

FILE

**PERIHELION**

**Newsletter 16**



**Comet Class Association**

COMMITTEE MEMBERS

NEWSLETTER NUMBER 16

AUTUMN 1990

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## CHAIRMAN'S ADDRESS

At this Fourth Annual General Meeting of the Comet Class Association, I am reporting on a shortened year from the last AGM at Kingsmead through the use, this year, of the middle day of our first three day championship.

Class membership stands at currently 250 members out of 420 boats shipped which, at 60%, is good but unfortunately down on the previous year. Despite a S.A.E and reminders in the Newsletter, almost 100 members did not rejoin in 1990 and I would ask all members to check at club level that their fellow Comet sailors do join the Association, which is to the benefit of us all.

Margaret Hylton attended the Class Association Forum on behalf of the Comet Class but there was little relevant to report and, indeed, only 25 out of 150 associations did attend! Our Yardstick Number is of some concern, being generous at some enclosed locations but certainly not on large and open waters. Please check that your Club supplies a Comet PY return to the RYA as it is only through a wide selection of returns that a realistic number will be established.

The Class attended Sailboat '90 at Crystal Palace in early March with a stand in Hall 2 and using Ralph Rowe's boat from Chipstead. Our stand again looked clean and professional and was very busy throughout, with a wide range of interest from beginners to those looking for alternatives to the Laser. The Comet offers good value and it is helpful to the growth of the class that the secondhand market is growing, with boats holding their value well. My thanks to Ralph for the use of his boat and to all the helpers who manned the stand for the weekend.

Ralph Rowe was also the instigator of the Comet Class car sticker which has been jointly financed with AMS Marine and Dinghy Leisure. The sticker has been issued to all members with the last newsletter and I hope they will be shown prominently to advertise our class.

Perihelion, our class newsletter, has been issued quarterly and is now fully produced by Stuart Lines, as our Editor and he is also looking at ways to reduce the high cost of printing. As before, lack of copy is the major problem to producing a good Newsletter and I sincerely thank those of you who have supplied items in the past year. I urge the other 240 members to put pen to paper and warn you seriously that the alternative might be that the Newsletter ceases publication.

Undeterred by the rather poor turnout at some events in 1989, your Committee produced another full programme for 1990 and, even then, turned some proposed events down. Unfortunately, we have still seen some poor turnouts. Cam and ICI Slough, in perfect conditions, attracted less than 10 entries, with the Association Championship at Weston only having 13 at an excellent venue. Congratulations to Guy Wilkins of Chipstead on his convincing win at his first Comet event.

A smallish number of Comets at Redditch was masked by sharing the water with a GP14 Open and this may be an option for the smaller clubs to adopt.

The established events of Kennet Valley and Chipstead gained a good number of entries and it obviously helps to have an active home fleet as a base. This should help both Aylesbury and Kingsmead later in the season but I would ask you to support both Gunfleet and Wilsonian in September. It is essential to support these clubs without large home fleets in order to build up their fleets and retain the open meeting facility.

Finally, at Ardleigh, we have an entry of 35 which is slightly down on our expectations of 40 but it certainly does not lack any competitive edge.

We retain various class related facilities including custom clothing through Ocean World and Abbasports and the insurance scheme through Noble's. These facilities help to spread the Comet word and also bring a little commission to the Association and I hope that all members will make full use of them.

We still supply our unique Class Handbook with each new boat and the Association has copies available for a nominal sum should any member not have their own.

I should not conclude this address without referring to the close working relationship which has been maintained both with Andrew Simmons of AMS Marine and Margaret & Barrie Hylton of Dinghy Leisure. This relationship may also be unique to the Comet Class and I trust it will long continue to be of real benefit to all three parties.

Now to the matter of my retirement! I have been Chairman since 1986 and have paid proper penance for winning the trophy at Aylesbury. It has been four years of quite hard work but worthwhile to see the Association grow rapidly from its early beginnings to the successful organisation of today.

I need a rest and, more importantly, the Class needs a new leader with ideas and enthusiasm to carry the Association forwards as our boat numbers continue to grow.

I would like to thank everyone who has helped me over the past years and, particularly, Margaret for putting up with it all and being an effective answering service at home.

I trust that the Association will continue as the friendly group of people it most successfully is today.

Thank you.

Keith Lamdin

[This is the address given by Keith at the recent A.G.M. - Ed.]

## A.G.M. MINUTES

Minutes of the Annual General Meeting of the Comet Class Association held at Ardleigh S.C. on Saturday 30th June 1990.

Apologies for absence were received from Mark Baker, Martin Preston and Neil Beaton.

Minutes of the previous AGM were agreed to be a fair record, proposed by Jackie Hudson and seconded by Errol Edwards.

Matters Arising from the Minutes were the distribution to all members of a list of all Comet owners and their clubs. This was left to the Committee to follow up but it was felt that the best that could be done would be a list to all clubs rather than to each member.

Secretary's Report. The Class has continued to grow. The Committee have held two meetings in the last eight months. Margaret Hylton represented the Class at the RYA Class Forum held in London in December. At the present time there are 405 boats on the Class register, of which 267 are owned by members of the Association.

This year we have organised 10 open meetings plus an Inland and a National Championship. Entries have generally been lower this year.

For 1991 we have confirmed a National Championship to be held at Hampton Pier Y.C. (Herne Bay, Kent) from 12th to 14th July, plus an Inland event to be held at Graffham Water S.C.

