



**PERIHELION**  **104**

**Autumn 2012**

***Comet Class Association  
Newsletter***

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**Dates for your Diary**  
**Saturday 12th January**  
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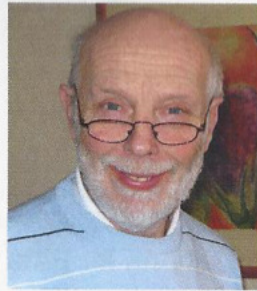
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Class Association Sue Coppenhall [webmaster@cometsailing.org.uk](mailto:webmaster@cometsailing.org.uk)  
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## Chairman's Report

### Hello All

I have just about got over the battering I received on the Saturday at the Nationals. I rarely have to be rescued in a race and take pride that I can usually right my Comet after a capsize without assistance, unless the mast is stuck in the mud. (This could not possibly be the case at Bewl Water as Mike informed me that the water was so deep it covered a church when the valley was dammed). The wind exerted so much pressure on the upturned hull that I was unable to get it upright. I quickly tired and was very grateful to receive the assistance of the safety boat whose crew were promptly on the scene. It was a humbling experience.



For those unable to attend the Nationals, however, it was an excellent event; the weather conditions had something for everybody, with a challenging Saturday followed on Sunday and Monday by winds that were more comfortable to sail in. I set my personal target at the top half and only just missed it. My discards disappeared on the Saturday as I failed to sail the last two races. I must congratulate Mike Wilcock and his team on a well run event both on and off the water. The BBQ; the Big Band sound and Mike lighting up the sky with his pyrotechnics made for an excellent social evening.

The Nationals was hard fought, but Guy emerged the victor and the National Champion. Annette the Ladies Champion. (I have to say a special well done to Annette because I always joke that her weight enables her to do well only in light winds and she demonstrated to us heavies just how to sail!) I was very impressed with the contingent from Crawley Mariners S.C. who not only won the Team Trophy but was able to bringing down a large number of youth and novice helms, many of whom sailed in all winds. This shows the benefits of having such a strong youth policy.

I camped again as did quite a few helms and learnt from my previous mistakes. More clothes and blankets this time enabled me to keep warm. Domestic commitments meant that I missed several opens in my back yard. i.e. Within two hours driving distance. I was however able to drive to Merthyr Tydfil ahead of the tropical storm that was to beat up most of England. For those of you have never sailed at Merthyr Tydfil S.C, they are situated in the Brecon Beacons National Park on the 253 acre Pontsticill Reservoir. The location at the head of the valley is very picturesque. Mark Govier pointed out on the website that as the wind was in the east it might be a little fluky. With

this in mind a triangular course was set. Five minutes before the start I was sure the race officer was going to change the course as the first mark was downwind. Two minutes to go the wind went through 180 degrees it was now a beat. Two minutes after the start the wind swung again. This oscillation continued throughout the race. Holes in the wind developed and then disappeared. The conditions were challenging but three races were keenly fought. Unfortunately I was unable to complete all three owing to equipment failure and Peter Dalton won overall despite a spectacular capsize. The generator was powered up and the club kept us well fed with a hearty lunch and an excellent tea. (Welsh cakes.....I was in heaven.) Merthyr may be a small club but like many others we visit its strength lies with its members and the warmth of their welcome.

Facebook users can see Mark Govier's photos of the event on the Comet page. Thanks Mark.

In the rush to get packed up and drive home I left my sailing kit in Merthyr's clubhouse. This was brought to my attention at 8.30pm that night when Norah and Henry knocked on my door in Dorset, en route to Devon, carrying my kit. They had saved me a round trip of 210 miles. Aren't Comet people wonderful! I have targeted two more Opens before the end of the year Hawley Lake and Staunton Harold, and look forward sailing in both of them.

Looking back it has been an extreme year weather wise. We started off in a drought and ended up with record rainfall. The winds have also been extreme with several Opens experiencing strong gusty winds and more recent Opens receiving very little wind. These elements we don't have control over; but I am very grateful to all the clubs who host our Opens and the armies of safety boat crews; race officers; galley workers and club members that make us so welcome up and down the land.

A note for the diary is The Bloody Mary pursuit race in January 2013. This is an opportunity for us to market the Comet by competing in one of the major dinghy sailing events and join in with over 200 boats. Six entries will result in a class prize!

My season of sailing stops in November as Shearwater like many small water clubs doesn't sail throughout the winter. However, they have made me very welcome and I have thoroughly enjoyed my first year with them.

I hope you are all enjoying your sailing and the winds are fair for the rest of the year.

**Clive Chapman C704 & C821**

## Secretary's Report

### Notes from the committee:



1. September marks a new year for your committee, and this year we have some changes to report. Brian Herring, who has been your Northern representative for 6 years, has decided to stand down. Brian has not been able to attend Open meetings so much this year or sail his Comet regularly because, as he says, his knees are wearing out. Brian has been active in promoting the Comet in his area, and he will be much missed. The Annual General Meeting recorded the Association's thanks to him for his input.
2. Michael Ettershank agreed to stand for the committee, and was duly elected at the Annual General Meeting. Michael, who sails Comet 84, is a regular competitor at Open events, and is based at Eyott Sailing Club in Essex. Welcome to the Committee, Michael.
3. Your new Committee is:

Chairman	Clive Chapman
Secretary	Norah Jagers
Treasurer	Helen Leivers
Committee:	Paul Hinde (Results)
	Rhiain Bevan
	John Sturgeon
	Brian Weatherley
	Michael Ettershank
4. Although there were no motions to consider at the Annual General Meeting, those attending were given the opportunity to discuss options for delivering Perihelion to everyone as the cost of printing and posting the newsletter now accounts for the bulk of your membership fee. Ideas put forward included: an annual printed newsletter with regular short updates sent by email; an A4 pdf version which members can print off for themselves; a "members access only" option on the website. The meeting indicated that most people would prefer to have access to a printed copy which they can read at leisure and share with family and friends. The meeting also recognised that Perihelion is one of our advertising tools, especially at the Dinghy Show.

