

**PERIHELION**  **107**

**Summer  
2013**



***Comet Class Association Newsletter***

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## NEWSLETTER NUMBER 107 Summer 2013 CONTENTS

<b>Reports</b>		<b>Page</b>
Chairman's Report	Clive Chapman	4
Secretary's Report	Nora Jagers	6
Builders Report	Andy Simmons	8
Editor's Report	Brian Welham	40

<b>Notices</b>	<b>Page</b>
Minutes of the 2012 AGM	18
CCA Committee nomination form	21
National Champs Entry Form	22
National Championship NOR	23
Maidenhead Open results	38

<b>Articles</b>	<b>Page</b>	
Sutton Bingham Open	Chris Robinson	12
Fisher green Open	Karen Asci	14
Crawley Mariners Open	Donal Roche	16
Shearwater Open	Clive Chapman	25
The Challenge	Brian Welham	27
Hunts Open	John Coppenhall	30
Burghfield Open	Chris Robinson	32
Winsford Flash Open	Roy Symmers	34
Maidenhead Open	Michael Ettershank	36
Attenborough Open	Roger Day	39

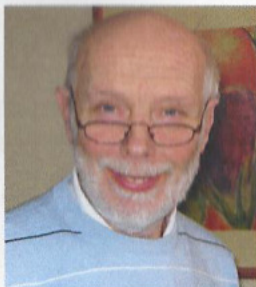
### Information Comments Articles Results

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  
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## Chairman's Report

### Hello All

I've just returned from Up River Yacht Club in Essex, a new Open venue for the Comet. Last week it was a visit to Frensham Ponds Sailing club another new venue for most of us as it has been at least ten years since our last visit there. My thanks go to Michael and Stephen for organising them. I must apologise to Chipstead Sailing Club for my no show at their Open on the Saturday. The weather forecast was as bad as it was last year for their Open and in talking to the helms who took part it was a testing day. Ten visitors turned up to Frensham S.C. Some helms also took part the previous day and were extremely glad the wind had moderated, so that racing was a possibility rather than survival. Two races in the morning. I had the worst possible start in colliding with John Sturgeons boat and had to take my two turns and was last off the line. On the positive side I had clear air. With a little luck with wind shifts and some skill I managed to come in third. That however was my best result. The wind started to die and by the afternoon for the two final races it went very light. Eighth overall. It was great to see Derek Coleman sailing again. A Smallwood finished second. No not Richard (for those of you who remember him) but his granddaughter Jennifer.



So off to Essex and Up River Yacht Club for their Comet Open sailing. I looked at the weather forecast around 18mph. Just about on my limit. I joined four other visitors three of whom had been to Attenborough the previous day (Yes it was also very windy there!) and two home boats to sail in the beautiful surroundings on the River Crouch. With the spring tides; lines of moored boats on each bank and a squall to greet us, all I managed to do was to bang my head on the boom sail up and down the line and then retire. Discretion became the better part of valour. Four Comets finished the first race. The second race was abandoned but was sailed later when there was more water in the river. Needless to say I was a spectator. I have the utmost respect for those who finished but challenging winds can result in damage to people (me) and to equipment. A lightning had a broken mast and a torn sail. We must not forget that the decision to sail is our and ours alone.

At the moment the Committee is looking into refurbishing our website and obtaining quotes from web designers. (Do you know of someone with these skills?) One of the main reasons for doing this is that we need a member's only area where we hope eventually to place copies of the Perihelion for Association members to read.

The cost of printing the Perihelion is increasing as is the cost of mailing it out. For those members who wish to receive an electronic version this will be arranged and hopefully as time progresses more and more members will take up this option. It is fully recognised that some members will still want a copy of the Perihelion sent to them because they haven't got a computer or that they just prefer a hard copy to read. If this is the case then this will still happen.

An updated site will have the following advantages:-

Up to date news and information (Diary, Opens and events)

A gallery where photos can be uploaded to capturing Open events action etc Reports and results archive

A data base of directions to all clubs

A member's only area where the latest copy of the Perihelion could be read.

Back copies could also be kept there.

A forum allowing members to discuss anything which they find topical

A reduction in the printing costs and postage of the Perihelion

It will help market the Comet Class Association and the Comet itself.

Members will be better informed and could contribute to the site.

Boats for sale and all the present items found on our present site would remain. It will be easier to update and upload articles and photos which don't always find their way into the Perihelion because of the lack of space.

Disadvantages:-

Not everybody has a computer or wishes to print a copy.

There will be a maintenance fee from the web designers for keeping the site up and running and trouble free.

More work for the web manager

I'm sure I have missed out things you have thought of but in essence we need to update the site in order to show just how good the Comet class is.

At last as I write this summer has turned up with sailable winds. With Opens to look forward to and our Nationals at the end of August it is going to be a busy six weeks.

Enjoy your Comet however and where ever you sail it. Let's hope for some fair winds.

**Clive Chapman C704 & C821**

## Secretary's Report

### Notes from the committee:

1. I find it hard to believe that the longest day will soon be here - hopefully we will see signs of summer before then!
2. Congratulations to Ian Stone, our new Association Champion.
3. Congratulations too to Rhian Bevan who was first Lady at the Championships
4. Cotswold Sailing Club pulled out all the stops to make the Association Championships a really enjoyable weekend. Their camping facilities are great, and the club is very welcoming. Their volunteers did a fantastic job of feeding everyone, and Brian and Dee's quiz was most entertaining. The club also managed to give all of the helms at least one race in "their" weather conditions! Well done, and thank you to everyone involved.
5. We're pleased to see that the attendance at Open meetings has continued to stay buoyant, with most events attracting between 10 and 20 entries. Sutton Bingham had a low turn-out, probably because of the weather – the temperature hovered around freezing all day. Most of the home clubs have made a real effort to get all of their boats on the water, and we've been delighted to see a positive response to Clive's request to helms who haven't previously travelled to go to an Open meeting at another club.



6. The Annual General Meeting will be at Fishers Green SC on Sunday 25<sup>th</sup> August 2013 at 1730 or 1 hour after the end of the last race, whichever is later. You will find the provisional agenda elsewhere in this edition of Perihelion, along with the minutes of the 2012 AGM. If you have a motion to put forward, please ensure that I have received it by Sunday 28<sup>th</sup> July. You will see that there is already a motion for a change in the Measurement Rules to accommodate the zippered sail.
7. The National Championships 2013 will be held at Fishers Green Sailing Club over the August Bank Holiday (24<sup>th</sup> – 26<sup>th</sup>) weekend. The club is organising a barbeque and some entertainment on the Saturday, and a sit-down meal after the AGM on the Sunday. You will be able to camp on site, and the sailing will be as enjoyable as ever. So please put the date into your calendar – let's make this a bumper championship!
8. Dave Jobling has suggested that we publish all the results for each event, pointing out that this will enhance any report of the event by mentioning all the competitors. We can only do this if you make sure that the results from your event are sent to Paul. Please help to make this happen.

### Norah Jagers Class Secretary

#### **Perihelion 108**

Please send your contributions for the next issue of Perihelion by

**10th Sept 2013**

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

## **Builder's Report**

I'm writing this late June and realising this is summer and I must make the most of it! Being a bright and cheerful type I haven't said "the nights are drawing in" yet.



Before our annual half term holiday shutdown, I was running short on boat repairs (usually Exmouth Trios) and so decided to build a Comet for stock. Needless to say, word got out and after a call on my mobile on holiday it was sold. It's going as an Xtra to Cotswold Sailing Club. Talking of Xtra's, it was great to hear of Peter Mountford's win at Attenborough's Open Meeting. It was a good blow by all accounts and his first ever win.

On a similar tack, well done to Guy Wilkins using his Xtra rig at Chipstead's Open Meeting in similar conditions. It's generally thought that the Xtra suffers against the standard rig in light winds but I'm hoping that in time maybe the Xtra sailors will use their rigs in lighter conditions to gain experience and hopefully narrow the gap.

We've sold a few more zipper standard sails, mainly for the convenience of keeping the mast up and using an overboom cover.