Secretary's report proposed by Ted Sheppard and seconded by Robin Ballam.

Treasurer's Report. Keith Lamdin read a resignation letter received from Neil Beaton and distributed the accounts for 1990. It was explained that these represented a period of eight months, as against our last accounting period of fifteen months, due to the change in date of the AGM.

John Windibank queried the bank interest charges; these were raised at the last AGM and the same reasons applied. Ted Sheppard said he would enquire at his own bank re. details of interest payments.

The accounts were proposed by Henry Jagggers and seconded by John Windibank.

Chairman's Report. Association renewals were down this year and all members were asked to encourage fellow Comet sailors to join the Association. There is concern about the P.Y and all clubs are asked to ensure they complete their P.Y forms to the R.Y.A at the end of the year. Sailboat '90 was a success thanks to all who helped, especially Ralph Rowe who loaned his boat for the weekend. Thanks to Stuart Lines for taking over as editor of the newsletter and a request for more material from members.

More clubs are wanting to run Comet opens but attendances down this year - Cam and ICI less than 10, tidal champs only 13, Kennett 15, Chipstead 25 and 34 at Ardleigh. Please support the remainder. Support Noble Insurance and Abbasports, our clothing suppliers, if possible. Thanks to A.M.S and Dinghy Leisure for our good working relationships.

[The full text of the Chairman's address is included earlier in this edition - Ed.]

Thanks were given to Neil Beaton for all his work as Treasurer. Thanks were also given to retiring committee member Carr Withall for all his work over the past few years.

### Election of Officers and Committee

There were no nominations for the post of Chairman. Keith was thanked for all his hard work in establishing the Association and agreed to hold the chair until the close of the meeting.

The following were elected as Officers for the year 1990/91:

Office	Nominee	Proposer	Seconder
Secretary	S. Kibble	J. Hudson	F. Coulter
Treasurer	M. Preston	H. Jagggers	B. Hylton
Auditor	D. Coleman	K. Lamdin	E. Edwards

The following were elected unanimously as committee members: Henry Jagggers, John Windibank, Jackie Hudson and Stuart Lines, having been proposed by Keith Lamdin and seconded by Martin Mason.

### Class Rule Changes

1. The committee proposed that the only classes of membership of the Association be Honorary and Full, all reference to Associate be deleted. Full membership is deemed to include all family members relating to the ownership of a single Comet or any person having an interest in the Comet class. Change carried.
2. That the level of subscription be set at the AGM. Change carried.
3. AMS Marine propose that rules 23 Mast, 25 Sail and 16 Deck Fittings be amended as shown in the attached specification. Changes carried.

A number of other measurement rule changes had been raised but were not received in time to be discussed at the AGM.

### Any Other Business

Membership Fee: It was proposed that the annual subscription for 1991 be £8.00. Carried.

C. Sinclair and B. Hylton asked the committee to review the Class constitution in the light of proposals by members to change the basic one design of the Class.

Henry Jaggers gave a vote of thanks to Keith Lamdin for chairing the meeting.

The meeting close at 21.37 with 23 members present.

Steve Kibble  
Class Secretary

# AMS Marine

Horsepond Meadow  
South Molton  
Devon  
EX36 4EJ

Tel. 07695 4358  
Fax. 07695 2871

## PROPOSED ADDITIONS / AMENDMENTS TO COMET CLASS RULES.

### 23. MAST

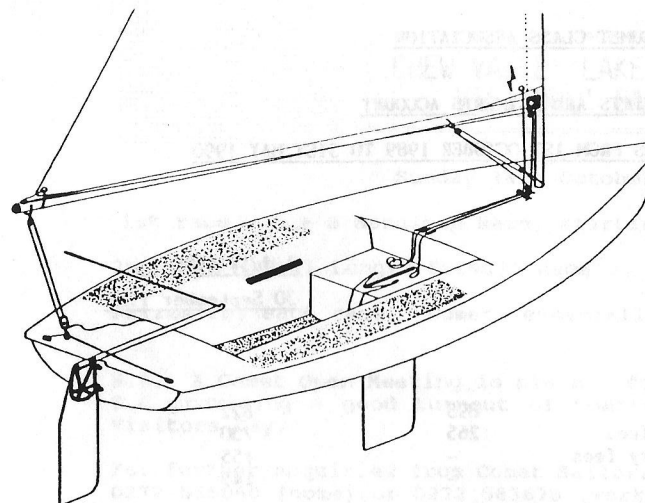
- a. Overall Length. When top mast and lower mast are assembled in their operating condition, the overall length including end plugs shall be  $6040 \pm 30\text{mm}$ .
- d. v. Bracket for fitment of burgee at top of mast. Must not hinder reefing of the sail and must keep mast top sealed and watertight.
- vi. Locating rivet/screwhead approx. 220mm from bottom of mast in line with top lacing eye. Locates with cut out on top edge of bottom mast when top and bottom mast are in their operating position.

### 25. SAIL

- d. iii. Shall be fitted at head of sail with centre of cringle not less than 15mm and not more than 30mm from a line continued aft of the top end of the sail sleeve and as close to the sleeve as possible.