5. The Annual General Meeting also reminded members of the rules relating to average points when an event is cancelled.
6. Clive reminded the meeting that the Comet Facebook account is available for comment and information. It's following is growing slowly – so why not join in the fun!
7. The National Championships at Bewl Valley were well attended with 32 boats entered. As has happened in several recent years, the first day was very windy with lots of work for the rescue crews. Well done to Amy Gibson who went out with her Mino rig reefed! This year there were 9 races over the weekend, with 7 to count, so the lighter winds of Sunday and Monday were appreciated by all. Competitors came from across the country, with some notable absences, such as the helms from Severn and Winsford Flash.
8. Bewl Valley made us very welcome, with good camping facilities and an enjoyable BBQ on Saturday, followed by dancing to a Big Band, and a wonderful firework display. Many thanks to Mike Wilcock for organising everything.
10. Our National Champion for 2012 is Guy Wilkins, making a welcome return to the top spot. Congratulations Guy.
11. Annette Walters is our Ladies Champion 2012 – congratulations to Annette.
12. Crawley Mariners Yacht Club won the Team Trophy in a convincing manner.
13. It was good to see Joe Wilkins, the next generation of the Wilkins family, as the Newcomer with the highest points.
14. The reason that the boats from Severn were missing from the Nationals was Jennifer Lemmon's wedding. We wish her and Tom all the best for the future.
15. Master Thomas Bevan weighed in at 7lb 11oz on July 26th. Congratulations to Kate and Alun (C 420). Hopefully a future Comet sailor.

**Norah Jagers Class Secretary**

## Association Championship June 9 –10

The 2012 CCA Championships were hosted by Severn Sailing Club, Bredon's Norton, Worcestershire. SSC sail on the River Avon, a few miles north, and upstream, of Tewkesbury (where the Avon joins the River Severn). It makes for exciting sailing, as boats are often in tight contention on the water, and rules and tactics come to the fore. The river isn't wide enough to start more than 12 or so boats fairly though, so for the Championships, with 18 entrants, the fleet was divided at random into two flights. The flights were started five minutes apart, and on the Sunday were divided according to their positions alternately. The start times of the flights (five minutes apart) were alternated to ensure any differing wind conditions did not reflect unfairly. Overall positions were decided by times, across both flights.

Racing began on Saturday morning with the first race at 11am. In flight one, Stephen Lemmon (Littleton) dominated the race (overall 4th), with Ian Stone (Maidenhead) following consistently, and finishing just under a minute later (overall 6th). In third place (overall 7th), Peter Dalton (Frampton) came home having battled in the latter stages with Chris Robinson (Burghfield), who pulled well up the field from the start. The windy conditions made deciding on rig a question for some, and Helen Leivers (Severn) de-reefed during the race as the conditions lightened, whilst two others opted for the Xtra rig, which was to prove a slight challenge later on in the meeting.

In flight two, Dave Harris (Severn) got off to a good start, coming past the line first after the first lap, but Micheal Ettershank (Eyott) got the better of him and lead for the rest of the race, coming in eleven seconds ahead of the next helm. Harris came in second, followed by Nick Moon (Severn), who raced a solid race holding third position all the way through. The wind favoured this flight in the first race, these helms taking the top three places overall for the first race.

Race two, back to back with race one, started at 1220. In flight one, Stephen Lemmon again confidently saw off the opposition, holding the lead from start to finish (overall 1st), but this time Ian Stone in second (overall 2nd) kept the gap down to 43 seconds despite a less fortunate start, after a race where the wind had increased allowing five laps instead of three. Bob Dodds (Crawley) made third place (overall 3rd) only 9 seconds behind Stone, having lead his rival for the first two laps.

Flight two began with a general recall, after which Ettershank and Harris battled it out throughout the race, Ettershank the eventual winner (overall 4th) by five seconds. Brian Welham (Maidenhead) followed up in third (overall 11th) with clear water ahead and behind, having held his place the length of the race.



*Launching at the widest point of the river*

Race three began after lunch at 1430. This time in flight one, Dalton lead for the whole race (overall 1st), with a scrap behind him with S Lemmon (second, overall 3rd), Stone (third, overall 4th), Ben Palmer (Baltic Wharf) and Dodds all in contention – the latter two sharing fourth place in a dead heat. All four in the melee crossed the line within two seconds of each other!

In flight two, Ettershank lead comfortably all the way this time (overall 2nd), finishing just over a minute ahead of Clive Chapman (Shearwater, overall 7th), who was similarly ahead of third placed Harris (overall 9th). All three helms steered clear of their competitors throughout.

Race four, back to back with race three, began at 1550. In flight one, S Lemmon once again dominated all the way through (2nd overall). Dalton looked to be going well, but lost out badly half way through the race, allowing several boats past, with Robinson moving into second (3rd overall). Tristan



*The prizes on offer to the winners*



### *All the prize winners*

Cooper (Tewkesbury), then moved up to third in the closing stages, moving past Dodds to claim third (4th overall).

In flight two, Ettershank lead convincingly throughout (1st overall). A stiff battle ensued between the remaining helms, with Welham moving up to second by the finish (9th overall), and Andy Dicken (Severn) carving his way up from a poor start to finish third (11th overall). Roger Lemmon (Severn) was unlucky enough during this race to get stuck on a submerged fence post (we believe), resulting in his retirement. This despite the best efforts of the club to remove flood debris (including a log the size of a small tree!), the result of the unseasonably wet weather immediately preceding the meeting. The first three places in order from first to third overnight (assuming one discard) were: Ettershank, S Lemmon, and Stone.