At the moment, we have plenty of all types of sails in stock. Our summer fortnight holiday / factory shutdown is a bit earlier this year from 22<sup>nd</sup> July to 4<sup>th</sup> August so there will be time to send out new sails for the Nationals after we come back, if not ordered before we close.

Just recently, more people with queries about their rigging and possible upgrades have e-mailed pictures to me. After a quick chat whilst studying the pictures everything becomes clear and the right parts can be sent out. I know I'm a bit of a dinosaur (although I don't live on the Jurassic Coast!) but this is technology I fully approve of.

Enjoy the rest of the summer whatever the wind or your rig.

**Andrew Simmons**

## **Association Championships 2013 Cotswold Sailing Club May 26<sup>th</sup> and 27<sup>th</sup> 2013**

Cotswold sailing club hosted this year's association championships on the Whitsun bank holiday weekend.

Pre-entries were well into the twenties as the weekend approached, and with a favourable forecast on the cards for the weekend things were looking set for a good weekends sailing. Early arrivals started on the Saturday and the camping field was fast filling up complementing the group of Cotswold members already enjoying the weather. The early arrivals got together in the clubhouse for a curry delivered from the nearby village; which was enjoyed by all when it finally arrived!!

Racing was scheduled to start on Sunday morning, and the Day dawned warm, sunny and in recent Cotswold fashion, windless. Race officer Pete Workman and his team spent a considered time setting the day's course.

The briefing began and 29 Comets, 6 Versa's and 4 Duos could look forward to the days racing.

Race one duly began on time and sailors were sent off on a tour of the lake. The usual suspects vied for places at the front with Tom Bull from Cransley showing well early on. Race one finished and was a good indicator of how the weekend was going to pan out. Ian Stone from Maidenhead first, followed by Brian Welham, also from Maidenhead, Henry Jaggars from Beer and Guy Wilkins of Chipstead.

Following lunch, battle recommenced with a bit of breeze starting to appear. Eddie Pope from Ogston sailed a convincing race to finish first followed by Henry Jaggars, Guy Wilkins and Nigel Austin from Cransley improving from an 11<sup>th</sup> in race one, Ian Stone finished fifth. Race three was due straight after race two and the wind had built to a reasonable breeze leading to a bit of a shake-up in some of the positions. Ian Stone demonstrated the fine form he is in and won convincingly again. He was followed home by Ben Palmer from Baltic Wharf who was enjoying the windier conditions better, Guy Wilkins was 3<sup>rd</sup> and Peter Mountford from Staunton Harold put in an appearance at the front of the fleet.

## Comet Association Championship

The day's races ended and a bbq and quiz was held in the clubhouse in the evening. The quiz was almost as hard fought as the sailing and the fleet retired for a good night's sleep, as the forecast was for much more wind on the Monday.

Monday dawned and the lack of wind on the Sunday was more than being made up for!

All 29 boats set out on the morning's adventure and Ian Stone charged off up the lake with Chris Robinson from Burghfield and Nigel Austin in hot spray fuelled pursuit. The heavy winds put paid to several competitors and eight boats failed to make it to the end. Ian Stone won and Chris and Nigel could not be separated behind him. Bob Dodds from Crawley Mariners also reappeared at the front end of the fleet now that the wind was howling across the lake.

After lunch the last race of the weekend began in the same conditions and 10 boats decided not to venture out to the start line. This was another adventure in high wind sailing and 5 boats failed to finish. Nigel Austin and Ian Stone had a close and hard fought battle at the front with Nigel taking the honours to the delight of the Cransley contingent. Ian Stone was 2<sup>nd</sup> followed by Chris Robinson and Bob Dodds.

Consistent front of the fleet sailing saw Ian Stone win the event with three firsts from five races, Nigel Austin in second and Guy Wilkins third.

Tom Bull from Cransley sailed very well to take the youth prize finishing 9<sup>th</sup> overall.

Rhian Bevan also from Cransley won the ladies prize finishing consistently all weekend to end up 12<sup>th</sup> overall.

The weekends ancient mariner prize was won by Peter Mountfield.

Brian Weatherley from Cotswold won the veterans prize.

The best placed Cotswold boat was Derek Fountain who finished 19<sup>th</sup>.

All in all a good weekend of fine weather and wind from every part of the spectrum and Cotswold sailing club enjoyed hosting a good fleet of sailors.

**Brian Weatherley (C654)**  
Cotswold Sailing Club.

## Comet Association Championship

### Comet Association Championships 2013

#### Cotswold Sailing Club

#### Final Results

#### Comet Fleet

Sailed: 5, Discards: 1, To count: 4, Entries: 29, Scoring system: Appendix A

Rank	SailNo	HelmName	CrewName	Club	Sun #1	Sun #2	Sun #3	Mon #1	Mon #2	Nett
1st	152	Ian Stone		Maidenhead	1.0	(5.0)	1.0	1.0	2.0	5.0
2nd	875	Nigel Austin		Cransley	(4.0)	4.0	5.0	3.0	1.0	13.0
3rd	806	Guy Wilkins		Chipstead	5.0	3.0	3.0	(7.0)	5.0	16.0
4th	804	Eddie Pope		Ogston	4.0	1.0	(24.0)	6.0	7.0	18.0
5th	869	Bob Dodds		Crawley Mariners	6.0	14.0	(46.0)	4.0	4.0	28.0
6th	867	Chris Robinson		Burghfield	(47.0)	12.0	12.0	2.0	3.0	29.0
7th	168	Stephen Lemmon		Littleton	7.0	11.0	8.0	5.0	(30.0 DNF)	31.0
8th	084	Michael Etershank		Eyott	10.0	(46.0)	11.0	8.0	6.0	35.0
9th	464	Tom Bull		Cransley	8.0	7.0	9.0	(47.0)	13.0	37.0
10th	864	Peter Mountford		Staunton Harold	9.0	19.0	4.0	10.0	(30.0 DNF)	42.0
11th	567	Ben Palmer		Baltic Wharf	(48.0)	18.0	2.0	12.0	11.0	43.0
12th	724	Rhian Bevan		Cransley	(46.0)	8.0	13.0	15.0	9.0	45.0
13th	844	Paul Hinde		Severn	12.0	(45.0)	15.0	9.0	10.0	46.0
14th	711	Brian Welham		Maidenhead	2.0	6.0	10.0	(30.0 DNF)	30.0 DNC	48.0
15th	800	Henry Jeggors		Beer	3.0	2.0	14.0	(30.0 DNF)	30.0 DNC	49.0
16th	532	John Copenall		Hunts	11.0	10.0	(23.0)	16.0	12.0	49.0
17th	518	Michael Thompson		Crawley Mariners	(48.0)	17.0	18.0	13.0	8.0	56.0
18th	812	Roger Lemmon		Severn	13.0	13.0	20.0	14.0	(30.0 DNC)	60.0
19th	604	Derek Fountain		Cotswold	21.0	9.0	6.0	(30.0 DNF)	30.0 DNC	66.0
20th	821	Clive Chapman		Shearwater	15.0	20.0	7.0	(30.0 DNF)	30.0 DNC	72.0
21st	857	Helen Leivers		Severn	24.0	24.0	17.0	(30.0 DNF)	14.0	79.0
22nd	860	Anne Higgins		Cotswold	(29.0)	23.0	22.0	18.0	20.0 DNF	83.0
23rd	644	Nigel Ford		Oulton Mere	20.0	(28.0)	24.0	19.0	20.0 DNF	83.0
24th	654	Brian Weatherley		Cotswold	25.0	21.0	(30.0 DNC)	11.0	30.0 DNC	87.0
25th	843	Denise Weatherley		Cotswold	28.0	26.0	(30.0 DNC)	21.0	20.0 DNF	95.0
26th	564	Sarah Austin		Cransley	23.0	22.0	(30.0 DNC)	20.0	30.0 DNC	95.0
27th	205	Elinor Pawluk		Cransley	22.0	27.0	19.0	(30.0 DNF)	30.0 DNC	98.0
28th	853	Jan Workman		Cotswold	27.0	25.0	25.0	(30.0 DNF)	30.0 DNC	107.0
29th	583	Steven Pawluk		Cransley	26.0	(30.0 DNF)	26.0	30.0 DNF	30.0 DNC	112.0