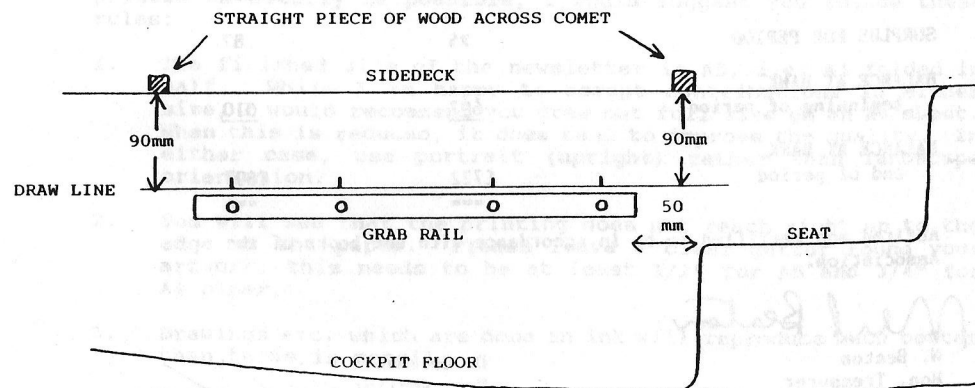
### 16. DECK FITTINGS

- c. v. Two grabrails as supplied by AMS Marine fitted to forward cockpit sides in the approved position.



COMET COCKPIT GRAB RAILS

1. As per diagram, lay a straight piece of wood across the sidedecks.
2. Measure 90mm down from underneath the wood and mark the cockpit side. Do this at the front of the cockpit and about 450mm further back.
3. Using a straight edge, draw a line between these 2 marks.
4. Position the grab rail under the line with its end 50mm from the edge of the seat. Mark the line accurately at each grab rail hole.
5. Carefully drill each of the 4 marks with a 9/64" drill.
6. Apply clear silicone sealant on the back of the grab rail and a little on the holes you have drilled.
7. Fit the grab rail with the screws but do not overtighten.
8. Wipe off any excess sealant.



COMET CLASS ASSOCIATION

RECEIPTS AND PAYMENTS ACCOUNT

FOR THE EIGHT MONTHS FROM 1ST OCTOBER 1989 TO 31ST MAY 1990

1 July 1988 to  
30 September 1989

RECEIPTS

Membership subscriptions	898	822
A.M.S. Marine - Builders fees	265	730
National Championship entry fees	-	155
Open meeting proceeds	-	145
T-Shirts and Sweat Shirts, net proceeds	-	65
Handbooks	6	66
	<u>£1,169</u>	<u>£1,983</u>
	*****	*****

PAYMENTS

Advertising	96	262
Newsletters	521	656
RYA affiliation fee	24	30
Stationery	22	100
Postage and telephone expenses	42	96
Bank charges	-	10
Sailboat 90 expenses	81	69
Prizes -		
Championships	217	361
Open Meetings	16	73
Association handbooks	-	239
Association car stickers	125	-
	<u>£1,144</u>	<u>£1,896</u>
	*****	*****

SURPLUS FOR PERIOD                25                                                        87

BALANCE AT BANK,  
beginning of period                697                                                        610

BALANCE AT BANK,  
end of period                                £722                                                        £697

Audited and certified to be in accordance with the books of the Association.

*Neil Beaton*  
N. Beaton  
Hon. Treasurer

D. Coleman  
Hon. Auditor *D. Coleman*

CHEW VALLEY LAKE S.C.  
VISITORS' DAY

Sunday 14th October 1990

1st race - A + B Handicap Race, starting at 10.30 approximately.

2nd race - Full Length Pursuit Race.

Prizes for each race. Comets especially welcome.

N.B. A Comet Open Meeting is planned for 1991 at Chew Valley Lake S.C providing a good turnout of Comets is achieved at the 1990 Visitors Day.

For further enquiries from Comet Sailors, contact Errol Edwards on 0272 565060 (home) or 0272 583678 (work)

Directions: From Junction 19 on M4 join M32 into Bristol City Centre. Turn left onto inner ring road and follow signs for A38 Taunton/Bristol Airport.

Follow A38 through Bristol and about 3 miles after Crematorium/small roundabout turn left for Chew Magna on B3130. Proceed through Winford village for about 2 miles and then turn right at cross roads for Chew Stoke. (There is an Esso garage on left shortly before cross roads). Turn right at junction in Chew Stoke and then turn next left into Walley Court Road. Chew Valley S.C. is on the right about 1/3 mile after this junction.