Saturday night saw live music, fish and chips, and bar and barbeque to keep the helms and volunteers entertained!

Sunday saw a day of much lighter wind, and it was even suggested that postponement may be necessary to see if more of a breeze would blow up. However, racing got underway on time at 1000. Helms had been reorganised overnight into flights based on current position, the odd positions in flight one and the evens in flight two.

The start of race five for both flights was a delicate affair, with what little wind there was blowing the same direction as the current of the river. The upwind start therefore meant that helms had a hard time getting to the start, and there was even some backwards motion at times! So light was the wind that only one lap was raced. Flight one saw Robinson home first (6th overall), followed by Dodds (7th overall) and then R Lemmon (9th overall). Evidently the wind got slightly better after five minutes, the order for flight two as: S Lemmon (1st overall), Chapman (2nd overall), then Palmer (3rd overall).

Luckily the wind increased a little, and a better final race was run, although it did drop off again towards the end, which resulted in some exaggerated gaps

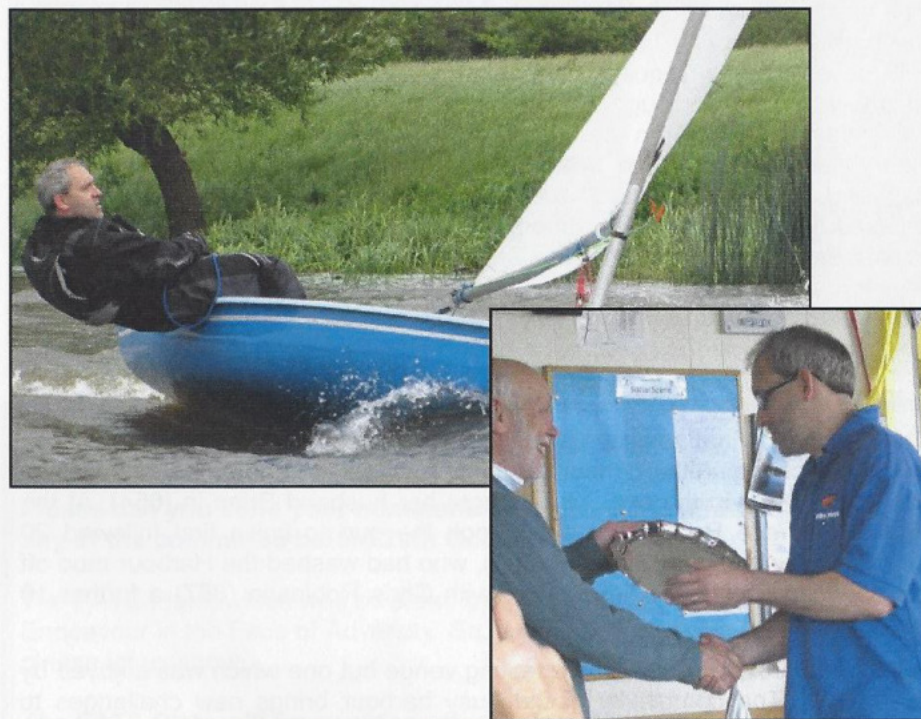
in finish times! In flight one, Stone came in first (5th overall), followed by Ettershank (6th overall), who made a very good run up the field from the rear of the pack, then Dodds (7th overall) who had held the lead early on.

Flight two were again favoured by the wind (although they started before flight one this time), as Dalton held the lead from start to finish through the three laps, finishing over six minutes ahead (such is the trick of changing wind over a healthy current! 1st overall), with S Lemmon behind (2nd overall), and Welham in third (3rd overall).

The positions had changed throughout the field – with the overall series winner Stephen Lemmon (prior local knowledge helping here no doubt!), second place Micheal Ettershank, and third Peter Dalton.

Severn Sailing Club were very proud to host this event, and the weekend was enjoyed by all concerned, as a result of the tremendous amount of organisation by our willing and able members, Comet sailors or not!

### *Andy Dicken*



***Stephen Lemmon racing and receiving his trophy***

## **Comet Open Meeting 9th September in Bristol Hosted by Baltic Wharf Sailing Club**

9 Boats attended, including 8 visitors

**Race 1: Head of the harbour**, sailing through the city centre past The Matthew and the SS Great Britain.

The day started with little wind. The fleet enjoyed a close race through Bristol's historic floating harbour to the Arnolfini and Lloyds Amphitheatre in the city centre. A few boats fell into the trap of cutting the corner at the SS Great Britain only to get caught in the wind shadow. Just as the fleet got to the top the wind filled in and changed direction, so it ended up being a beat back as well. By the time the fleet made it back the positions were set with Eddie Pope (804) in first followed home by Chris Robinson (867) and John Coppenhall in 532. Lunch was served at the Cottage Inn.

### **Race 2:**

The wind had now built to a steady force 3 and was blowing straight down the harbour. The OODs set a tight course which led to some close racing with several boats frequently changing position. The extra obstacle of the Matthew barrelling through the course on the first lap made it a typical busy water day for Bristol. On the end of lap 2 after a close battle down the run, Henry Jaggars (800) and Brian Welham (711) gybed and simultaneously capsized. This then created the situation where the leading three boats crossed the start finish line almost simultaneously with Bob Dodds (869) a bow ahead. By the end of the lap Chris Robinson (867) had gained the lead, only to be overtaken by Bob who maintained the position until the end of the race followed home by Eddie Pope (804) in second who had overtaken Chris Robinson (867) on the penultimate lap. Chris Robinson finished 3rd.

