Central Aphelion 2010

Sailed: 5, Discards: 2, To count: 3, To qualify: 3, Entries: 32, Scoring system: Comet Aphelion

Rank	SailNo	Club	HelmName	Hunts	Hawley Lake	Cransley	Banbury	Staunton	Points
				25-Apr	31-Jul	15-Aug	25-Sep	16-Oct	
1st	804	Littleton	Eddie Pope	1	1	-4	(DNC)	3	5
2nd	532	Hunts	John Coppenhall	-4	-10	1	3	4	8
3rd	63	Burghfield	Chris Robinson	6	2	2	(DNC)	-7	10
4th	711	Maidenhead	Brian Welham	-7	4	(DNC)	5	2	11
5th	436	Beer	Henry Jaggers	3	3	-5	-7	5	11
6th	84	Eyott	Michael Ettershank	5	(DNC)	6	1	(DNC)	12
7th	704	Littleton	Clive Chapman	(DNC)	5	(DNC)	2	6	13
8th	724	Cransley	Rhain Bevan	9	(DNC)	7	6	(DNC)	22
9th	857	Severn	Helen Leivers	(DNC)	(DNC)	8	8	12	28
10th	400	Hawley Lake	John Sturgeon	8	(DNC)	(DNC)	9	11	28

## Eastern Aphelion 2010

Sailed: 5, Discards: 2, To count: 3, To qualify: 3, Entries: 25, Scoring system: Comet Aphelion

Rank	SailNo	Club	HelmName	Fishers Green	Chipstead	Bewl	Bexhill	Burghfield	Points
				24-Apr	19-Jun	03-Jul	11-Jul	02-Oct	
1st	711	Maidenhead	Brian Welham	3	2	(DNC)	(DNC)	1	6
2nd	858	Chipstead	John Windibank	-5	5	1	1	(DNC)	7
3rd	63	Burghfield	Chris Robinson	-12	4	-7	2	3	9
4th	436	Beer	Henry Jaggers	1	(DNC)	3	(DNC)	6	10
5th	84	Eyott	Michael Ettershank	-8	(DNC)	8	3	2	13
6th	532	Hunts	John Coppenhall	7	(DNC)	4	(DNC)	4	15
7th	400	Hawley Lake	John Sturgeon	-10	8.5	6	(DNC)	5	19.5

## Northern Aphelion 2010

Sailed: 4, Discards: 1, To count: 3, To qualify: 3, Entries: 14, Scoring system: Comet Aphelion

Rank	SailNo	Club	HelmName	Winsford Flash	North Staffs	Chester	Redesmere	Points
				24-Apr	15-May	10-Jul	03-Oct	
1st	804	Littleton	Eddie Pope	-1	1	1	1	3
2nd	780	North Staffs	David Jobling	2	-3	3	2	7
3rd	532	Hunts	John Coppenhall	(DNC)	2	2	4	8

## Southern Aphelion 2010

Sailed: 4, Discards: 1, To count: 3, To qualify: 3, Entries: 23, Scoring system: Comet Aphelion

Rank	SailNo	Club	HelmName	Crawley M	Mudeford	Maidenhead	Littleton	Points
				09-May	08-Aug	11-Sep	18-Sep	
1st	597	Baltic Wharf	Ben Palmer	(DNC)	1	3	3	7
2nd	711	Maidenhead	Brian Welham	-7	3	5	2	10
3rd	532	Hunts	John Coppenhall	5	2	-6	4	11
4th	436	Beer	Henry Jaggers	(DNC)	4	8	1	13
5th	400	Hawley Lake	John Sturgeon	-12	7	2	9	18
6th	63	Burghfield	Chris Robinson	9	5	4	(DNC)	18
7th	84	Eyott	Michael Ettershank	11	(DNC)	1	7	19

## Western Aphelion 2010

Sailed: 5, Discards: 2, To count: 3, To qualify: 3, Entries: 29, Scoring system: Comet Aphelion

Rank	SailNo	Club	HelmName	Shearwater	Baltic Wharf	Cotswold	Severn	Merthyr	Points
				17-Apr	16-May	12-Jun	04-Sep	26-Sep	
1st	763	Severn	Dave Harris	(DNC)	1	(DNC)	2	1	4
2nd	597	Baltic Wharf	Ben Palmer	2	2	-8	-3	3	7
3rd	436	Beer	Henry Jaggers	3	-6	-6	1	5	9
4th	532	Hunts	John Coppenhall	1	-5	3	5	-8	9
5th	711	Maidenhead	Brian Welham	4	4	1	(DNC)	(DNC)	9
6th	63	Burghfield	Chris Robinson	6	3	5	-7	(DNC)	14
7th	844	Severn	Paul Hinde	(DNC)	(DNC)	9	16	2	27
8th	724	Cransley	Rhain Bevan	(DNC)	7	(DNC)	11	10	28