NOTES TO CONTRIBUTORS

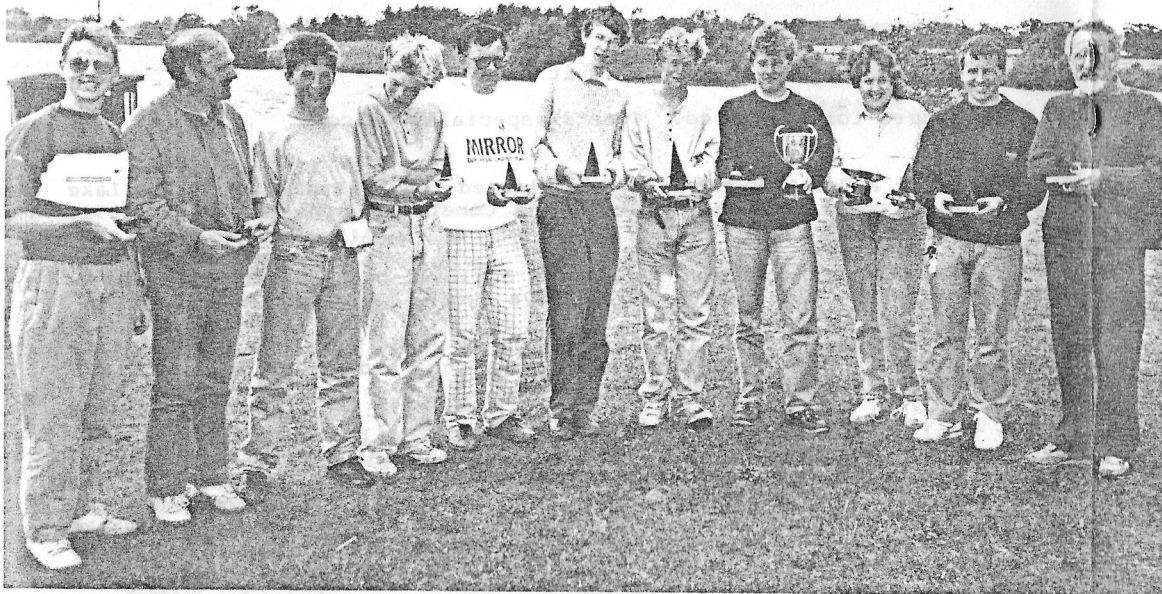
Although I normally retype articles which are submitted for Perihelion, some people kindly supply art work, either in the form of advertisements or diagrams. To ensure your contribution is printed as clearly as possible, I would suggest you follow these rules:

1. The finished size of the newsletter is A5, i.e. A4 folded in half. While I am happy to accept contributions in either size, I would recommend you draw out full size on an A4 sheet. When this is reduced, it does tend to improve the quality. In either case, use portrait (upright) rather than landscape orientation.
2. You will see that the printing does not reach right up to the edge of the paper. Please leave a clear gutter round your artwork; this needs to be at least 1/2" for A5 and 3/4" for A4 paper.
3. Drawings etc. which are done in ink will reproduce much better than those in pencil.

Thanks for your cooperation; please keep the articles coming in.

# Comet National Championships 1990

## Ardleigh Sailing Club



Photos by David and Jackie Hudson

### Prizewinners (left to right)

- Capsize Barry Mason (Pool Hall S.C.)
- Capsize John Windibank (Gravesend S.C.)
- 7th Nick Powell (Chipstead S.C.)
- 6th Nick Barnes (Ardleigh S.C.)
- 5th Mike Wilkins (Chipstead S.C.)
- 4th Chris Robinson (Aylesbury S.C.)
- 2nd James Withall (Kingsmead S.C.)
- 1st Chris Sinclair (Chipstead S.C.)
- 1st Lady Tracy Davies (Gunfleet S.C.)
- 3rd Errol Edwards (Chew Valley S.C.)
- Veteran Ted Sheppard (Chipstead S.C.)



## RACING YOUR COMET - PART 3

Having considered the general logistics of racing and the principles of using wind effects to enhance basic boat speed, it is necessary to consider the general tactics used in racing to gain and preserve positions established during a race.

Firstly, we need to distinguish between overall race strategy and basic racing tactics.

Race strategy is a reflection of your long-term pre-race planning and includes your choice of course that you expect to sail in the absence of other competitors. Strategy includes, for example, the decision to sail inshore along the coast to avoid a strong adverse tide or to sail on a particular side of a lake to avoid a major windshadow.

Race tactics are the manoeuvres you carry out in the shorter term during a race to either gain an advantage and places over other boats or, defensively, to maintain your position against the boats behind.

It must be emphasised that boat to boat race tactics are rarely of importance in handicap racing where time is the only essential factor and they are only of major importance in class racing at specific points such as starting and rounding marks and where they do not seriously impinge on your race strategy.