### **Race 3:**

The third and final race was an incredibly fast race with the top places frequently changing throughout the fleet. Towards the end of the race Denise Whetherly (843), in the only Xtra, caught her husband Brian in (654). At the end of the race Bob Dodds (869) took the gun to finish first followed 20 seconds later by Henry Jaggars (800), who had washed the Harbour mud off his sail following his earlier capsize, with Chris Robinson (867) a further 10 seconds back.

Bristol had proved again to be a testing venue but one which was enjoyed by the sailors. The complexity of the busy harbour brings new challenges to visitors but the change was appreciated by the visitors.

## **Overall Results**

### **Chris Queree and Paul Linford**

Helm	Sail	Pts
1 Bob Dodds	869	2
2 Eddie Pope	804	3
3 Chris Robinson	867	5
4 Brian Welham	711	6
5 Henry Jaggars	800	9
6 Ben Palmer	597	9
7 John Coppenhall	532	9
8 Brian Whetherly	654	15
9 Denise Whetherly	843	16



*Start of the Head of the Harbour race*

### ***Nominations please!***

**Please can you send your nominations for the FATE Plate to Norah or any of the committee before 20th October 2012.**

The FATE Plate, which was awarded by Peter and Wendy Hayes, is for Endeavour in the Face of Adversity. So, if you know someone who qualifies, please let us know.

**The FATE Plate will be awarded after racing at our final event of the sailing season on 20th October at Staunton Harold Sailing Club.**

## **Cotswold Sailing Club**

### **Comet Open Saturday 8th September**

Ten travellers joined a record 10 home boats for the 3rd Cotswold Comet open held on Saturday 8th September 2012.

The day dawned windless and misty as the visitors started to arrive, by 10am most had arrived but the mist had not left, leaving the organisers a bit nervous. Thankfully the mist burnt off and the sun shone, but the wind failed to show.

**Race 1** started in very light airs, with one competitor taking over 3 minutes to cross the start line. By the end of the first beat Eddie Pope (Comet 804) and Peter Dalton (Comet 668) had made it around the windward mark with a clear lead. The rest of the fleet drifted along in their wake for one lap, occasionally picking up little lifts and eddies, one of these must have caught local Junior Maize Gardiner (C 362) taking part in her first open, by surprise as she managed to capsize. The RO wisely decided to shorten the course half way through lap 2. Finishing Eddie 1st, Peter 2nd Brian Welham (C711) 3rd. Home sailor Ellen Clancy, on her first sail in a Comet and using an Extra rig came home 4th.

The fleet adjourned to the club house for lunch and whilst enjoying dinner watched a very nice breeze developing on the lake.

**Race 2** It was decided to hold the afternoons races back to back, and as the fleet sailed out the wind decided to have a rest. A new course was set and the fleet duly started in more light winds, apart from Brian Welham who was judged over and was sent around the ends. The fleet split left and right for the first beat and most joined again at the windward mark. Eddie Pope worked his way into first place and was again chased around the course by Peter Dalton. Henry Jaggars also moved his way through the fleet to third with Brian Welham making it back to 4th place.

The race finished with Eddie 1st, Peter 2nd and Henry 3rd.

**Race 3** started in better wind, with RO Steve Brown adjusting the course a little by adding a second short beat. A clean start was had by all and the gentle wind remained for the whole race only dropping at the very end to leave a couple of tail-enders stranded at the far end of the lake. Mid fleet places were swapped often with some close racing, Whilst Eddie and Peter continued their battle clear away at the front. Although Brian Welham had overtaken Peter at the final mark when it should have been a simple reach to the shortened course finish. However, this turned into a beat and Peter was able to retake the 2nd place with John Coppenhall and Henry Jaggars snapping at their heels. This left the final race as an indicator of the overall result.

With Eddie 1st, Peter 2nd and Brian Welham 3rd.

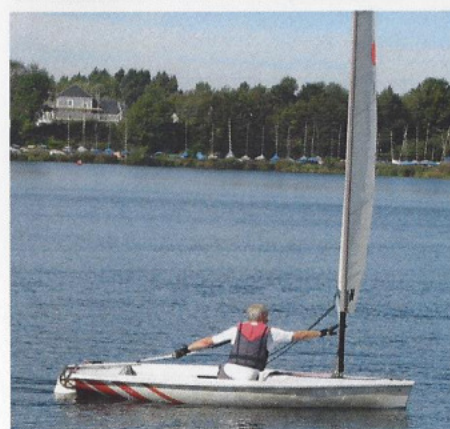
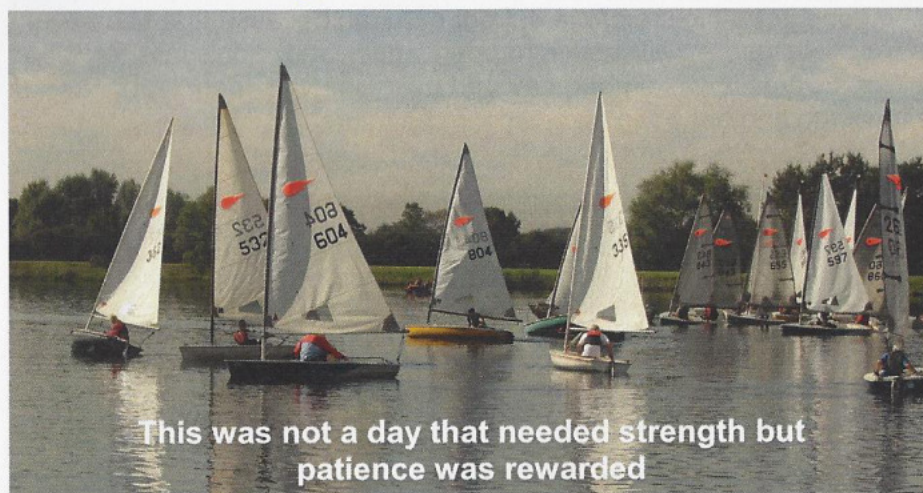
Eddie completed a hat trick of firsts to win the event in fine style with Peter Dalton 2nd and Brian Welham 3rd.