Discarded Results highlighted in Yellow

## Orbital Results for 2010

Rank	Sail No	Club	HelmName	Best Qualifying Open Meeting Results	Association	Nationals	Points
1st	804	Littleton	Eddie Pope	1	1	(2)	6
2nd	436	Beer	Henry Jaggers	1	2	(19)	11
3rd	532	Hunts	John Coppenhall	1	(5)	(12)	11
4th	711	Maidenhead	Brian Welham	1	(DNC)	(18)	11
5th	763	Severn	Dave Harris	1	(DNC)	3	13
6th	63	Burghfield	Chris Robinson	3	(6)	1	13
7th	597	Baltic Wharf	Ben Palmer	2	(7)	(8)	14
8th	84	Eyott	Michael Ettershank	5	(8)	(9)	18
9th	858	Chipstead	John Windibank	5	3	(6)	18
10th	704	Littleton	Clive Chapman	2	4	(27)	20
13th	844	Severn	Paul Hinde	9	11	5	40
14th	724	Cransley	Rhain Bevan	9	(DNC)	(17)	50
15th	843	Cotswold	Brian Weatherley	8	9	23	75

## **The other Comet trophy winners 2010**

### **The Hossell Plate 2010**

The Hossell Plate was donated in 2002 by Liz and Phillip Hossell as an annual award to the person judged by the committee to have made the greatest contribution to Comet sailing, and to enhancing the membership of the Comet Class Association. Nominations are made by members, and the winner is chosen by the Committee. The winner in 2009 was John Windibank for promoting the Class at his home club, Chipstead, and for his work editing Perihelion.

**The winner of the Hossell Plate in 2010 is... *Brian Weatherly***

*Brian has only recently joined the Open meeting circuit, but has been an enthusiastic supporter, including racing at Association and National Championships. At the end of this year he has persuaded Dee, his wife to join us on the Open circuit too. He has encouraged Comet sailing at his home club, Cotswold, and this year, with Dee, arranged an Open meeting for us, allowing us to return to the club after a gap of many years.*

### **The FATE Plate 2010**

The FATE plate was presented by Peter and Wendy Hayes in 2004, for Endeavour in the Face of Adversity. The plate is awarded annually by the Committee from nominations are made by members. The winner in 2009 was John Sturgeon for continuing to sail despite illness.

The 2010 winner is a long standing member of the Association, having in the past been our Auditor and then our Treasurer. He is the only member of Coney Island Sailing Club – he just has to cross the road from his house to launch from the beach. He has been a regular competitor on the Open circuit, but illness has severely limited his sailing in recent years. However, he has continued to sail at a few Opens, and we have been pleased to see return to more Opens this year.

**The 2010 FATE plate is awarded to... *Derek Coleman***

### **The Pingewood Trophy 2010**

The Pingewood Trophy presented to the Club to remember Pingewood Sailing Club is awarded to the helmsman who attends the most Open Meetings.

**This year again the most travelled helm is ....*John Coppenhall*.**

*Do we have a challenger for him next year? Chris Robinson came closest again this year.*

## **from PERIHELION No 53 Winter 1999/2000 CUSTOMIZING YOUR COMET**

### **Two more items, these are from Ralph Rowe (Comet 346, Chipstead S.C.)**

#### **Rubbing strake**

I think that fitting a wooden rubbing stake to the gunwale is very worthwhile to protect the edge from knocks and scrapes. It is specifically allowed in class rules (rule 13a) though few people have fitted one. Mine is made of iroko wood screwed on with M5 stainless nuts and bolts at about 250mm intervals to the gunwale, with silicone rubber adhesive acting as a gap filler.

#### **Modified kicker with jamming cleat above the deck**

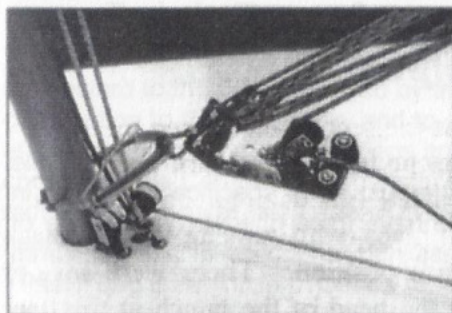
This is a version of the system devised by Keith Bullock (see Perihelion 29, page 20) (*Ed Photo on next page*) but not using a stainless steel ring which members might find it difficult to obtain. The idea is that the whole kicking strap assembly rotates with the mast and is independent of deck fittings. This seems to me to be so fundamentally sound that it was a must for me. Admittedly the 'racing rig' improves the situation in one way, ie. As the mast turns, the amount of tightening of the kicker is reduced due to the greater mechanical advantage compared with the standard kicker.

The other 'problem' is hardly affected – this is, as the boom is pushed out, increased tension on the kicker tends to pull it back in again, especially in light air. The Keith Bullock breakthrough was to install a sub-chassis fitted to the kicking strap, with all the blocks and cleat necessary for kicker adjustment mounted on it. I did not copy Keith directly because I could not buy a stainless steel ring from South London chandlers. What I did was to modify the standard rope strop with a spreader, held in place with plastic cable ties on the strop, and to continue to use the pvc tubing as normal. The spreader is not perfect but comes close. It avoids the downhaul and outhaul, which are still fixed to the deck, getting pinched by the strop as the mast turns.

My kicker chassis is fitted to the strop with a snap shackle and the other end of the kicker is shackled to the boom. I have a 4-sheave block at the boom end and a 3-sheave block with a rigid central becket at the chassis end.

Saddles mounted either side of the chassis, back-to-back carry this block and the snap shackle. The free end of the kicker rope passes from the upper block to a small block mid way along the chassis and thence through a saddle (which directs it) to the clamcleat. All the blocks are ball race type.