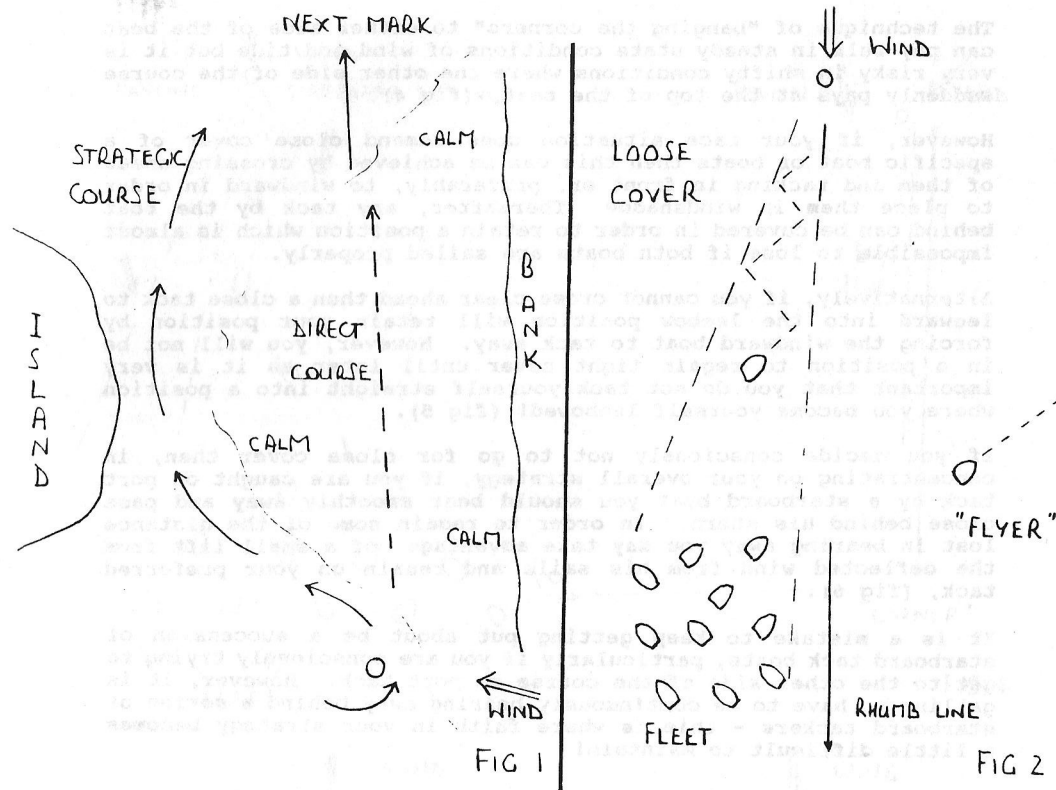
It is absolutely useless to indulge in boat for boat tactics to improve your place against one boat if, in so doing, you sail into adverse tide or windshadow and subsequently lose many places to those boats who preserved their strategy even if, in the short term, it appears tactically wrong.

At Redditch this season, it was difficult but essential to bear away at the windward mark, allowing boats to roll over you to windward, in order to avoid windshadow and to regain the lost places, and more, later in the leg. Attempting to retain your place by luffing another boat just put both of you into a hole and could potentially lose many more places, (fig 1).

There are occasions, rarely, when short term tactics should take priority over longer term strategy, such as when approaching marks and the finish or when a series points situation demands attention to a particular boat but, generally, your overall race plan should take priority over boat for boat tactics.

This does assume you have got your race strategy right!

Having established our priorities and assuming you are sailing the boat properly and fast, we can consider the basics of racing tactics.



**ON THE BEAT:** If you are sailing the beat and are happy with your position generally but most of the fleet, or a large group, are on opposite tacks or sailing the other side of the course then you need to re-appraise the position and consider a change of your course.

If the wind is fairly steady in direction and strength then it may pay to loosely cover the fleet and sail between them and the next mark to either side of the rhumb line. This is a safety first approach and is unlikely to cost you many places whilst still retaining an insurance level in case your strategy was wrong and the fleet knows better!

It is possible that you will lose the odd place through loose cover to the boat that takes a flyer to the other side of the course and comes out ahead. This probably means that your strategy was actually right all along and the fleet was wrong but still you are ahead of the majority, (fig 2).

If the wind is shifty in direction then the fleet will tend not to bunch but spread out over the course, depending on their position when the shifts occur. In this case, loose cover does not work and you are better advised to sail your own course and really concentrate on the shifts. Preferably, sail up the middle of the beat so that you do not get caught out near the layline to the mark on one side of the course with a major shift benefitting the other side of the course, (fig 3).



The technique of "banging the corners" to either side of the beat can pay well in steady state conditions of wind and tide but it is very risky in shifty conditions where the other side of the course suddenly pays at the top of the beat, (fig 4).

However, if your race situation does demand close cover of a specific boat or boats then this can be achieved by crossing ahead of them and tacking in front or, preferably, to windward in order to place them in windshadow. Thereafter, any tack by the boat behind can be covered in order to retain a position which is almost impossible to lose if both boats are sailed properly.

Alternatively, if you cannot cross clear ahead then a close tack to leeward into the leebow position will retain your position by forcing the windward boat to tack away. However, you will not be in a position to regain tight cover until later as it is very important that you do not tack yourself straight into a position where you become yourself leebowed! (fig 5).