Tea and cakes were enjoyed by all during prize giving

Prizes were also awarded to Derek Fountain as 1st Cotswold Helm (8th overall) and Ellen Clancy as First Lady (9th overall).

Both Eddie Pope the overall winner and Cotswold Sailing Club thanked all competitors and the Galley and safety and race crews for making this event a success.

### **Brian Weatherley, C654**





## Maizie's First Time

It was my first experience of sailing in a Comet Open at the Cotswold Sailing Club. I sail my Comet there every week but I felt anxious before hand because I didn't know the people I would be sailing with. Knowing that I would be at the back of the fleet I set off to have fun but keep out of the way. In the first race I went a bit too far tilting my boat to fill the sail and capsized, even more embarrassing I capsized again straight after! (of course I was just taking a dip because of the hot weather). Sam was ahead of me a lot in that race, but near the end I managed to catch up. Dee beat Brian and everyone's comments were rather amusing. Ellen was off in the distance ahead, but she did decide to join us at the back in the last race. I'm so glad someone got a picture of me in front of Aidan because that has never happened before, will never happen again and didn't last for long ether. Overall it was a good day and everyone was friendly, I'd like to maybe do another open sometime in the future.

**Maizie Gardiner C362**



You can just see Maizie swimming towards the bow

It was great to be at Cotswold this year and to see a number of youngsters taking part. This young lady was persuaded to write a small account of her first Open meeting for me to put into this edition of Perihelion. Maizie is 16 years old and is a member of the Association and sails Comet 362.

I felt very sorry for those who did not have the very light wind skills but although we have no picture of Maizie in front of Aidan we did capture C362 on its side. Thank you Maizie for this. We need more from those of you new to the class.- **Ed**

## Comet Open at Attenborough Sailing Club By Roger Day on 23<sup>rd</sup> June

Attenborough SC Comet Open took place on Saturday 23rd June with eight visitors joining ten from the home club.

All of the boats took to the water for the first race in gusty conditions. The start was postponed for five minutes whilst the safety crews helped a number of boats recover from capsizes.

The fleet got away cleanly and soon four boats opened up a good lead. There were several changes in leadership around the course in winds gusting force 4 to 7. The eventual winner was Chris Robinson from Burghfield SC followed by Eddie Pope from Ogston SC and in third place was Richard Whitehouse from Combs SC. Just six boats completed the full course.

Only 9 boats started the second race. As in the first race a lead developed with the first four boats. This time however the positions didn't change throughout the five lap race. Peter Mountfield from Staunton Harold SC was first across the line followed by Chris Richardson and Eddie Pope.

The wind had abated to some extent leading up to the start of the thirds and last race. In consequence fourteen entrants took to the water. Almost immediately after the race started a squall cross the lake the fight for survival was back on. At the end of the first lap Peter Mountfield lead from Chris Robinson and Eddie Pope. Richard Whitehouse went through the gate in seventh at the end of lap one but Peter Mountfield having made an error at a gybe mark and Richard gradually came through the leaders. The conditions once again claimed a number of boats with nine completing the course lead by Chris Robinson and followed by Richard Whitehouse and Peter Mountford.

## Roger Day

	Helm	Boat	Sail	Club	R1	R2	R3	Pts
1	Chris Robinson	867	Std	Burghfield	1	2	1	2
2	Peter Mountford	864	Xtra	Staunton	4	1	3	4
3	Eddie Pope	804	Std	Ogston	2	3	4	5
3	Richard Whitehouse	780	Xtra	Combs	3	4	2	5
5	Bob Dodds	869	Std	CMYC	5	5	5	10
6	Michael Pritchard	547	Std	ASC	6	8	7	13
7	John Coppenhall	532	Std	Hunts	7	7	6	13
8	Kevin Milton	29	Std	ASC	Rtd	6	8	14
9	Josie Adams	624	Std	ASC	8	9	9	17
10	Malcolm Davidson	311	Std	ASC	9	RTD	11	20

## A step by step pictorial guide to rigging your Comet. For my wife - Lynsey Parkinson



Push the 2 piece mast system together, look for the pin and slot.  
Check for overhanging trees, wires and cables.



Slide on the sail from the top and cleat off against the eye on top of the mast.



This is the time to attach a mast head float. Best to attach through the cringle of the sail.  
Point the boat towards the wind.  
Lift in the mast. (You may like some help)



Fit the cunningham rope to the lower cringle, using a bowline knot, keep it tight to the cringle to avoid snagging the large cast metal fitting for the boom.



Wrap the sail around the mast and secure. Short piece of rope through the cringle - reef knot was used here, as it's easy to untie under pressure. This rope should be removed when the sail is fully rigged, as it may get caught up in the sheets and blocks when tacking. (Tie it on the mast for use on your return)



Fit the boom with the metal pin. Use a piece of wire or rope thread through the pin eye. Ideally have the eye on the starboard side (opposite to picture)



Be-careful of the boom and its fittings damaging the hull, a scrappy bit of carpet maybe useful.



Thread the Cunningham behind the plastic coated rope and through the left hand block towards the cleats.



Pass the cunningham through the left hand cleat (port side) and put a small looped bowline knot on the end. Easy to grab and pull when needed.



The kicker, best to set this up before putting on the boat. Connect to the boom and plastic rope, noting the loose rope coming from the top fitting.