#### Prizes

Category	Rank	Competitor
Lady	1st	Comet - COMET 724 Rhian Bevan
Veteran	1st	Comet - COMET 654 Brian Weatherley
Ancient Mariner	1st	Comet - COMET 864 Peter Mountford
Association Champion	1st	Comet - COMET 152 Ian Stone
Youth	1st	Comet - COMET 464 Tom Bull
Committee	1st	Comet - COMET 857 Helen Leivers
1st Cotswold Boat	1st	Comet - COMET 604 Derek Fountain

## **Sutton Bingham Comet Open Sunday 24<sup>th</sup> March 2013**

This year the Comet Open season started earlier than usual, at the end of March rather than mid April. Unfortunately, the decision for the earlier start also coincided with one of the coldest Marchs since records began. In addition, the day before saw a large snow fall which put into doubt whether Sutton Bingham's Open would be able to go ahead at all. However, a phone call to the organisers was met with bemusement – Why would they cancel? What snow? So the following day saw five Comet Sailors venture out with shovels in the boot just in case. This must be a first for a Comet Open!

Somerset did indeed not have any snow, but it was still bitterly cold. A force three wind was blowing across the end of the reservoir, but with the occasional strong gust to catch out the unwary. The Race Officer opted not to send the fleet down the arms of the reservoir, but keep them near the clubhouse. This still allowed a single long beat, with a variety of runs and reaches back to the windward mark. It also allowed the Race Officer to start the races from the shore and the warmth of the clubhouse!

The Open Meeting was for all Comet classes and Hartley boats. The racing was on local handicap, but the Race Officer elected to split the fleet into two starts – one for the fast two-handed boats (Comet Trio, Kestrel and Wanderer), and the second for the Comet singlehanders. The results of the singlehanded Comets alone would count towards the Western Aphelion and Orbital Trophies.

Four of the Comets opted for the Standard rig, while Henry Jagers decided on the Xtra rig. Bob Dodds got the best start, and took the lead followed by Peter Dalton and Chris Robinson. Ben Palmer suffered a capsize early on in the race, which put him out of contention. Chris challenged Peter down the first set of runs, but didn't get past until the following beat. On lap two, Bob sailed down the run in the company of a tailend Wanderer, and this allowed Chris to stay in touch, and he subsequently caught Bob and went on to win with Bob second.

After a very welcome hot lunch, race two was held. Bob again got the best start, and he was followed by Chris. These two pulled away from the others, but this time Bob gave Chris no opportunity to catch him and he won the race. Therefore, with one more race to go in the Comet fleet Chris and Bob were on equal points, and it would all be down to the final race.

Race three was held back-to-back with race two, which was a relief as it saved everyone getting too cold waiting for the last race. Several boats, including Henry, decided that having qualified, getting warm in the clubhouse was the sensible course of action, and they didn't sail in the last race. The wind had shifted slightly, so the fleet started nearer to shore, and having all opted for the safe starboard tack start, quickly sailed into the wind shadow along shore. Seeing this Chris, who was windward boat, delayed tacking for as long as possible. The others, being unable to tack because of Chris, were forced into the wind shadow, and this allowed Chris to sail into the lead, and left Bob, who was the leeward boat at the back. Having got clear away, Chris went on to win the race, becoming first Comet and sixth overall in the entire fleet. The other three had a close race, with Bob coming in second and Peter third.

As the Comets returned to shore, anxious to get out of the cold and into the warmth of the clubhouse, they passed the Race Crew going the other way as a Wanderer had capsized just short of the finish. They didn't stay warm all day after all!

### **Chris Robinson C 867**

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

Front Cover & Page17  
Page15  
Page27 Page28 Page29  
Page34

Matt Davies  
KarenAndrea Asci  
Brian Welham  
Roy Symmers

## Comets at Fishers Green SC

20th April

The Comet class made their annual visit to Fishers Green SC in the picturesque Lea Valley on Sat 20<sup>th</sup> April as part of the Eastern Aphelion series. Although not a cloud appeared all day and the light breeze from the east, occasionally veering, was true to the forecast, but big shifts would make setting the course a mixture of shift-averaging and anticipation for the Race Officer.

In the first race, Chris Robinson made an early break from the group and lead for the first lap, but was passed on the subsequent beat by John Coppenhall as the breeze shifted round to the south. A whole group caught up, and it was anyone's race on the downwind but Henry Jaggars best-guessed the shifts on the remaining beats to take his first win of the day.

All wind totally deserted the fleet at the start of the next heat but as soon as the leaders had crept 100 yards, someone was seen hiking out and proper sailing was back on! Brian Welham and Chris Robinson were the early leaders but a 90 degree wind shift on the last beat helped Jaggars take his second win.

After lunch, a slightly longer race was started in a good northeast breeze but on the second lap another huge veer to the south placed John Sturgeon in a commanding lead, chased only by Henry Jaggars. With 2 beats at slightly different angles, both proved good at different times. Once again Jaggars used good tactics on the shifts to whittle down the advantage and pass Sturgeon on the penultimate beat to take a clean sweep of three wins.

1<sup>st</sup> 800 Henry Jaggars  
2<sup>nd</sup> 867 Chris Robinson  
3<sup>rd</sup> 711 Brian Welham

Best Fishers Green helm Christina Allen (560)

Rank	HelmName	SailNo	Club	R1	R2	R3	Total	Nett
1st	Henry Jaggars	800	Beer SC	-1	1	1	3	2
2nd	Chris Robinson	867	Burghfield SC	2	3	-4	9	5
3rd	Brian Welham	711	Maidenhead	4	2	-5	11	6
4th	John Coppenhall	532	Hunts SC	3	4	-6	13	7
5th	J Sturgeon	400	Hawley Lake SC	6	-10	2	18	8
5th	Michael Ettershank	84	Eyott SC	-5	5	3	13	8
7th	Brian Weatherley	654	Cotswold SC	-8	6	7	21	13
8th	Christina Allen	560	Fishers Green SC	7	7	-8	22	14
9th	Andrew Keynes	299	Crawley Mariners SC	9	8	-11	28	17
10th	Chris Gladwin	660	Fishers Green SC	10	9	14	33	19
11th	Karen O'Brien	178	Fishers Green SC	-11	11	9	31	20
12th	Mark Smith	41	Fishers Green SC	-13	12	10	35	22
13th	Denise Weatherley	843	Cotswold SC	12	-13	12	37	24

The event was a prelude to the Comet Championship which is to be held over the August Bank Holiday weekend. Everyone is hoping for more blue skies but perhaps just a touch more wind!

### Karen Ascii C 178





## COMETS AT CRAWLEY MARINERS 12th May 2013

Decidedly blustery conditions greeted the twenty three Comets including 7 visitors who turned out at Hedgecourt lake for the Crawley Mariners Comet Open. The wind was westerly F4 but with strong gusts which varied in direction. The format was for two short races back to back in the morning and again in the afternoon.

The fleet was over eager for the first start with four boats identified as OCS of which two returned to restart. Ian Stone sailed an exemplary first lap to take the lead position which he held for the rest of the race. Mike Weaver finished in second.

Subsequent starts were more restrained and on race two Ian found himself in 10th at the end of lap 1. He then worked his way up through the fleet and made no mistakes posting a pole position in this and the next race to secure first overall.

There was some spectacular close racing and even more spectacular wipe out capsizes in the strong gusting wind. Everyone appeared to enjoy their day on the water.

Final Results 1st Ian Stone, 2nd Bob Dodds, 3rd Michael Ettershank, 4th Simon Thompson, 5th Mike Weaver.