## CUSTOMIZING YOUR COMET



**Ralph's suggested system**



**Keith's original system**

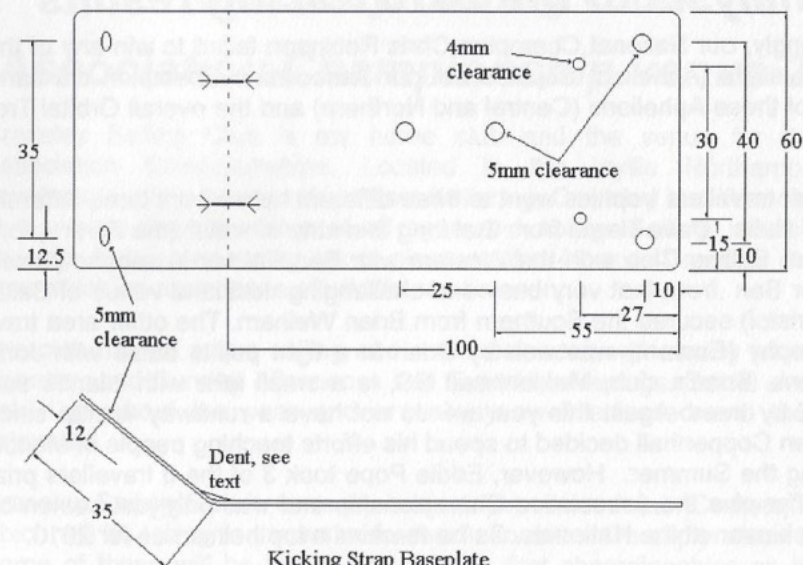
The chassis would ideally be made from 2mm stainless sheet but I could not get any, so I used two thicknesses of 1 mm. (I previously tried 6mm polycarbonate sheet but under the pressure of the nuts and bolts it suffered 'star cracks' and eventually fractured). The two thicknesses of ss were held together during machining by the bolts which later went into attaching the saddles and cleat. Finally, the end of the chassis was bent at about 40 degrees to the main part and to avoid the bend getting more, or un-bent, I put a couple of dents across it using a cold chisel and block of wood.

Polycarbonate sheet can be bought as off-cuts from any glazier who does security and 'bandit proof' glazing. Stainless steel sheet can usually be bought from a sheet metal dealer or from a panel maker or the like. The block liberated from the deck by this concept may be used on the chassis. I use the saddle that held it as the anchoring point for the tails of my pulley assisted downhaul arrangement. The jamming cleat freed-up is useful for securing the free end of the painter, after taking several turns round the trolley handle when the boat is on its trolley.

I have been in touch with Ralph who can no longer sail small boats but will be very happy to help anyone who asks and will provide a better copy of the drawing opposite.

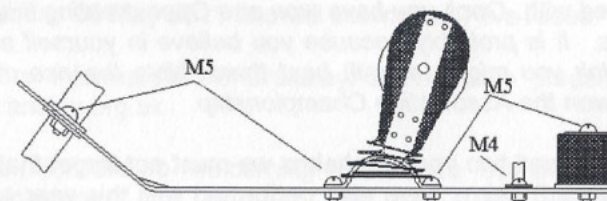
You can contact him by e-mail on [ralph.rowe@tiscali.co.uk](mailto:ralph.rowe@tiscali.co.uk)

**Ed**

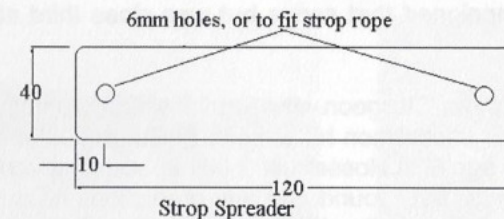


**Kicking Strap Baseplate**

Material: 2mm stainless steel or 1mm stainless doubled - see text  
Dimensions mm; not to scale



**Kicking Strap Baseplate with fittings attached**



**Strop Spreader**

Material: 6mm polycarbonate sheet

## Analysis of the 2010 Racing results

Interestingly, our National Champion Chris Robinson failed to win any of the Area travellers (Aphelion) trophies but our Association Champion did carry off two of these Aphelions (Central and Northern) and the overall Orbital Trophy.

The other travellers trophies went to three different helms from three different types of clubs. Dave Harris from that long thin strip of water (the River Avon) at Severn Sailing Club won the Western with Ben Palmer in second place.. However Ben, from that very busy and challenging dockland venue of Baltic Warf (Bristol) secured the Southern from Brian Welham. The other area travellers trophy (Eastern) was won by Brian in a tight points battle with John Windibank. Brian's club, Maidenhead SC, is a small lake with islands surrounded by trees. Again this year we do not have a runaway winner since young Ian Coppenhall decided to spend his efforts teaching people in Menorca during the Summer. However, Eddie Pope took 3 of the 6 travellers prizes on offer plus the Association Championship and was only just beaten by Chris Robinson at the Nationals. So he remains a top helmsman for 2010.