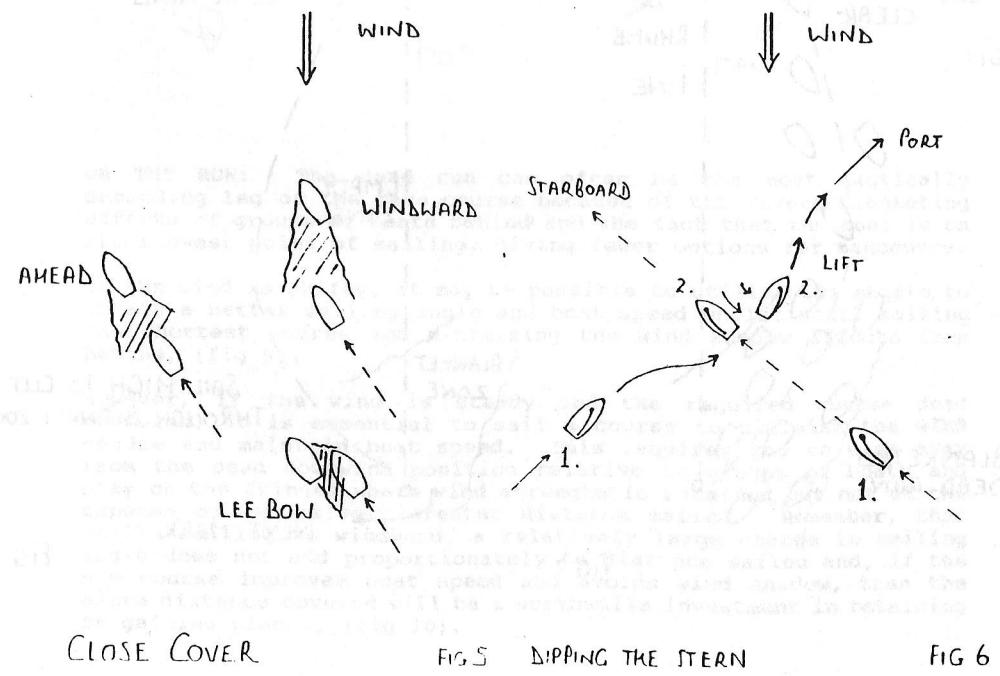
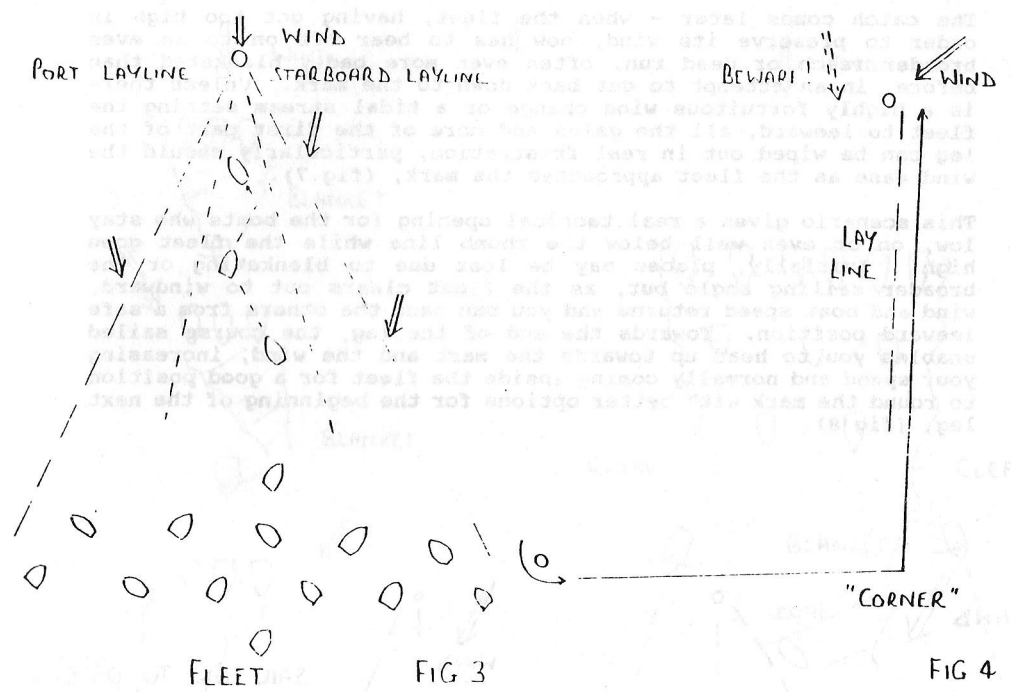
If you decide consciously not to go for close cover then, in concentrating on your overall strategy, if you are caught on port tack by a starboard boat you should bear smoothly away and pass close behind his stern. In order to regain some of the distance lost in bearing away you may take advantage of a small lift from the deflected wind from his sails and remain on your preferred tack, (fig 6).

It is a mistake to keep getting put about by a succession of starboard tack boats, particularly if you are consciously trying to get to the other side of the course on port tack. However, it is galling to have to be continuously bearing away behind a series of starboard tackers - this is where faith in your strategy becomes a little difficult to maintain!

**ON THE REACH:** Once round the windward mark then the reach presents different problems. In the absence of other boats or tidal and wind shadow effects, the obvious course of sailing the straight line rhumb line will pay if only by reducing the distance sailed to the next mark.

If the leg is a tight reach with the wind on or ahead of the beam, then the fleet can effectively keep clear wind on or just slightly above the rhumb line without being too worried about being blanketed from behind. In this case, the tactics are simply to keep just slightly above the boats ahead and be able to bear away down to the mark at the end of the leg. Positions are easy to retain as it is quite difficult for boats behind to break through the dirty wind to leeward or climb high enough to go through to windward without being luffed successively. Unless the boats are in marginal planing conditions there is unlikely to be any major tactical problem in maintaining the existing positions.

The problems come when the reach turns broad and the boats ahead come under the blanketing effects of boats behind and they tend to luff defensively while seeking clear wind. This sets up a ripple effect where the fleet tends to bulge ever higher above the direct rhumb line course in the interests of clear wind. This even gives the impression of sailing faster because of the better sailing angle to the wind and, initially, apparently quite large gains can be made over boats which remain sailing on a more leeward course.



The catch comes later - when the fleet, having got too high in order to preserve its wind, now has to bear off on to an even broader reach or dead run, often even more badly blanketed than before, in an attempt to get back down to the mark. Unless there is a highly fortuitous wind change or a tidal stream setting the fleet to leeward, all the gains and more of the first part of the leg can be wiped out in real frustration, particularly should the wind ease as the fleet approaches the mark, (fig 7).