### Donal Roch

Place	Helm	Sail	Rig	Club	R1	R2	R3	R4	total-3/4
1st	Ian Stone	152	C	Maidenhead	1	1	1	3	3
2nd	Bob Dodds	869	C	Crawley Mariners	5	6	2	2	9
3rd	Michael Ettershank	84	C	Up River	3	3	3	4	9
4th	Simon Thompson	809	C	Crawley Mariners	24	2	7	1	10
5th	Mike Weaver	393	C	Crawley Mariners	2	4	4	24	10
6th	Mike Thompson	518	C	Crawley Mariners	7	9	5	6	18
7th	Jeff Smith	31	C	Crawley Mariners	4	7	8	24	19
8th	Brian Welham	711	C	Maidenhead	6	5	9	10	20
9th	Clive Chapman	821	C	Shearwater	24	10	6	9	25
10th	Dave Monk	365	C	Crawley Mariners	11	15	10	5	26
11th	John Coppenhall	523	C	Hunts	8	13	11	7	26
12th	Mark Feltham	390	C	Crawley Mariners	10	20	14	8	32
13th	Henry Jagers	800	C	Beer	12	8	13	12	32
14th	Alan Todd	725	X	Crawley Mariners	16	11	12	11	34
15th	Annette Walter	323	C	Welwyn Garden	9	13	16	13	35
16th	Andrew Keynes	299	C	Crawley Mariners	17	17	15	14	46
17th	Thomas Chapman	65	C	Crawley Mariners	13	12	24	24	49
18th	Peter Comber	535	C	Crawley Mariners	16	20	17	16	49
19th	Matt Stannard	50	C	Crawley Mariners	14	16	21	24	51
20th	Dan Gibson	750	C	Crawley Mariners	15	18	20	24	53
21st	Diana Thompson	237	M	Crawley Mariners	24	19	19	15	53
22nd	Martin Pattle	516	C	Crawley Mariners	19	22	18	17	54
23rd	Amy Gibson	196	C	Crawley Mariners	18	23	24	24	65



**This is Ian rounding the bottom mark at Crawley.** If you have ever wanted to know the perfect way to sit out, hike and to be perfectly lined up to come off a screaming plane and head up the next beat then look no further!

## Minutes of 2012 AGM

### COMET CLASS ASSOCIATION ANNUAL GENERAL MEETING held at Bewl Valley Sailing Club on Sunday 26th August 2012

The meeting was attended by 24 members and the Builder

#### 1 Apologies:

Apologies were received from Keith Lamdin, Brian Herring, Helen Leivers, Paul Hinde, Rhian Bevan, Ros Stevenson, Guy Wilkins, Mark Wilkins, John Coppenhall, Sue Coppenhall, Amy Gibson, Dan Gibson, Joe Wilkins, Roger Lemmon, Steve Lemmon, Ann Hooper

2 **The minutes of the 2011 AGM** held on 28th August 2011 had been circulated prior to the meeting and were agreed with 2 abstentions. Proposed by Henry Jaggars. Seconded by Brian Weatherly.

#### 3 Reports by Officers:

**The Chairman**, Clive Chapman reported on his first year as Chairman and thanked Chris Robinson for his help during the hand-over. It had been a notable year – too much wind; too little wind; too much water; not enough water. The Association continues to go from strength to strength, and Clive noted that membership was still strong, although slightly down on last year. The priority for the year has been marketing. Clive thanked Sue Coppenhall for keeping the website updated and relevant, and Brian Welham for his tenacity in chasing clubs for reports for Perihelion as well as providing interesting articles. He reminded members of our Facebook account which has about 20 members at the moment, and thanked Rhian (Bevan) and Dee (Weatherley) for their efforts in promoting the site.

Clive went on to describe the ingredients for a good Open meeting. These included: people who will travel, especially during the recession; having all the home boats on the water; a warm welcome from club members; home-made cakes. He said that there had been some stupendous events during the year and thanked all the clubs who have organised events, recognising the efforts of the race officer, safety boat and support crew, the people who supply the prizes and the reports.

Clive extended the Association's condolences to the Wilkins family on Peter's death and sent good wishes to Phil Hossell.

**The Secretary**, Norah Jaggars, once again thanked all the clubs which have hosted events over the past year. As predicted at the last AGM, Littleton and Banbury were cancelled last year, and Littleton has sadly decided not to offer an Open meeting this year. Banbury had plenty of water this year! We were pleased to have Bexhill back on board this year, and the Association extended condolences to Wendy Morton. We have a new venue this year in Attenborough which has a growing Comet fleet. The Association Championships at Severn posed a number of challenges for helms. We hope to go to Fishers Green for the National Championships next year.

The Results Officer, Paul Hinde, spoke to his report, a copy of which is retained with these minutes.

#### 4 Builder's Report:

**The Builder**, Andrew Simmons, reported that it was very quiet in terms of new boats. He built 3 after the 2011 AGM, but has not had any new orders so far this year. He is busy with spares and repairs, sails, boat covers etc. and is a "one-man band" with help from Karen. There was a shortage of sails earlier in the year because Hyde Sails had cut back because of the recession. He is not having a stand at the Southampton or London shows but will have a trade stand at the Dinghy Show.

#### 5 Adoption of Accounts:

The Treasurer, Helen Leivers, was unable to attend the meeting and sent a report, copy of which is retained with these minutes. The accounts were adopted. Proposed by John Sturgeon and seconded by Eddie Pope.

#### 6 Consideration of Motions:

There were no Motions for consideration.

#### 7 Election of Officers and Committee

Brian Herring is stepping down as Committee member. The meeting recorded a vote of thanks to him for his contribution, especially in being the representative for the Northern area. Michael Ettershank was elected to the committee, proposed by Rhian Bevan and seconded by Norah Jaggars.

## Minutes of 2012 AGM

The rest of the Committee was prepared to stand and was re-elected en bloc. Proposed by Chris Robinson and seconded by Jeff Smith.

### Officers:

Chairman	Clive Chapman
Secretary	Norah Jagers
Treasurer	Helen Leivers

### Committee:

Results	Paul Hinde
	Brian Weatherly
	Rhiain Bevan
	John Sturgeon
	Michael Ettershank

### 8 Appointment of Auditor:

The meeting thanked Michael Thompson for acting as Honorary Auditor. He was reappointed for the next year. Proposed by Helen Leivers. Seconded by John Windibank.

### 9 Any Other Business:

Given the cost of producing and distributing Perihelion, the meeting discussed a number of options for the committee to consider. The suggestions included: only having Perihelion available by email; producing one edition a year, with more frequent updates by email; having it available on the website on a members' only programme; emailing it as an A4 sized pdf so that members can print it as required.

The meeting was reminded of the arrangements for average points when an Open event has to be cancelled.

There being no other business, the meeting closed with a vote of thanks to Bewl Valley Sailing Club.

**Norah Jagers**

**11/09/12**

## NOR

### Comet National Championships

24<sup>th</sup> – 26<sup>th</sup> August 2013

FISHERS GREEN SC

HOLYFIELD LAKE, WALTHAM ABBEY, ESSEX

### NOTICE OF RACE

#### 1 RULES

1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing. Competitors should note that Fishers Green SC and the Comet Class Association implement the RYA Racing Charter and they will be required to undertake to sail in compliance with the Charter, which can be found at the front of the RYA rule book (Racing Rules of Sailing 2013-2016).

#### 2 ELIGIBILITY AND ENTRY

2.1 The regatta is open to boats of the Comet class (with standard, Xtra or Mino rig) whose helms are members of the Comet Class Association at the time of the event.

2.2 Eligible boats may enter by completing the attached form and sending it, together with the required fee, to Comet Class Association, Ladyfield, High Street, Bourton, Gillingham Dorset SP8 5AT by Sunday 11th August.

2.3 Late entries will be accepted by the addition of a £5-00 admin charge.

#### 3 FEES

3.1 Required fees are as follows:

£35-00 Adult helm

£20-00 Youth helm (under 19 on the 31st December 2013).

3.2 £15-00 Sunday evening dinner in the clubhouse

£10-00 per unit on-site camping charge

#### 4 SCHEDULE

4.1 Registration will take place from 10-30 am to 1-00 pm on Saturday 24th August 2013. or outside of racing times for late arrivals.

4.2 Dates of racing:

Saturday 24th – Monday 26th August 2013.