This year we have seen the rise of two of our younger sailors. Ben Palmer gained the Southern Aphelion with a win at Mudeford where he was untouchable and Michael Ettershank from Eyott SC with his first ever win at Maidenhead followed quickly by his second at Banbury. Both these guys are now forces to be reckoned with. *Once you have won one Open meeting it is much easier to win others. It is probably because you believe in yourself and the other helms will think you might (or will) beat them. Note the rise of Chris Robinson once he won the Association Championship.*

Although I have mentioned two younger helms we must not forget that some older (more experienced) helms have also performed well this year. These must count as the best of the rest. Henry Jagers (never to be discounted especially in light airs) was second in the Orbital and the Western; John Coppenhall was 3<sup>rd</sup> in the Orbital and 2<sup>nd</sup> in the Central; Brian Welham was 3<sup>rd</sup> in the Orbital, won the Eastern and was 2<sup>nd</sup> in the Southern; Dave Harris won the Western but only campaigned that series but was close third at the Nationals.

Finally we must mention John Sturgeon who won his first Comet race this year at Maidenhead and as is common his second at Burghfield a couple of weeks later. A few years ago Phil Hossel used this space to speculate who might do well in the next year but I found that any predictions he made were like having a curse put on your results. I will resist the temptation to tell you that I think the new star for 2011 will be.....!

**Ed**

## Cransley Sailing Club

### Association Championship venue 2011

Cransley Sailing Club is my home club and the venue for the 2011 Association Championships. Located in the idyllic Northamptonshire countryside a few minutes drive from Kettering, Cransley is a friendly, family club, which attracts sailors of all ages and ability. Sailing, whether it be cruising, training or racing takes place on the 40 acre Cransley Reservoir from which an abundance of wildlife can be seen.

The club has an active sailing and social calendar, with racing taking place Saturday and Sunday Afternoons and Tuesday evenings. Social events are held throughout the year and are always well attended and thoroughly enjoyable.

Cransley Sailing Club is currently home to around a dozen Comets, many of which will be taking to the water for the Association Championships in 2011. Some of these will be taking part in their first championships so if you've never taken part in a championship event before why not come along and join in?

The 2011 Comet Association Championships will take place on Sunday 29 and Monday 30 May 2011 and will comprise of five races.

For more information on Cransley Sailing Club please visit the website [www.cransley.org.uk](http://www.cransley.org.uk)

We look forward to welcoming you all to Cransley at the Association Championships.

### Rhiain Bevan C724



## How to Repair Gelcoat Scratches

### By Andrew Simmons

**Firstly, you have to decide what you want to achieve.** In theory it is possible to make the oldest and scruffiest dinghy look brand new but at what cost? Done by a professional, it can be very expensive and in many cases, not worthwhile or even necessary. Do it yourself, it can be quite rewarding and satisfying if it all goes well but frustrating and disappointing if it doesn't!

Over the last 30 years I have developed a "system" and if you follow this closely then you will have the best chance of success.

**Let's start with an explanation of what the once beautiful shiny skin of the dinghy is.**

It is called gelcoat, a coloured polyester resin that might only be 0.5mm thick, that's right, half a millimetre or 1/50<sup>th</sup> of an inch. The only reason it's shiny and smooth is because the dinghy is moulded in a mould which basically is an "inside out" boat. The real structure of the dinghy is GRP or resin and fibreglass. The resin on dinghies is clear, but on bigger boats the first layer of GRP might be coloured to match the gelcoat.

Scratches show up more on darker colours and seem to look lighter. Technically, the way to "remove" scratches is to sand the area of the scratch down until it's just below the level of the deepest part of the scratch, and the scratch has disappeared. Smoother or finer "wet or dry" sandpapers are then used and finally a "rubbing polish" is used to bring back the gloss.

**Right, let's go through the whole process step by step.**

Wash the boat thoroughly to remove all traces of sand and salt. We use "Cif". We just hose the boat all over and while its wet squirt Cif on and then give a good rub with a carwash brush or even a scrubbing brush in the non-slip areas. Give it a really good rinse. It will need two of you to lift and put the Comet upside down, supported on each corner by a chair. The Comet needs to be at a correct height to be able to work on it comfortably. Now the dinghy is upside down, make sure it is really clean and there is no grit etc in the gunnels. Believe me, this can get caught under your finest Wet & Dry paper and add more scratches. A wet small towel rung out as tight as possible is great for a final clean up.

**Have a look at what you have revealed.** I would take stock, rather than go mad and start sanding the whole hull. A "waterline" colour scheme with a light grey hull bottom hides the scratches well but a nasty scratch on the hull side near the bow can look awful. As well as scratches, what you might also find are a few gelcoat cracks, faded gelcoat and chalking.

Chalking is common on some colours and can usually be sanded out. Fading on a Comet is usually confined to the bottom of the transom and the lower sides at the bow, in other words the area not covered by the deeper than usual top cover. A certain amount of fading will go with sanding but sometimes the fade is all the way through the gelcoat. Gelcoat cracks are another story but at this stage could be sanded a bit to smooth them up if they seem a bit pronounced.

**What I would do at a first attempt is to identify a particular scratch** that is spoiling the look of the dinghy and finish that one first, see if you enjoyed doing it and see if its successful.

**Firstly I would attempt to remove the scratch by sanding only.** I would start with a 180 grade sandpaper, course enough to remove gelcoat fairly quickly but not too rough. We stock 3M brand that I know and trust and would be very wary of using anything else. A cheap sandpaper brand might do more damage than good. All sandpapers and wet & dry sheets are folded in half along their length, then cut in half, then folded into three. This makes a nice stiff piece to hold about 4" square. Hold the folded sandpaper with three fingers on the top and the thumb underneath. Sand along the length of the scratch keeping the sanded area within 1" either side of the scratch. After a bit of sanding (maybe 1 minute for a 6" scratch) dust the area off and see if the scratch has gone.