The loose line from the upper fitting. Ready to go through the centre block.



Lead the kicker rope through the centre block and down to the centre cleat.



Tie a small bowline loop to the end.



Outhaul, pass the rope up through the rear pulley on the boom, into the fastening and back to the eye. Note the hook position.



Pass the rope through the eye and complete with a stopper knot. Leave a short length, this may help when undoing the knot – especially if your hands are cold.



The remaining end is passed through the loop rope fitting on the boom, down to the pulley on the mast.



Pass the rope through the mast pulley and through plastic rope fitting and through the deck mounted pulley. The end is taken down to the cleat, on the right hand side (starboard cleat)



End taken through the cleat.  
Red, white and blue.  
Red - Cunningham  
White - Kicker  
Blue - Outhaul



Finally make a bowline loop, to help grip and tighten as needed.



The horse is now added to the transom of the boat.



Bowline to the transom fitting. (Starboard side shown here)



Rest the block just short of the cockpit well, before completing with a bowline on the port side. The position of the block, affects the length of the horse, which in turn affects how close you can tighten the boom into the centreline of the boat. The further into the cockpit well, the longer the horse, the less the boom can be tightened up.



Main Sheet, throw out the main sheet and start by passing through the boom loop rope fitting towards the rear of the boom.



Pass through the top of the boom pulley, taking the rope downwards.



Through the horse pulley, back to the front.



Taking it up to the pulley fitting.



Tie a bowline. This should be as close to the block as possible, with a knot as small as possible. This will allow the 2 blocks to be pulled together as close as possible.  
Note the loose length after the knot.



The opposite end of the main sheet is taken through the centre block towards the mast and down to the centre block fitting.



There is a small arrow head on the centre block, this indicates the direction the main sheet is taken through.



Push the boom out, until the end of the boom is in line with the raised step inside the cockpit. This is roughly as far out as the boom needs to go.



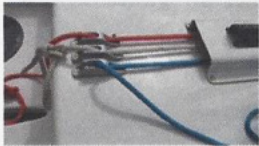
Tighten the main sheet and tie a stopper knot. This will prevent the boom moving any further out, when under sail. You may wish to tie a stopper knot towards the end of the main sheet, again leave a little length loose.



If light winds and with the boat pointing to the wind, you could try and unfurl the sail and pick up the outhaul and boom connector.



Note the configuration of clipped fittings, ready for when you are on the water.



Ensure all controls are loose, let the ropes fall forward - like the outhaul here. This will make it easier for the sail to be connected up to the outhaul.



Ready to go on the water?



Rudder, pass the tiller through the horse.



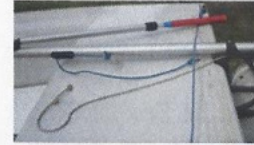
Move the tiller extension out across the side of the boat (gunwale). This will avoid it snagging in the horse later.



Lift the rudder onto the pintails. Ensure the metal strip pops over the rudder stock, to prevent it from riding up.



Use the wing nut to lock the rudder up, when moving around.



The ropes for moving the rudder up and down can be brought through the horse. The coloured rope is the downhaul. When the rudder is down, put a slight turn of pressure on the wing nut.



Don't sink when you go in the water! Screw in the plug to the fitting on the transom. Remove when stowing the boat.



Self bailer, ensure the bailer is shut before you go on the water, as shown here.



Self bailer, before you go on the water, always best just to check it works, lubricate with water if needed. Here it is shown in the open position.



Fit the windex, always ensure it is securely fitted! This is not enough as shown in the diagram! Tape or Velcro strap.



Dagger board, check it is secured to the boat.



*Sailing solo, no little darlings needing attention!*

**NOTES:**

Outhaul	6mm x m
Cunningham	6mm x m
Main Sheet	8mm x m
Horse	4mm x m

***Nigel Parkinson 2011***

## **Bexhill on Sea Comet Open Sunday 15 July 2012**

Sadly only one visitor joined six home boats for the Open at Bexhill. The weather this summer wasn't tempting enough for a trip to the seaside, and as most Comets sailors are more used to inland waters than the undoubted challenges of tide, waves and launching from a shingle beach it perhaps wasn't surprising the day didn't draw a larger visiting contingent.

As the visitor was Chris Robinson he wisely brought his older Comet (63) rather than risk his new one on the pebbles. The day started rather overcast with very little breeze, but as often happens at the seaside, during the morning racing the weather brightened and the breeze picked up to a Force 2-3.

Kevin Watts, currently Commodore and running his first Open Meeting, which was both for Comets and Single Handed Dinghies, had the challenge of setting two different courses that kept both classes well apart. With the wind NNE, a classic Olympic course was set. Seven Comets took part, four standard rigs, two Xtra rigs and one Mino rig.

The first race was won by Bexhill sailor Carol Peddlesden (564) with Neil Smith (Xtra 534) in second and Chris Robinson (63) in third, followed by Barry O'Herlihy (247), Wendy Morton (Xtra 863), Ken Wyatt (580) and Keith Done, (Mino 720)

There was then a lengthy wait as the wind shifted to a westerly, necessitating a change of course. Chris used the time wisely to practice with waves and tides, winning the second race by 10 seconds, with Neil in second place and Carol in third.

After a break ashore for lunch the wind had picked up to a Force 4 gusting 5, with big waves, making the low tide launch particularly tricky. The conditions were such that there were only three starters and just one sailor who finished the course, Chris Robinson. Chris was a very worthy winner, beating the local sailors hands down, and congratulations are due for his outstanding mastery of both his dinghy and the challenging conditions.