This scenario gives a real tactical opening for the boats who stay low, on or even well below the rhumb line while the fleet goes high. Initially, places may be lost due to blanketing or the broader sailing angle but, as the fleet clears out to windward, wind and boat speed returns and you can pace the others from a safe leeward position. Towards the end of the leg, the course sailed enables you to head up towards the mark and the wind, increasing your speed and normally coming inside the fleet for a good position to round the mark with better options for the beginning of the next leg, (fig 8).

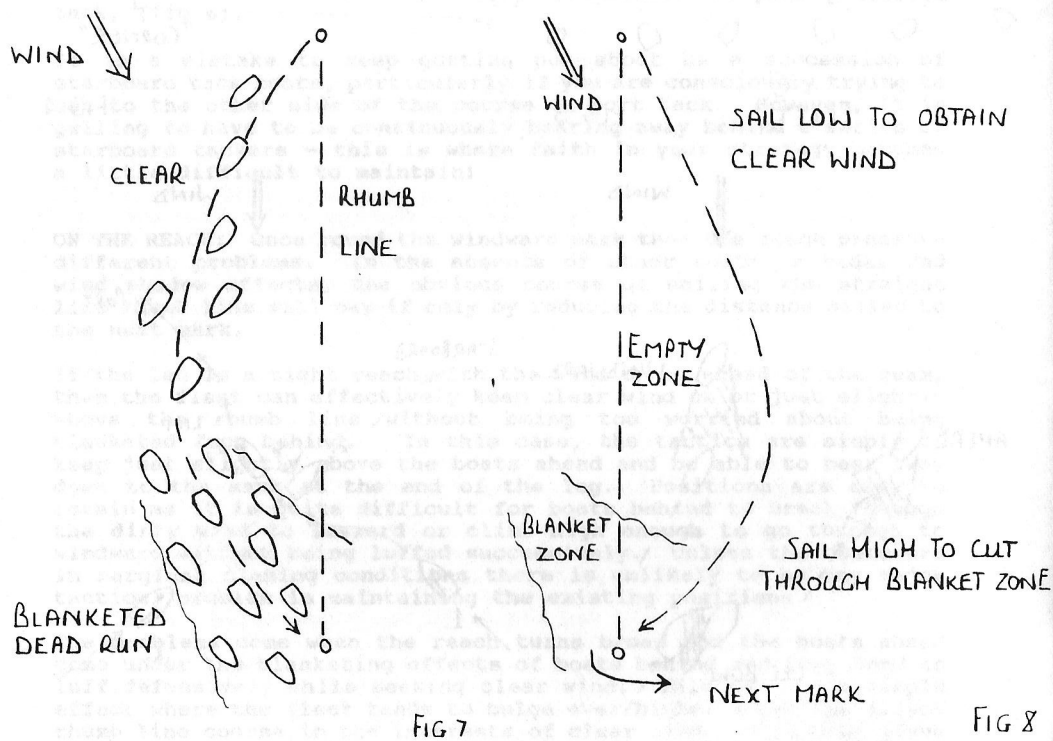


FIG 7

FIG 8

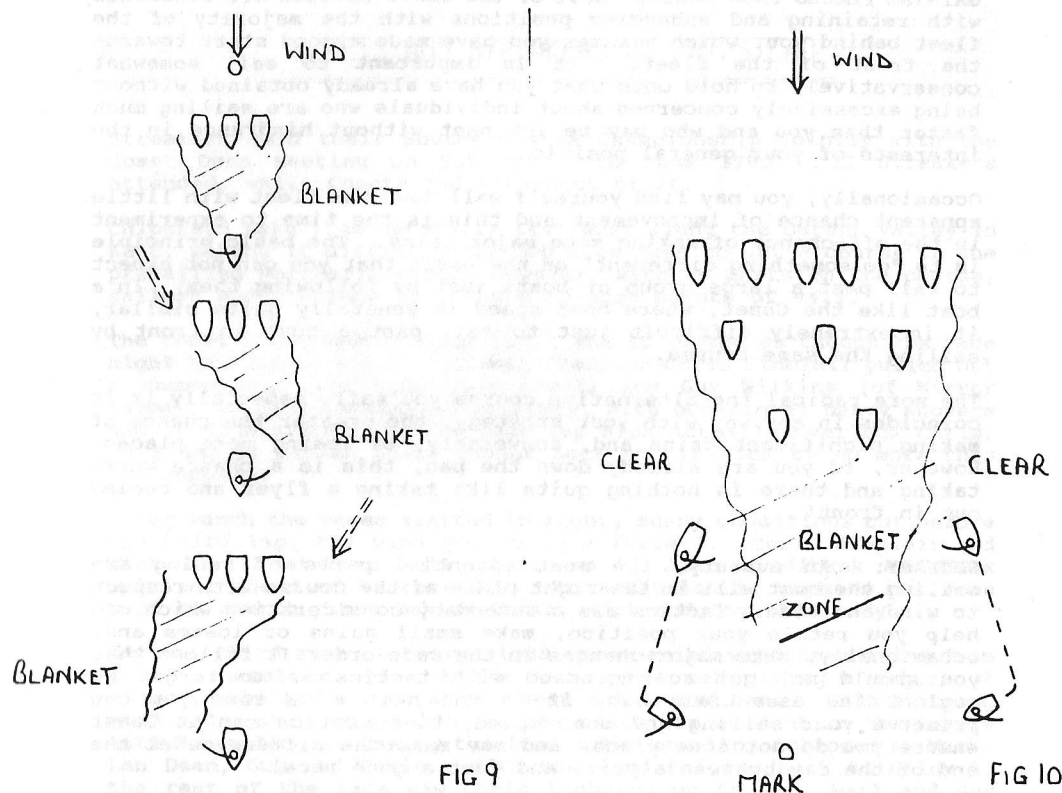


FIG 9

FIG 10

**ON THE RUN:** The dead run can often be the most tactically demanding leg of the race course because of the severe blanketing effects of groups of boats behind and the fact that the boat is on its slowest point of sailing, giving fewer options for manoeuvre.