Sometimes one end of the scratch will go first but the other end will take longer, due to the scratch being deeper one end. If necessary, carry on sanding. It's difficult to put a time on it but there comes a point when you have to decide the scratch is too deep and needs filling with gel coat.

**How to assess when (and where) sanding alone is not enough.**

If we carried on sanding a deep scratch there is a risk that the gelcoat will get so thin that you will begin to see the GRP which will show up as a darker patch. Gelcoat is more translucent than paint and some colours like Yellow and White are worse than others. The deck grey is quite good though. One word of warning. If there is evidence of previous sanding and polishing by an earlier owner or you're working close to an earlier repair, be careful. The thickness of the gelcoat might only just be enough to cover and wouldn't be thick enough for a lot of sanding. A typical place to watch out is around the deck edge or gunnel, where previous owners might have removed previous scratches.

**To fill any deep scratches,** you need to fill them with a matching gelcoat. (Comet Dinghies will be able to advise and supply the correct coloured gelcoat for your particular numbered Comet- Ed) Firstly, using a piece of coarse

## Gelcoat Scratch Repair Cont.

sandpaper sharply folded, the end of a round file or the tip of a knife, scratch along the scratch to make it a bit bigger and make sure it is clean and fresh. Dust off the scratch with a dry paintbrush.

Stir the gelcoat in its tub and then dollop a blob about 25mm x 5mm thick onto a clean piece of unprinted cardboard. Add 2 drops of Hardener and 2 drops of the MW liquid to the resin and mix well. Using the end of an old screwdriver which must be clean, blob the resin into the scratch. Don't worry about trying to make it flush. Its better if its a few millimetre above the surface. It will go on wider than the actual scratch but don't let it go on too wide, 5mm at the most. When the gelcoat has "gone off" or set, which depends on the temperature but we usually leave it overnight, the gelcoat blob should be rock hard with a matt finish. The MW liquid is a mixture of a wax in styrene. This wax rises to the surface and forms an airtight skin over the resin enabling it to set rock hard. If you were dealing with a deeper repair then you would need two coats of gel and you would only add MW to the second coat and make sure it covers all the first coat.

**To remove the excess gelcoat,** I would avoid using sandpaper to sand the gelcoat blob down. We carefully use a tool like a Surform or a coarse file to quickly make the repair flush with the surrounding area. If you've filled the scratch before any sanding, the file should slide over the glossy original surface and not scratch it. If you've sanded with 180 sandpaper before filling you have to be a bit more careful to avoid extra scratches. Try and get the repair as flush as possible but we might use 180 sandpaper on a 2" x 1" plywood sanding block. What you're trying to see is the gelcoat repair only as wide as the actual scratch rather than a "smoothed over" wider area of new gelcoat.

**Let's assume the scratch is gone and continue the process.**

Wipe the sanded area to make sure all the scratch has definitely gone. Don't be tempted to think that the smoother wet & dry grades will get rid of the scratch, it would take ages. Smoother grades are really used to convert the sanding marks to *finer sanding marks*!

**Define the area you will sand** by using a permanent marker pen like a Sharpie. Draw a line around the outside limit of the sanded area. You could also draw a few lines across the sanded area. Now its time to use the 400 grade wet & dry paper.

With a bucket of clean warm water, hold the wet & dry in the same way as the sandpaper and sand the area back and forth in a direction at right angles or 90 degrees to the earlier sanding. The marked outline will help you sand a

slightly bigger area than before. As for actual sanding technique, I would recommend being quite precise and rub back and forth over a 6-9" band moving sideways as you go. If you're doing a large area, make sure the next band overlaps the first one a bit. I know it sounds a bit silly, but after a while you almost hear and feel when the 400 grade has got through all the 180 grade sanding.

Obviously all the black marker pen lines should have gone. Wipe the area clean and dry and have a really good look at your handiwork!

If the scratch was 6" long say, you should be looking at a uniform sanded area about 4" x 10" but could be as big as 6" x 12". Look really carefully and all the sanding lines should be at right angles to the line of the original scratch and 180g sanding. If any earlier 180 marks are visible, mark them with the marker pen and do a bit more sanding with the 400. If you are sanding a large area, the wet & dry paper will soon loose its' edge so I would get into a routine and turn it around 90 degrees after each sanded "band". After you've done this four times you've got 2 other unused wet & dry sides to use, so it can last a reasonable time.

**The water in the bucket will have gone a bit cold by now** so I would change the water and start using the 800 paper. Don't forget to mark around the edge of the sanded area. The process is just the same as before. Rather than sand "opposite" the previous grade, you could try sanding on the diagonal. Never sand in a circular motion or in a random manner.

**When you think you've finished, wipe the area and let it dry.** The sanded area should be quite a bit bigger now and all the sanding marks should definitely be in this new diagonal direction. Pay particular attention near the edges of the area. There is nothing worse than seeing some 400 "marks" after the final high gloss polishing.

**If you're really keen, change the water again and now repeat with 1500 grade.** I don't know why but these sheets are a different size so we just fold them and not cut them first. I usually flick water on the area to sand with the wet & dry and start sanding at the top of the area, dipping the wet & dry in the bucket now and then. 1500 grade can seem to "stick" and slip out of your hand a bit. Don't forget to sand at right angles to the 800 grade.