1.	Chris Robinson	C63	(Burghfield S C)
2.	Carol Peddlesden	C584	Bexhill S C
3.	Neil Smith	Xtra 534	BSC
4.	Barry O'Herlihy	C247	BSC
5.	Wendy Morton	Xtra 863	BSC
6.	Ken Wyatt	C580	BSC
7.	Keith Done	Mino 720	BSC

**Wendy Morton C863**

## **CHESTER OPEN MEETING 14<sup>th</sup> July**

Seven boats came to the starting line for the Chester Sailing & Canoeing Club event held on the River Dee on 14th. July. With visitors travelling from Beer, Peterborough and Worthing good racing was assured in the North Westerly wind on a cool dry day.

In the first race Eddie Pope soon established a lead in the six lap race from John Coppenhall with Henry Jaggars in third place. Following an excellent lunch and with an increased wind on a longer course Eddie soon showed his river skills to record a second win from John and Henry.

With a strengthening wind for the third race Eddie continued to dominate proceedings to record another first place from Rick Whitehouse and Bob Dodds.

### **Final results**

1	804	Eddie Pope	Ogston S. C.	2 pts
2	532	John Coppenhall	Hunts S. C.	4 pts
3	800	Henry Jaggars	Beer S. C.	6 pts
4	869	Bob Dodds	C. M. Y. C.	7 pts
5	780	Rick Whitehouse	Combs S. C.	8 pts
6	579	Dave Jobling	North Staffs S. C.	9 pts
7	411	Paul Dawson	Chester S. & C. C.	13 pts

### **John Edwards**

#### **Perihelion 105**

Please send your contributions for the next issue of Perihelion by

**5th Dec 2012**

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

## 20 Questions for Ben Palmer

*Ben Palmer has been seen on the Open circuit for a number of years now and is always a force to be reckoned with. He has been the key factor in adding Baltic Warf to the wide variety of Open venues we can go to. Baltic is the most attractive and challenging event and I urge you all to go.*

- 1 *What is your home club?*  
Baltic Wharf Sailing Club
- 2 *Have you been a member of other clubs?*  
I have not been a member of any other clubs.
- 3 *Are you an officer of the club (do any other members of your family hold positions at the club)?*  
I am the bosun and my father and brother have both been commodore in the past.
- 4 *When did you learn to sail?*  
My dad had a 8' dinghy called a Blue Peter when I was young but I didn't learn until secondary school. One of my teachers at school was a member of wessa and used to take us sailings at Chew Valley lake after school.
- 5 *Did you like it on the first occasion or were you "persuaded"?*  
I liked sailing but can still remember my first race. I hated it and came off the water never wanting to sail again.
- 6 *When did you first come across the Comet?*  
I was racing a Mirror with my father and I reached a point where we just didn't fit. I found the Laser too big and uncomfortable and the Byte too small. The Comet suited me better.
- 7 *What led you to want to race it?*  
I had raced the boat at club level and did well winning most series on handicap. I wanted a new challenge and thought I would have a go at some of the local opens.
- 8 *What has been your best result in a Comet?*  
My best results would either be at Mudeford as I have now won three times or at Maidenhead this year.
- 9 *Apart from Baltic Warf where have you enjoyed sailing most?*  
I do enjoy sailing at Mudeford. I also enjoyed my first trip away with the Comet to Bassenthwaite in the lake district.
- 10 *Have you tried the Xtra rig and what were your thoughts about it?*  
I have an Xtra rig and do find it good in strong winds. I also think that it performs better in light winds if the leach tension is increased. (Ed. This is interesting as I have seen some Xtras performing well in light conditions but not consistently!)

- 11 *What advice would you give to a new visitor to your next Open Meeting at Baltic Warf SC?*  
Watch out for the ferries they have rights over sailing boats. The other thing is to watch for the wind shifts. It is not uncommon for the wind to shift through 45 degrees on a run. There are wind vains and flags on the dockside but treat them with a pinch of salt. There have been situations where two boats can be on completely different tacks within 5M of each other.
- 12 *Do you sail other classes of boat and with whom?*  
I have a Scorpion that has just been repaired. Whilst this has been happening I have been sailing an RS400.
- 13 *As you are still young I can ask "How old are you?"*  
You can ask and I am 28
- 14 *Do you have a place of your own?*  
I still live at home, which does have benefits in boat storage and a garage for boat repairs.
- 15 *What about other interests. How do you amuse yourself when not sailing?*  
At the moment I don't seem to have any free time between sailing and repairing boats.
- 16 *When you go to Open meetings or championships, do you car top or trail. Have you had any interesting experiences towing boats?*  
I trail my boat. So far I have had two problems when towing, when going to Mudeford it wasn't until I stopped and unpacked the boat that I found that the ratchet strap had split but stayed in place. Last year on the way to Weymouth I heard a noise from the trailer, when I checked it I found that I had replaced the wheels but not tightened the nuts correctly.
- 17 *What do you do for a living?*  
I am a supervisor for a company that maintains government buildings.
- 18 *Did you go to college and where?*  
I went to the City of Bristol College and then on to the University of the West of England where I studied building surveying.
- 19 *What are your plans for the future?*  
I plan on continuing sailing the Comet and start sailing the Scorpion again. I am progressing to be a chartered member of the Royal Institute of Chartered Surveyors.
- 20 *What else should I have asked you?*  
I think that it would be useful to ask what my advice to anybody considering attending an open for the first time? My answer would be to allow enough time to get set up and don't be afraid everyone has a bad day and there is competition at all levels.

## Editorial

Hi,

You will find in this edition that I have included a pictorial guide to rigging a Comet with a centre main setup. This was given to me by Nigel Parkinson from Banbury SC who did it for his wife Lynsey. You will see that Lynsey's boat is one of the earlier versions and many of you will have a boat with upgraded cleats and lines which do not conform to Nigel's guide. If anyone would like to add or disagree with how he has set up the boat, then I would be very grateful for your comments.