4.3 Number of races:

7 Races (3 Day National Championship)

4.4 The scheduled time of the warning signal for the first race each day is 1-00 pm Saturday, 10-30 am Sunday & Monday.

4.5 In the event that weather conditions make racing impossible or impractical on any occasion, races may be re-scheduled as far as reasonable by agreement with the FGSC Sailing Committee/Principle Race Officer.

#### 5 SAILING INSTRUCTIONS

The sailing instructions will be available on the FGSC website after 20th July 2013.

- 6 VENUE  
6.1 Attachment A to the Sailing Instructions shows the racing area.
- 7 SCORING  
7.1 The Low Point System of Appendix A will apply with A9 replacing A4.2.  
[3 Day National Championship (7 races):  
7.2 (a) When fewer than four races have been completed, a boat's series score will be the total of her race scores.  
(b) When from four or five races have been completed, a boat's series score will be the total of her race scores excluding her worst score.  
(c) When six or more races have been completed, a boat's series score will be the total of her race scores excluding her two worst scores.
- 8 NOMINATION OF RIG  
Competitors shall nominate which type of rig they will use (standard rig, Xtra rig or Mino rig) before racing. A Competitor shall use the same type of rig for all races.
- 9 STATEMENT OF RISK  
Rule 4 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."  
Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:  
They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;  
They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;  
They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;  
Their boat is in good order, equipped to sail in the event and they are fit to participate;  
The provision of a race management team, patrol boats and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;  
The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
- 10 INSURANCE  
Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3,000,000 per event or the equivalent.
- 11 FURTHER INFORMATION  
For further information please contact Comet Class Association.

## Shearwater Open Saturday 13<sup>th</sup> April

A local helm's view.

The weather forecast SSE, winds to 18mph. 9 visitors and two Shearwater boats took to the water. The wind was rising so I thought I'd remove my burgee before a capsize did. Shearwater Lake is a shifty lake in regards to the wind because it is in a valley surrounded by conifer forests. I was sure my local knowledge would hold me in good stead.

1<sup>st</sup> race I had a port flyer 2<sup>nd</sup> up to the windward mark and just edged out with an overlap on the reaching mark. Disaster followed the chasing pack arrived at the mark and I came out lying in eighth place. The Shearwater swirl had taken its toll. This was to happen to most sailors over the meeting with large swings in the positions. By the end of the second lap Ian Stone C152 had worked his way up from 4<sup>th</sup> to lead the rest of the fleet round to the finish closely followed by Brian Welham C711 and Malcolm Underwood C821 in third place. In the meantime I had worked myself into last place. The wind had stayed light and was coming from the west! (All the clouds were going SSE)

Before race two I put my burgee in and then hoped as a result I could spot some of the shifts we were all experiencing. Another good start I was just behind Ian at the windward mark. Brian was just behind me. John Coppenhall C532 was lying in sixth position and Bob Dodds C869 was in eighth place. For three laps Ian led the fleet but John who had started to chase him caught him just before the line and Bob secured third place. With a gust of wind favouring my side of the lake I managed to slide in fifth.

Race 3 the wind was just as light and it was pouring with rain. Disaster hit me again I was over the line at the start and had to go around the ends to restart and it took ages! In the meantime Brian was first up to the wind ward mark. Followed by Ben Palmer C597 and then John. He knew that only a first place would win him the Open. Likewise Ian needed a first as well but he was lying in seventh position. It was an exciting race. Brian was overtaken and eventually retired. By the third lap John had fought his way to the front overtaking

Ian and Bob. It was neck and neck on the last lap. A blast of wind favouring a corridor of the lake could have propelled anyone of them into the lead. John however held on and was first across the line followed by Bob then Ian. I came in seventh never getting close enough to challenge.

It was an eventful day well run by Nic Cross and his team. My local knowledge was of little use and I was well beaten into eighth place.

Homemade cakes and a cup of tea softened the blow and I now look forward to being a visitor at the next Open.

### **Clive Chapman C704**

	Helm	Sail	Rig	Club	R1	R2	R2	Total
1st	John Coppenhall	532	C	Hunts	7	1	1	2
2nd	Ian Stone	152	C	Maidenhead	1	2	3	3
3rd	Bob Dodds	869	C	Crawley Mariners	4	3	2	5
4th	Brian Welham	711	C	Maidenhead	2	7	DNF	9
5th	Ben Palmer	597	C	Baltic Warf	5	6	4	9
6th	Chris Robinson	867	C	Burghfield	9	4	6	10
7th	Henry Jagers	800	X	Beer	6	8	5	11
8th	Clive Chapman	704	C	Shearwater	11	5	7	12
9th	Malcolm Underwood	821	C	Littleton	3	10	DNS	13
10th	Bill Lynn	73	C	Shearwater	10	9	DNS	19
11th	Paul Hinde	844	C	Severn	8	DNF	DNS	20

## **Shearwater - The challenge**



April 13<sup>th</sup> 2013 was an interesting day for those who journeyed to Crockerton in Dorset to take part in the Shearwater Comet Open.

We had the coldest March for 50 years and April had not been much better. However, the weathermen forecast warmer weather from the west but not only would temperatures soar to double figures (that's centigrade for you older folk) but it would be very windy. Xcweather.com was predicting 18 mph with gusts of 28. Not to be outdone with the wind, they also predicted heavy rain from about 10 am onwards. Finally, Shearwater lake is in an east / west valley which is fine when they have westerlies or easterlies but a devil when the wind is north or south. You may have guessed, the forecast wind was southerly!

We all arrived well before the start time of 11.00 and parked our vehicles in the usual places beside the road on the grass. Rigging and launching posed no problems. Come the first race, together with about 20 young Topper sailors, we proceeded down the lake in fine weather with about a 3 mph wind (which was probably southerly) but, for those of you who know Shearwater, it came from every direction (and nowhere) but no direction lasted for more than 30 seconds. This made the racing challenging and I know that in the first race we had at least 5 different leaders in a field of 11 Comets. Halfway through this race at about 11.30 it began to rain just as forecast.

During lunch it rained harder but in the second race the wind continued to be light and unpredictable even during the extra heavy downpours.

Just as we were setting off from the jetty for the 3<sup>rd</sup> and final race the wind suddenly gusted to over 20 mph and those who liked stronger winds (not me) were rejoicing. However, the "wind gods" had mercy on me and dropped the

wind back to the 0–3 mph for the race. However the rain continued unabated!

Having sailed myself back into last place and having hit the penultimate mark I decided to retire. This was whilst I was closer to the clubhouse than the rest of the field so I hoped that this would enable me to be first to recover the boat and pack it away to trail it home. You may have gathered that this is unlikely or I would not be recounting my tale of woe.

Recovery was OK and dismasting OK to get to my car through the trees but on arrival at the car and road trailer I discovered that the ground was very very soft. No matter, I removed the sail from the mast with some assistance and rolled it onto the drainpipe in the mud. It took a lot of cleaning the next day at home. I am very lucky in having a double garage and a solid driveway to do the cleaning.

The heavy rain continued but I was not able to tie down all the spars onto the boat and load the foils into my car whilst in my all weather sailing gear because calls of nature have no respect for anyone so it was off to the clubhouse to change into street clothes and prize giving. (I came 4<sup>th</sup> so no prizes for me). Now it was time to return to the boat to finish off the process which I managed without getting too wet but nearly fell over more than once on the very slippery grass / mud around the car. I parked only 2 yards off the road with the trailer wheels still on the tarmac. I hitched up and prepared to back out when the people carrier beside me started to spin its wheels into the mud. This will not be for me, I thought, but the first attempt to back out moved me one inch before my wheels spun. I jumped out and unhitched the boat and tried again. No luck. OK I thought. I am on a very slight slope and so if I can get a bit of speed can turn and run parallel to the road and pick it up that way. No such luck. I did move if forward but I could not steer it well enough to control the direction. I was in an even worse position than before with both shoes and trousers covered in mud.