**Wipe it all down and have a good look.** What you hope to see is a satin almost semi gloss finish with no 800 marks at all. Here we would now use a powerful electric polisher with lambs wool head and a fine polishing compound. If what you've got is a genuine 1500 finish, you can quite easily get a good gloss with a rubbing polish like T cut and a bit of elbow grease!

## Gelcoat Scratch Repair Cont.

With a bit of experience, you will find that you don't need to always start with 180 grade, and can start with 400. Sometimes what looks like a scratch is a rub of paint from another boat or buoy. This might rub out with just polish but is usually easier to remove with 800 and 1500.

**I ought to mention the use of "tinted polish / waxes".** These are available in various colours and are quite clever as they leave a coloured wax in any tiny pinprick holes or gelcoat cracks.

Sometimes after extensive sanding and polishing on a dark colour, you might see tiny dots in the surface which fill up with polishing compound which is usually white. These dots are tiny air bubbles trapped inside the gelcoat. Wash the area with warm soapy water, dry thoroughly and try a coloured polish. I think it's good for gelcoat cracks because although they can be ground or sanded out down to the GRP, converting them into deep scratches, and then filled, it is often best to leave them especially if they are on an inside corner like the cockpit floor/side one. They can be sanded and polished to make them smooth, then washed and dried out and a few coats of white tinted polish/wax rubbed in. If you're lucky this will disguise the crack and also keep the water out and making it worse if it freezes. The crack is usually just limited to the gelcoat, and the GRP is still sound underneath. If the area is cracked because of a real bash then it will feel soft and require a proper GRP repair.

**We have always sold gelcoat kits** but with the oldest Comets now approaching 30 years old, some colours are no longer available. We are also happy to supply our favourite sandpaper, wet & dry and polish compound.

### Andrew Simmons Comet Dinghies

Do remember that Andy will be very happy to send you repair kits for these scratches or take on any of these type of repairs if you don't feel comfortable tackling them yourself.

By the way be careful that the coloured polishes are silicone free as I have had a very slow boat at an Inland Championship after polishing it with car polish that contained silicones. The boat was fast again after I removed the polish!

**Ed**

## "20" Questions

**Norah Jagers, who has served the Association for many years as Secretary, has answered my questions this time**  
**Ed**



**1** Where were you brought up? *I was born in Devon, on the edge of Dartmoor, and moved to North Cornwall when I was 3. From there we moved to the Essex marshes when I was 8 and into Colchester when I was 13.*

**2** How did you get involved with sailing and Comet sailing? *My first husband, Mike, always fancied having a go at sailing so when he was 40 we bought a 22' Bermudan rigged sloop and taught ourselves to sail. After a few years the children wanted to be captain of their own boats so we sold Cedric the Saxon and supported the children to go dinghy sailing. They didn't get on in a 2 man boat (we had a Stanley 10 then a Mirror) so we looked for a single hander – and they chose the Comet.*

**3** Was Pingewood the first club you joined? *We were members of Emsworth Cruising Association and Mike was a member of CSSA (Civil Service Sailing Association) but Pingewood was the first actual sailing club which we joined.*

**4** What positions did you hold at Pingewood? *I was housemanager which meant that I kept the clubhouse clean(ish), made sure that there was food and drinks available, including doing the catering for events, and unblocking the loos on a weekly basis ( the big willow tree had very intrusive roots).*

**5** Do your children still sail? *Graeme prefers rowing and occasionally crews for their friends. Nancy crews for them more frequently, and continues to be pretty competitive. The boat is a Sigma 38.*

**6** Where do they sail? *The boat "With Alacrity", is based in the Hamble and competes in a full programme of Sigma and RORC events. This includes long distance races (e.g. Cowes – Cherbourg and Cowes to the Eddystone and back). They've both taken part in Cork Week and the Round the Island Race and Nancy has done the Fastnet Race. She*

## Norah Jagers 20Q Cont.

also sails with her partner, Stu, and their current club is on Llyn Clywedog reservoir.

7 Where did you meet Henry for the first time? *We first met when Henry came to a Comet Open meeting at Kennet Valley SC which was on the same pond as Pingewood. It was in May – either 1988 or '89.*

8 Where do you work? *I work for Devon County Council for 4 days a week, and am based in Cullompton for 2 days and Crediton for 2.*

9 Did you decide to move to Beer because of the job or did you get the job because you moved to Devon. *I moved to Beer when Henry and I got married (see Perihelion 60!). Prior to that I lived in Kingsclere and Henry lived in Ashby-de-la-Zouch, so when we decided to marry we wanted to find somewhere where we could live together – and this house asked us to buy it. I continued to work in Hampshire for 6 months after the wedding so we didn't see any more of each other than we had before the wedding! I eventually got a job in Devon.*

10 When did you become the Comet Assoc Secretary? *When Errol Edwards stood down in 1993.*

11 Did you hold other positions before you became secretary? *I was asked to become the trophy buyer after the AGM in 1992 and it wasn't until the next Perihelion came out that I realised that I was on the committee. I've just found (P 28) the Chairman's report at the AGM which says of me "When we coerced, I mean co-opted, her to organise the trophies...."*

12 What attracted you to the Comet class? *It wasn't my choice but the children's*

13 Why don't we see you on the water? *Sailing was always an odd choice of hobby for me as I can't swim, am frightened of the water (part of my childhood experiences on the N Cornwall coast) and have an aversion to immersion. In spite of having Devonshire Drakes as ancestors I'm also seasick. As I've already indicated, sailing was Mike's choice. I'm happier in bigger boats where I'm less likely to fall in the water! However, I have been seen in a Comet, and Richard Smallwood and I famously raced in a Zero during the Millennium event which we had at Chipstead. I did hope at one time to tag along at the back of the fleet, but arthritis and ulcerative colitis made it difficult – the first because I can't move freely*

and the second because – well I'll leave to your imagination but it involves problems with wet/dry suits!