I have not included a report of the National Championship held at Bewl as this will be in the next edition but you do have a report of the Association Championship from Severn.

Ben Palmer (Baltic Wharf) has been kind enough to answer my 20 questions and I did get a note from Maizie Gardiner (Cotswold) who took part in her first open this year. I look forward to seeing messages from other members with their experiences of Comet (or other boat) sailing. Anything you have to say will be very welcome.

This edition is slightly shorter than normal in order to keep costs down and I am very conscious that I have not included some really great photographs sent to me by Roger Day following their first (very windy) open at Attenborough. I hope to include them later.

**PLEASE ENSURE THAT YOU SEND YOUR OPEN MEETING REPORTS FOR INCLUSION IN THE PERIHELIONS**

**Brian Welham Comet 711**

**01344-761642 [bwelham@sky.com](mailto:bwelham@sky.com)**

## 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	£3750
Comet Xtra	£3850
Comet Mino	£3700
Standard Sail	£300
Mino Sail	£270
Xtra Sail	£383
Xtra Conversion Kit & Sail	£405 (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 £160
(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	
(An Xtra top mast	£90
A shorter Xtra boom	£130 <i>but the std boom can be used.</i>

### Repairs

Accident damage and refurbishing gladly undertaken.

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**[e-mail cometdinghies@btconnect.com](mailto:cometdinghies@btconnect.com)**

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**Page 9, 10 and 11**

**Page 13**

**Page 15 and 16**

**Pages 18, 19, 20, 21, 22, & 23**

**Jacqui Dracup**

**Fran Gibbs**

**Katherine Cashman**

**Norah Jagers**

**Nigel Parkinson**

## COMETS FOR SALE

### COMET 170

Blue hull cream deck. Standard rig, two sails, one in good condition. Cover in poor state. Some gelcoat crazing at edge of deck but ready to sail. **Price £375.** Contact Ian Hodge on 01303 266874 (Hythe Kent) email: [carolineian.hodge@btinternet.com](mailto:carolineian.hodge@btinternet.com)

### COMET 367

Red hull, white deck. 2 sets of sails, newest 3 years old. Cover 2 years old New spar bag. Folding launching trolley Original handbook and measurement certificate. Ready to sail and in good condition. We have loved this boat but it is time to move on. Sailed on the river at Tewkesbury and at the Nationals. Photos available. email [julie.ridgeon@dsl.pipex.com](mailto:julie.ridgeon@dsl.pipex.com) **£750 ono** Julie Ridgeon or Natalie Fairweather 01684 562816 or 07778 304230 Tewkesbury, Glos

### COMET 104

Colour - Red. **£800** or near offer. Standard rig. Rear main. 2 sails - one used lightly and kept in a sailbag: it's very clean, the other is baggy and old. Launching trolley. Boat cover has ripped badly and needs replacing. Spars, foils, sheets etc. in good nick - I'll clean the deck up for you and give the hull a good polish. Prior to purchase in 2007 the boat had only been sailed lightly and there was visible wear and crazing around the mast hole. I took her out hard in strong winds and it gave way - always a risk with older boats in those conditions. However this was expertly repaired by Andy Simmons at Comet, daggerboard casing leaks were sorted out and other dings touched up. There's no longer water to empty after a sail! I've barely sailed since due to family pressures but have sailed in strong winds again with no problems - basically the repair's as good as new and the boat much improved since I bought it. I also have a load of old sailing books and the polish for the hull you can have. Location Burghfield SC, just off the M4 at J12. Reason for sale - buying another guitar... Contact Kris Wilkins - mob 07864 287780 e-mail - [yellowtubmarine@btinternet.com](mailto:yellowtubmarine@btinternet.com)

## COMETS FOR SALE

### COMET 404

White hull with silver grey deck. Aluminium keelband. Folding launching trolley with nearly new top cover and new tyres. Telescopic tiller extension, praddle, spar bag and foil bag. One sail. Excellent condition. Located Haywards Heath, West Sussex. **£850** Contact: [maggie@bodens.force9.co.uk](mailto:maggie@bodens.force9.co.uk) Tel: 07515 984640

### COMET 188

Colour cream. Complete including praddle and windvane. 2 sails - newest 3 years old Combi trailer/trolley and spare wheel. Cockpit grabholes fitted. Holt deck cam cleats fitted. Boat cover 2 years old. All in good condition. Has been sailed at CMYC. **£995** Reason for sale - bought another boat. Contact Alan Todd - 020 8395 3913 mob 07941929576 e-mail - [alant4@yahoo.com](mailto:alant4@yahoo.com)

### COMET 823 Mino Rig (PY 1193)

Built in 2004 for current owner - hardly used (less than 10 times). With launching trolley, new cover in 2009. Red hull, with integral small storage bin, praddel, padded toe strap. **£1950 ono.** Tel 023 9246 0935 or 07814 668 212 or e-mail [kenosborne34@googlemail.com](mailto:kenosborne34@googlemail.com).

### Other Items for sale

#### Comet Mino Rig

Black two part mast and boom plus sail all bought new from Comet Dinghies in April 2010 and in excellent condition. Located in East Sussex. **£375.00** Contact Keith on 01424 848340 or email [keithdone@hotmail.com](mailto:keithdone@hotmail.com)

#### Comet Duo, sail no 63

Blue hull. Roller furling Jib, Mast up cover. Galvanised Road trailer and launch trolley. Good versatile boat for cruising / racing / learning. Easily sailed single handed or with crew. Lying Grafham Water **£1375.00** [frankiesandells@msn.com](mailto:frankiesandells@msn.com) 07976 234753



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