By now we had 5 cars in trouble including a 4 wheel drive Skoda Yeti. All sorts of methods were tried to get these vehicles out of the mud. We, pushed, we attached a rope to the tow ball and pulled, we put the rubber mats under the wheels, we put sticks fallen from the trees to fill the holes made by the spinning wheels and some of these



actions worked on a couple of the vehicles. By the way it continued to rain heavily and it was approaching 5 pm.

Now we had 3 cars bogged down and unable to move. Then we were lucky, as a passing local resident with a big 4 x 4 truck stopped and was persuaded to help us although he did admonish us for not having a tow rope in any of the cars!. He produced a very nice yellow rope from the back and very soon pulled all three cars out. I never did get his name but "thank you".

By now all those involved in the pulling, pushing and driving were in a sorry state from the mud but we did leave happy that no real harm had come to our boats or cars. Shearwater always offers up some interesting events and on that day the incident above was probably not the most difficult one. One of the Comet helms arrived towing his boat behind a small camper van which had a engine problem just as it arrived. After calling the Green Flag Assistance the man from the RAC confirmed that it was a head gasket and would not make it back under its own steam. Luckily, they had "get your vehicle home" cover and were waiting for the truck to come to take the camper and the boat back to Sussex as our last hope of rescue.

### **Brian Welham C711**

P.S. I have sold the Golf and purchased a 4 wheel drive Honda CRV so should this occur again I may be able to extract myself!



## Comet Open Hunts Sailing Club 21<sup>st</sup> April 2013

20 competitors took part in the Comet open meeting held at Hunts Sailing Club. The competitors were greeted with a sunny day and a force 2 to 3 from a relatively constant direction.

The first race got under way in slightly less wind with the occasional extra puff coming through which on the downwind legs meant that some of those from the rear of the fleet caught up. There was close racing throughout the fleet with half the fleet having been previous winners at open meetings.

Brian Welham (Maidenhead) was first round mark #1 but was caught by Nigel Austin (Cransley) who swapped the lead with lead with Chris Robinson (Burghfield), Michael Ettershank (Eyott), Eddie Pope (Ogston) and Brian Welham but on the penultimate lap Henry Jagers (Beer) came from about 8<sup>th</sup> to grab the lead. The last lap saw Brian Welham take the lead back on the last beat and he was followed home by Eddie Pope and Nigel Austin.

The wind had increased slightly by the start of race 2 and the course had been tweaked by the race officer.

Pope had taken the lead of the race by the end of lap 1 closely followed by Welham. Peter Mountford (Staunton Harold) was in 3<sup>rd</sup> followed by Andrew Keynes (Crawley Mariners) in 4<sup>th</sup>.

Pope held the lead to the end. Welham finished 2<sup>nd</sup> having worked his way back from 4<sup>th</sup>. He had been passed during the race by Mountford who finished 3<sup>rd</sup> and Robinson who finished 5<sup>th</sup>. Ettershank had steadily worked his way up to 4<sup>th</sup> by the end of the race.

Race 3 saw the wind increase to force 3 to 4 and there was a course change. Pope was leading at the second mark followed by Ettershank and Mountford. However he then took the wrong course allowing Ettershank and Mountford through. By the end of the lap

Pope had worked his way back up to second but Ettershank was some distance ahead. At the end of the next lap Ettershank was still leading but Pope had been overtaken by Mountford and Robinson.

By the finish of the race Mountford was able to overhaul Ettershank to win and Pope had moved up to 3<sup>rd</sup>. As the wind had increased, 5 competitors did not venture onto the water for the final race and 3 others retired including the final winner of the event. Thus only 12 boats completed the race.

This meant that the first 4 Comet opens of the year had had 4 different winners.

### John Coppenhall 532

	Helm	Sail	Rig	Club	R1	R2	R2	Pts
1st	Brian Welham	711	C	Maidenhead	1	2	DNF	3
2nd	Peter Mountford	864	C	Staunton Harold	7	3	1	4
3rd	Eddie Pope	804	C	Ogston	3	1	3	4
4th	Michael Ettershank	84	C	Eyott	5	4	2	6
5th	Nigel Austin	875	C	Cransley	4	9	4	8
6th	Chris Robinson	867	C	Burghfield	11	5	5	10
7th	John Windibank	858	C	Ouse Amateur SC	6	6	6	12
8th	Henry Jagers	800	C	Beer	2	13	DNF	15
9th	Annette Walter	323	C	WGCS	9	7	8	15
10th	John Coppenhall	532	C	Hunts	10	8	9	17
11th	Rhiain Bevan	724	C	Cransley	8	11	10	18
12th	Paul Hinde	844	C	Severn	14	12	7	19
13th	Andrew Keynes	299	C	Crawley Mariners	12	10	DNF	22
14th	Brian Weatherley	654	C	Cotswold	15	14	11	25
15th	Phil Walter	611	C	WGCS	13	15	12	25
16th	Sarah Austin	564	C	Cransley	16	17	DNS	33
17th	Denise Weatherly	843	X	Cotswold	18	16	DNS	34
18th	Elinor Pawluk	205		Cransley	17	DNF	DNS	38
19th	Julie Houghton	417		Cransley	19	19	DNS	38
20th	Steven Pawluk	583		Cransley	DNF	18	DNS	39

## Burghfield Comet Open 27<sup>th</sup> April 2013

Eleven Comet sailors arrived at Burghfield Sailing Club on 27<sup>th</sup> April to find a rather cold day. The Open was held in conjunction with the Solos and OKs, and at the suggestion of the OKs, the race format was changed from the usual three races to four shorter races. The wind was coming across the reservoir, which resulted in a rather shifty wind. The course had two beats per lap, and an Olympic style reach to the finish after the leeward mark, which allowed a quick turnaround between races.

In the first race the majority of the fleet opted to follow the example of the OK and Solo fleets, and start at the committee boat end of the line. However, a windshift just before the start saw the pin end favoured, and John Sturgeon and Ben Palmer, who were the only boats to start at this end, took an early lead. However, it turned out that playing the windshifts correctly on the first beat was more important than where you started, and it was Ian Stone who was first to the windward mark, followed by Ben and Chris Robinson. On the run the fleet, all on port, were confronted by the OK fleet reaching across on starboard. Ian was far enough ahead to get across in front of them, but the rest of the fleet chose to luff up behind the OKs, thus losing ground. However, Chris dared to sail through the middle of the OKs. This paid off, and he moved into second place. Despite some close racing for second place, Ian and Chris were still in first and second coming down the final run. However, the fleet became becalmed, and Michael Ettershank, sailing very low, picked up some wind and sailed through into second place.

In race two the fleet was spread right along the line, and then split into two – half going left up the beat, half going right. It seemed to make very little difference. Ian, Ben and Peter Mountford were first to the mark, and formed a lead group. As the race progressed Ian pulled ahead and Chris caught Ben in third. Peter then hit one of the wing marks, dropping back behind Chris.

The fleet then returned to shore for lunch, just in time to avoid the rain that arrived. The sun was out by the start of the third race, which had to be postponed as the rain had bought a change in wind direction. However, the wind eventually settled down to where it had been before, and a course similar to that used in the morning was set.

In race three the fleet started at each end of the line, which were very crowded. Again the fleet split left and right up the beat, and again there was little difference between the two sides of the course. The first four round the windward mark, Ben, Brian Welham, Ian and Chris, looked as if they would break away. But by the second beat the two Xtra rigs, sailed by Henry Jaggars and John Sturgeon, had moved into the first two places. At this point a windy squall, with rain that reduced the visibility, came through. Several

Solos capsized, and this kept the rescue boats busy. Brian and Steve Gregory elected to retire, but the rest of fleet were able to carry on. There were many changes in position as some helms struggled in the wind. However, as the squall passed and visibility improved, it was Ian who had moved into first place followed by John in second.

After three races Ian, with three firsts, had won overall. However, with three different helms taking second place in each race, second place overall was all to play for.