14 Where did you learn to use your camera? *I've never really owned a camera..... I think that I "borrowed" Henry's camera, way before we started courting, and he'd asked me to look after it during a championship at Hampton Pier. Since then I've continued to borrow his cameras but I only point them at the subject and press the button. Nothing complicated or posed.*

15 What has been your best memory of a Comet moment? *Our wedding!*

16 What was the worst? *Difficult as there have been so few bad times. Possibly the atmosphere at Teignmouth. Probably Stuart Gilder's death.*

17 What do we need to do to make the job of secretary easier for you? *Find a new secretary! I'm really getting long in the tooth and am always concerned that I'm too stuck in my ways.*

18 Which is your favourite club or venue? *I've a real soft spot for Bewl Valley as I lived in Cousley Wood for 10 years and watched the bulldozers create the dam while I was pregnant with Graeme. The water level had just reached the old road (which is now under water) when Nancy was born in 1976.*

19 You have been instrumental in securing lots of venues for us. Which one did you feel most pleased about bringing onboard? *I guess that the answer has to be Portland and Weymouth. However, I was really pleased to arrange events at Carsington which is a lovely stretch of water with excellent facilities. And Cransley which I approached because my father lived at one end of the reservoir and my sister at the other, and it fitted into my planned "A14 corridor" events – Naseby, Middle Nene, and Hunts plus Rugby and Banbury*

20 What do you like best about being involved with the Class Association? *The people. I've met so many lovely people from all over the country and made so many friends.*

## Editorial

Hi everyone

I have again delved into the archives and found an article that may be of interest. This time from 10 years ago. We have not heard so much lately about modifying the Comet to make it easier to control but in the 90's there were lots of suggestions, some better than others. However, I know that the kicker arrangement used by Ralph Rowe does make it easier to adjust the kicker without it tightening as the mainsheet is eased.



Keith Lamden has sent us a nice piece about sailing on the sea but it reminds us of the dangers you can encounter if not properly prepared and backed up.

Andy Simmons has not produced a builders report this time but has sent us a very comprehensive note on how to get rid of those little scratches and dings that are not structural but make the boat look horrible. It should keep some of us very busy during the bad winter weather.

The photo competition has proved a slight embarrassment to the Jaggers household with Norah taking a 1<sup>st</sup> place and Henry a 2<sup>nd</sup>. However, I can assure everyone that the judges had no idea who had entered any of the pictures so they were awarded the positions on merit.

It was nice to see Alun Bevan was married to Kate in October. Let us hope she encourages him to continue sailing C420 and we see him competing on the open circuit again.

Don't forget to fill in your membership renewal form in the centre of this magazine. It is your continued membership that enables us to organise the extensive open meeting circuit and to publish this magazine.

Rhiain Bevan has provided a short introduction to Cransley SC where we will hold the Association Championship this year. It's not easy to find but you will be made very welcome when you get there. I suggest that if you have a Sat. Nav. that you use the post code NN14 1PR. I hope that in 2011 I turn up on the right day unlike this year when I arrived the day before their open and had to go home again although I was offered a bed but I did use my satellite navigator and found the place easily.

Don't forget to book your accommodation for the Nationals at Weymouth as soon as possible as this is a popular seaside resort as well as the as having the Sailing Centre and the best locations will fill up promptly.

We are sorry but we have just heard that the Battle of the Classes is cancelled this year; see the notice below.

**Brian Welham Comet 711**  
01344-761642 [bwelham@sky.com](mailto:bwelham@sky.com)

## STOP PRESS

### Yachts and Yachting Battle of the Classes Pursuit Race 2011

Dear Competitor

It is with regret that we have to announce that the **2011 Battle of the Classes won't be taking place**. The Royal Victoria Dock Watersports Centre is undergoing redevelopment and is unusable for launching and there are **no changing rooms or boat storage facilities available** for this year. The event **will be held again in 2012** when the Victoria Dock Watersports Centre is rebuilt.

Sorry to cancel this fantastic event but without facilities I am sure you all agree it is best thing we can do, so lets look forward to Battling again in January 2012

Have a great sailing season in 2011.