There was more wind in the final race. Chris and Ian, starting at different ends of the line, arrived at the windward mark close together. Chris kept the lead for half a lap before being caught by Ian. On the run back to the start Chris elected to gybe onto port rather than run by the lee. This turned out to be a mistake, as he then had to keep clear of some Solos crossing the course. Another squall came in, and he nose-dived and, being unable bear away, sailed way off course. This allowed Peter and Ben to get past. Ian and Peter sailed off to take first and second place respectively. Behind them, Michael and Henry caught Ben and Chris, and with the Race Officer electing to let the race run for an extra lap, they enjoyed some close racing. As they sailed into the final gybe mark before the finish another windy squall came in, and they approached the mark at speed, while some OKs came in beneath them. It was going to be a hairy rounding! Ben and Michael got around the mark ahead of the OKs without difficulty, while Henry elected to wear round. Chris, seeing a gap between two OKs, rounded close in to the mark only to be met by a capsized OK. Luffing past this obstacle slowed him down, and allowed Henry to catch back up. Reaching into the finish, Henry bore off and getting onto the plane passed Chris.

Ian finishing first in all four races was the clear winner. However, the second places went to four different helms, which left no one sure who was second overall until the results were produced. Peter's second and two thirds gave him second place overall. Third place was tied between three helms on equal points, but on count back, Chris was third.

### Chris Robinson C63

	Helm	Sail	Rig	Club	R1	R2	R3	R4	Total-3/4
1st	Ian Stone	152	Std	Maidenhead SC	-1	1	1	1	3
2nd	Peter Mountford	864	Std	Staunton Harold	-5	3	3	2	8
3rd	Chris Robinson	63	Std	Burghfield SC	3	2	-7	6	11
4th	Michael Ettershank	84	Std	Eyott SC	2	5	-6	4	11
5th	Ben Palmer	597	Std	Baltic Wharf SC	4	4	-5	3	11
6th	Bob Dodds	869	Std	Crawley Mariners	6	6	4	-7	16
7th	John Sturgeon	400	Xtra	Hawley Lake	9	-11	2	8	19
8th	Henry Jaggars	800	Xtra	Beer SC	-8	8	8	5	21
9th	Brian Welham	711	Std	Maidenhead SC	7	7	DNF	DNF	26
10th	John Coppenhall	532	Std	Hunts SC	-10	10	9	9	28
11th	Steve Gregory	57	Std	Frensham Pond	11	9	DNF	DNF	32



## COMETS AT WINSFORD FLASH S.C. May 11<sup>th</sup> 2013

Fifteen helms including six visitors took part in the Winsford Flash Comet Open. The weather was overcast with heavy cloud fronts. One contestant elected to use the Mino rig and the rest used the Standard rig.

14 boats took part in Race 1. Eddie Pope (Ogsten SC, 804) established a lead during the first lap, Bob Dodds (Crawley Mariners YC, 869) attained second place and Dave Jobling (North Staffs SC, 579) third. The fleet settled into two main groups with a significant gap between. There was some shuffling of positions in the leading group but little in the second group. The wind changed from SW to WNW during the second lap and it became more



Eddie leading the race with Jonathan and Dave in hot pursuit. Nigel Miller (730) was not mentioned in the report but was in contention at that stage

difficult to overtake or catch up as the beats mainly disappeared. The race finished with Eddie Pope (Ogsten SC, 804) 1<sup>st</sup>, Bob Dodds (Crawley Mariners YC, 869) 2<sup>nd</sup>, Jonathan Latham (Winsford Flash SC, 349) and Dave Jobling (North Staffs SC, 579) 4<sup>th</sup>.

15 boats entered the second race and 8 finished. As about half the fleet had started the second lap, a dark cloud front came through and the wind veered to the NW. A very heavy and prolonged gust hit the Flash and many of the boats capsized or were blown backwards in irons. Eight survivors finished with Jonathan Latham (Winsford Flash SC, 349) 1<sup>st</sup>, Chris Robinson

(Burghfield SC, 867) 2<sup>nd</sup>, Eddie Pope (Ogsten SC, 804) 3<sup>rd</sup> and Peter Mountford (Staunton Harold SC, 864) 4<sup>th</sup>. It was an entertaining race for the spectators and hard work for the two rescue boats.

Unsurprisingly the final race started with 11 boats. The wind eased to a brisk breeze and Jonathan Latham (Winsford Flash SC, 349) took the lead early and maintained it to the finish. Eddie Pope (Ogsten SC, 804), Chris Robinson (Burghfield SC, 867) and Peter Mountford (Staunton Harold SC, 864) competed hard for position as did Bob Dodds (Crawley Mariners YC, 869) and John Coppenhall (Hunts SC, 532).

Thanks to Jonathan Latham the WFSC Comet trophy came home for the first time since 2004. Many thanks from Winsford Flash SC to all our visitors, some from quite a distance, who made the event so competitive and enjoyable. We hope you all come again next year.

### Roy Symmers C115

Place	Helm	Sail	Club
1st	Jonathan Latham	349	Winsford Flash
2nd	Eddie Pope	804	Ogsten
3rd	Chris Robinson	867	Burghfield
4th	Bob Dodds	869	Crawley Mariners
5th	Peter Mountfield	864	Staunton Harold
6th	John Coppenhall	532	Hunts
7th	David Harrison	815	Winsford Flash
8th	Roy Symmers	115	Winsford Flash
9th	Nigel Miller	730	Winsford Flash
10th	Keith Sowley	531	Winsford Flash
11th	Dave Jobling	579	North Staffs
12th	Fiona Niddrie	745	Winsford Flash
13th	Ros Stevenson	841	Winsford Flash
14th	Hazel Miller	727	Winsford Flash
15th	Tony Barrett	608	Winsford Flash

## **Maidenhead Open Meeting from Comet 84**

The Maidenhead Sailing Club local sailor and editor, Brian Welham, has rather foolishly asked me for a personal account of his local open because as he put it "I've rather lost track of what happened out there" to do a normal official looking report so you may find this doesn't quite match up with your experience of day.

The lake was so full of dyed blue water that the fleet was able to sail over the shallows which are normally obstructions even with the centreboard fully down. There were 18 Comets where present of which most were visitors coming from pretty much everywhere.

The course stayed the same all day and was effectively a figure of eight with 2 beats per lap, an excellent long fast close reach and a long run that put plenty of helms in the water. We were sharing the day with Miracle fleet which started 5 minutes ahead of us and made things interesting where course naturally made the fleets cross each other.

Race 1 started with a fun Force 3 to 4 and a port end bias, I got my best start of the day starting with speed along with a few boats down that end and managed to be in the first few boats round the first mark. Ian Stone, the local hotshot, had picked the wind shifts right and got round first. At some point someone with a capsized down wind leaving myself and Ian upright at the front. Suddenly mindful of the conditions I checked behind and work out where the windy weather expert of Chris Robinson was only to find one of the light wind expert in the next boat and Chris was much further back down the field. I quickly got back to concentrating on my boat rather and try not to think too much about the possibility of an outstanding result.

I managed to get past Ian on the short beat but the taste of glory didn't last and he shortly got past me on the next flat out reach. Although Chris was slowly gaining on us I managed to hold on long enough for a second with Ian in front.

Lunch, the most important part of any open meeting followed, this was ideal for the windy conditions and consisted of baked potato, chilli, rice, beans and cheese. All chased down with a tasty apple and pastry creation topped with cream. This probably goes some way to explaining the large turn out in both the Comet and Miracle fleets.

The start line for the second line had a starboard end bias. I started on the port end with things not looking promising. A few minutes later it came as something of a surprise to go round the first mark in about 5<sup>th</sup>. There was more wind than the first race, making the runs faster but the long reach became closer hauled making it tricky to get the most out of the boat. I was in a small leading group with Bob Dodds and Chris Robinson with Ian Stone rapidly gaining ground until he sailed into a bad patch wind behind an island topped with trees known locally as "large lump".

In last beat of the last lap I managed to get ahead of both Chris and Bob due to a wind shift. On the long close reach back to finish everything was fine until a lull or header brought the boat heeling towards the wind with my upper body in the water. This wasn't fast. When I popped back up to the normal sailing position Chris was up the inside heading into the mark and Bob was right off the transom. Chris then sailed quickly to line while Bob's proximity to my transom prevented a tack to make the line via the shortest route and we both ended up pinching to the far end of the line near the committee boat. This finish was close enough to hear the race committee say "ooohh". Looking at the results we couldn't be split.