Kind regards **Edwin Buckley Race Officer Battle of the Classes**  
**Royal Corinthian Yacht Club**

*It was good to hear from the Bevan family that Alun had married Kate so soon after he was seen at the Comet Nationals sporting the full hirsute appearance as seen right. However, Kate was in attendance at that time so I guess she knew what was underneath all that hair.*

**Ed**



## COMETS FOR SALE

**Comet 803** produced in 2001 in very good condition. Deep purple hull/Silver grey deck, comes complete with original measurement certificates etc. Full race rigging with 3 sails, the newest in good condition with the other two older but still useable. Comes complete with folding launching trolley, praddle, storage bin, full length keel band, hawk wind indicator, boom down cover, padded toestrap and a few spares (gel coat kit, bungs, gooseneck pins etc). £1400 Currently in Kent [jack\\_daly@hotmail.co.uk](mailto:jack_daly@hotmail.co.uk)

**Comet Classic Xtra 670** Dark blue hull with white top decking. 2008 Xtra sail, top cover and bags for mast and boom, sail, and padded travel bags for dagger board and rudder. Launching trolley, new telescopic tiller extension, Little Hawk wind indicator and praddel. Good condition throughout and full documentation available. Used once this season. Contact seller for photographs or viewing. Located at Open Dinghy Club, Angmering-on-Sea, West Sussex. £1250 ono. Tel: 01903 505989 email: [richard-sims@tiscali.co.uk](mailto:richard-sims@tiscali.co.uk)

**Comet 76** converted to Xtra with kit. dark blue hull, white deck little used Xtra sail rolled and in bag storage bin, praddle, folding trolley and good cover. :£550, ring: 01454 412987 e-mail: [sidandjoan@tiscali.co.uk](mailto:sidandjoan@tiscali.co.uk)

**Comet Xtra 861** – Boat Show model. As new sailed only 4 times by owner. Yellow hull, centre main with full race rig, top cover, foil covers and combi trailer. New cost £4000, now only £2950 ono. Can be seen at Cotswold Sailing Club.

Contact Roger Edwards 01454 313306 email [redwoods@blueyonder.co.uk](mailto:redwoods@blueyonder.co.uk)

**Comet 492** Dark blue hull with light blue deck. Complete with top cover. Bramber combination trailer and launching trolley. Full Documentation Rudder and Daggerboard padded bags. Padded toe strap. Extending tiller handle. Recent new mainsail. All ropes recently renewed. Must go garage space needed. Good, clean condition £750 Telephone 01803 400684 or email [amyselq@hotmail.co.uk](mailto:amyselq@hotmail.co.uk) Located in Torquay, Devon

**Comet 243**, year 1988, yellow hull. In good condition, little used over last few years. Folding launching trolley, rudder and dagger board padded transit bags. Inspection hatch with storage bin, praddle and Little Hawk wind indicator. Cover usable but could do with replacing. Snipe road trailer. £875 ono (or £800 without road trailer) Located near Chippenham, Wiltshire David Millard 01249 712686 Email [david.millard@dsl.pipex.com](mailto:david.millard@dsl.pipex.com)

## COMETS FOR SALE

**Comet 613** Cascade Xtra Blue Cascade hull, grey deck. Race rigged, centre or stern mainsheeting, telescopic tiller extension, metal keelband. Professionally converted to Xtra rig last year, new sail, new cover, new sheets. Folding launch trolley, praddle, wind indicator. Overwintered in garage. Scarcely used this season. Currently at Loch Venachar Sailing Club (central Scotland). £1200.

Tel. 01877 331864. [cadzoa@mac.com](mailto:cadzoa@mac.com)

**Comet 693** Blue with coachlines, Rapide trolley, nearly new Banks cover, spar bags. £900 Dave Gilbert 07973 343794, Boat at Hawley Lake [dsds.gilbert@googlemail.com](mailto:dsds.gilbert@googlemail.com)

**Comet Xtra 387** This is a Classic Comet offered with a 2009 XTRA Mast and Mylar sail and shortened boom. The hull is red and the boat is in all round very sound condition. New rigging throughout. Included is a cover in good condition and a folding launching trolley. Good placing in club races. A boat that looks the business at low cost. Contact seller for photographs. £900 ono OR for maximum versatility add a MINO mast and sail for only an extra £200. e-mail: [dcthorndycraft@blueyonder.co.uk](mailto:dcthorndycraft@blueyonder.co.uk)

**Comet 114** Dark Blue Hull, Light Blue Deck. Very good condition, little used. Standard rig, one sail. Launching trolley. £800 or offer considered. Kelvin Higgins 01902 373731 Neachley, Shifnal, Shropshire (close to M54 Jn3)

**Comet 273** Dark blue hull, white deck. Grab rails, storage bin, keelband. Lightly used new sail, rudder and dagger board (all with bags). Recently replaced blue top cover. Folding launching trolley, car top rack. Currently at Waltham Abbey, Essex. In good condition and very lightly sailed in recent years owing to ill-health of owner £800 Tel 07903 404225 email: [janealeary@gmail.com](mailto:janealeary@gmail.com)

**Comet 316** Comet dinghy complete with Rapide combi trailer and lighting board. Blue hull, white deck. Really good condition. Not heavily used. Tiller extension, bailer, short paddle, padded toe straps. Has a cover which has seen better days. Garaged in Crawley, West Sussex. **£825.00** Roger Palmer on 07786 067240 or email [rogerj.palmer@btopenworld.com](mailto:rogerj.palmer@btopenworld.com)

**Mino Bottom Mast & Sail (used 1 1/2 seasons) plus top mast**  
ALL IN GOOD CONDITION ONLY £150 plus postage  
Kevin Lord - tel. 01843 226722



**Comet Class Association**  
Affiliated to the Royal Yachting Association