Race 3 immediately followed the second race. As before I had a poor start, although somewhere near the middle of the line this time, this time there was no quick recovery and I sailed round the first mark 4<sup>th</sup> from last. Brian Weathley was in the boat in front and I ran over the end of his boom when he briefly capsized at the second mark. Conditions at this stage were still windy, most just exciting but occasionally gusting to worrying. Managing to keep the boat up the right way gained me a few places past upturned boats. After a while I found myself racing around swapping places with Ben Palmer who downwind appeared to have his sail out too far for the conditions, yet the boat looked perfectly stable and fast with no signs of the usual sudden roll to windward. At the end of another exciting race I had fought up to fifth but the leaders were always somewhere in the distance.

At the end of a great day of racing Ian had won the event with Chris in second and myself in third just ahead of Bob in fourth.

## **Michael Ettershank C84**

**Thank you Michael.** I hope this "different" report of an open meeting is of interest. I asked Michael to write something as most reports are very much the same. However, for those who want to know the full results they are on the page. You will note that the racing was so close that the race crew awarded two tied places.

**Ed**

# Maidenhead SC Comet Open Meeting Results 2013

HELM	SAIL	RIG	CLUB	RACE 1		RACE 2		RACE 3		TOTAL		FINAL PLACE
				PLACE	PTS	PLACE	PTS	PLACE	PTS	PTS	PTS	
Ian Stone	152	C	Maidenhead	1	1	4	4	1	1	2	2	1st
Chris Robinson	867	C	Burghfield	3	3	1	1	2	2	3	3	2nd
Michael Ettershank	84	C	Ayott	2	2	2	2.5	5	5	4.5	4.5	3rd
Bob Dodds	869	C	Crawley Mariners	5	5	2	2.5	3	3.5	6	6	4th
John Windibank	858	C	OAYC	4	4	7	7	RTD	19	11	11	5th
Ben Palmer	597	C	Baltic Warf	9	9	5	5	6	6	11	11	6th
Peter Mountford	864	C	Staunton Harold	8	8	8	8	3	3.5	11.5	11.5	7th
Brian Weatherley	654	C	Cotswold	11	11	6	6	6	6	12	12	8th
Annette Walter	323	C	Welwyn G C	7	7	9	9	8	8	15	15	9th
John Coppenhall	532	C	Hunts	14	14	14	14	7	7	21	21	10th
Anne Higgins	860	X	Cotswold	13	13	11	11	RTD	19	24	24	11th
Brian Welham	711	C	Maidenhead	6	6	RTD	19	DNS	19	25	25	12th
Denise Weatherley	843	X	Cotswold	17	17	10	10	RTD	19	27	27	13th
Henry Jagers	800	X	Beer	10	10	RTD	19	DNS	19	29	29	14th
Antony Butler	481	C	Maidenhead	16	16	13	13	RTD	19	29	29	15th
Carol Butcher	614	M	Hawley Lake	18	18	12	12	RTD	19	31	31	16th
John Sturgeon	400	X	Hawley Lake	12	12	RTD	19	DNS	19	31	31	17th
Andrew Keynes	299	C	Crawley Mariners	15	15	RTD	19	RTD	19	34	34	18th

## Attenborough Open 20<sup>th</sup> June 2013

Six visitors joined seven home club boats at Attenborough Sailing Club on Saturday 22nd June for the second Comet Open meeting to be held by the club. Three races were held in winds of force 4 to 5 with gusts up to force 7 which kept the safety crew busy throughout the day.

Race 1 got away cleanly and soon Peter Mountford, Eddie Pope and Bob Dodds had broken away and looked as if they would never be caught. The gusty winds had other ideas and after 5 laps of the small lake Bob Dodds had been overtaken by a local club member, Mike Pritchard and with Peter and Eddie staying out in front that is how the first three finished.

Race two started in slightly less wind but it soon filled back in. In this race the front runners were joined by Jon Adams from Attenborough SC, who had not sailed a Comet until today. As in Race 1 there were many capsize throughout the fleet but familiar faces still managed to come through. The first three places were taken by Bob Dodds, Jon Adams and Peter Mountford respectively.

The winds did not relent and a number of the entrants decided that they would stay ashore. There were also a number of retirements and consequently just six boats finished the race. The first three places were taken by Peter Mountford, Mike Pritchard and Bob Dodds.

Taking the best two races from the three gave the overall honors to Peter Mountford, his first Open Meeting win in 54 years sailing.

Second place went to Bob Dodds and third to local man Mike Pritchard in a loaned boat.

Pos	Club	Name	Sail	R1	R2	R3	Points
1	Staunton H	Peter Mountford	864	1	3	1	2
2	Crawley	Bob Dodds	869	4	1	3	4
3	Attenborough	Mike Pritchard	547	3	5	2	5
4	Ogston	Eddie Pope	804	2	4	4	6
5	Attenborough	Jon Adams	708	5	2	DNF	7
6	Hunts	John Coppenhall	532	7	6	5	11
7	Attenborough	Derek Harbour	648	DNS	10	6	16
8	Attenborough	Robert Ceurstemont	249	9	8	DNS	17
9	Attenborough	Andrew Beaumont	556	6	12	DNF	18
10	Attenborough	Malcolm Davidson	311	10	9	DNF	19
11	Attenborough	Josie Adams	624	DNF	7	DNS	21
12	Nottingham	Jan Walsh	42	11	11	DNS	22
13	Attenborough	Saul Tendler	441	8	DNF	DNS	23
14	Beer	Henry Jagers	800	DNS	DNF	DNS	29

## Editorial

Hi,

We have a bumper edition this time and some articles I have are being held back until later to keep the size down.

Although young Ian Stone is from my club, I make no apology for putting his picture on the front cover. This photo shows exactly how to sail you Comet in strong winds from a planing reach to harden up for a challenging beat. I only wish I could do the same but it could be that I am 63 years older and nearly 18 inches shorter and probably 15 kg lighter but I do try!



The Open season began with a combined event at Sutton Bingham and then a very wet day at our usual first event at Shearwater. This gave rise to a couple of articles.

It is good to see that the Open meetings this year have not been dominated by one or two winners. As I sit here I have counted 9 different open meeting winners and one helm who has had 3 open wins and the Association championship. If you have not guessed the Ian Stone (the multiple winner) holds a good lead in taking the Aphelion Trophy but he is not unassailable at the moment.

You will also see in this edition that 2 of the reports for the open meetings are from the slightly different perspective of the experience of a competitor rather than a straightforward report of the meeting. I hope that this more colourful and personal thoughts will be as interesting as the normal report.

Don't forget to tear out the national's Entry form post it with your cheque and for good measure you could add your nomination for committee member on the Nomination form on the back and send them to Clive Chapman our chairman.

I note that we have very few Comets for sale at the moment. This means that people are keeping their boats but our Class membership

is not going up significantly. If you have club members who own Comets would you please alert them to the benefits that membership brings and show them Perihelion as it might be just the fillip they need to join. The more members we have the cheaper it will be for each member. One problem we have with few second hand boats is that those who want to join the class may not be able to afford the £3800 for a new one from Andy and we will miss the competition from new (perhaps younger) helms. If you know anyone who is not going to use their boat then perhaps you can persuade them to offer them for sale through the website.

This time I have tried to include all the positions at each open following a request for this information. Please let me know if you find it useful.

Don't forget that we accept any article that may be interesting to our members for inclusion in Perihelion. Have you had a good sailing holiday or boating holiday that you can share with us? Has the new PY helped your handicap results at your club? Have you tried the new zippered sail?

At my club we have been having problems with confirming the finishing positions in our pursuit races now that we are getting up to 30 boats competing. These last approx 40 minutes from the Topper start and the rule is that at the end, each boat is to hold station until scored. However, the results posted are frequently "wrong"! Has your club a better and more accurate way of recording the finishing positions? I am sure that many clubs have found it difficult but many will have found a solution.

**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)**

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