If the wind is shifty, it may be possible to utilise the shifts to obtain a better sailing angle and boat speed whilst still sailing the shortest course and minimising the wind shadow effects from behind, (fig 9).

However, if the wind is steady and the required course dead downwind, it is essential to sail a course to minimise the wind shadow and maintain boat speed. This requires you to ease away from the dead downwind position relative to groups of boats and stay on the fringes where wind strength is retained but not at the expense of excessively greater distance sailed. Remember, that unlike sailing to windward, a relatively large change in sailing angle does not add proportionately to distance sailed and, if the new course improves boat speed and avoids wind shadow, then the extra distance covered will be a worthwhile investment in retaining or gaining places, (fig 10).

**GAINING PLACES FROM BEHIND:** Most of the above tactics are concerned with retaining and enhancing positions with the majority of the fleet behind you, which assumes you have made a good start towards the front of the fleet. It is important to sail somewhat conservatively to hold onto what you have already obtained without being excessively concerned about individuals who are sailing much faster than you and who may be let past without hindrance in the interests of your general position.

Occasionally, you may find yourself well down the fleet with little apparent chance of improvement and this is the time to experiment in the off-chance of making some major gains. The basic principle is to "do something different" on the basis that you can not expect to sail past a large group of boats just by following them. In a boat like the Comet, where boat speed is generally quite similar, it is extremely difficult just to sail past a boat in front by sailing the same course.

The more radical the alternative course you sail, especially if it coincides in any way with your strategy, the greater the chance of making significant gains and, conversely, of losing more places. However, if you are already down the pan, this is a chance worth taking and there is nothing quite like taking a flyer and coming out in front!

**SUMMARY:** In summary, the most essential parts of racing are sailing the boat will in the right place of the course with respect to wind and tide. Tactics are a secondary consideration which can help you retain your position, make small gains or losses and, occasionally, make major changes in the race order. It follows that you should not get so engrossed with tactics as to forget or neglect the essentials but, if in the heat of a race you can preserve your sailing and boat speed, then tactics can at least ensure you do not lose places and may make the difference at the end of the day between a prize and just a good race!

Keith Lamdin

### EXCHANGE AND MART

The Notice Board section of Perihelion carries advertisements at no charge. There are usually Comets advertised for sale, but with the newsletter only appearing quarterly, I know that boats are sometimes sold before the advertisement appears. Equally, I do get calls from prospective buyers asking if I know of boats for sale.

As an experiment, I am prepared to run an "Exchange and Mart" service for second-hand Comets. If you are interested in selling your boat, give me a call to see if there is anyone in your area currently looking for a boat. I will keep a record of anyone known to be looking for a Comet, so if you hear of anyone at your Club enquiring, ask them to ring me on 0494 771430.

This could be a tremendous flop, but from the calls I do receive, I hope your Association will be able to help all Comet owners, new and old.

Stuart Lines

### COMETS AND STREAKERS AT CHIPSTEAD

Streakers held their Southern Area Championship jointly with the Comet Open meeting on Saturday, 9th June 1990. 21 Streakers attended, while Comets had a turnout of 26.

Chipstead Lake lies generally East/West along the Darent valley in Kent, making it difficult for OOD Alex Ross to set a course in the prevailing Northerly wind. However, with 10 marks on the course, sailors had a chance to compete on most points of sail.

The Comet fleet made a clean start and it looked as though the race might be a procession. National Champion Chris Sinclair pulled out a commanding lead from Nick Powell and Guy Wilkins (of Mirror fame). Conditions started blustery, with occasional heavy showers and towards the end of the last lap Nick actually overtook Chris; in a headle finish Chris fought back to pip Nick by no more than two seconds.

After lunch the races started in light, sunny conditions but before the third lap, the wind got up to a force 3. Chris Sinclair and Nick Powell started well, followed by John Windibank and Mark Wilkins, ahead of brother Guy. An enthusiastic capsized put John back to fourth place behind Chris, Nick and, by then, Guy.

For the third race, a heavy cloud accompanied wind freshening from the Northwest to 4-5. A new course was set giving a figure of eight in the large pool at the West end of the lake. With a strong wind and a short start line, a new order was evident in the Comets with Henry Jagers taking the lead after one lap, followed by Mark, Len Dean, Guy and Chris. With the wind falling back to below 2, the rest of the race saw Chris fighting up to 2nd, Mark and Guy changing places but finishing in that order, with Nick Powell 5th.

Final results:

1st, Chris Sinclair (Chipstead); 2nd, Nick Powell (Chipstead); 3rd Guy Wilkins (Chipstead); 4th, Henry Jagers (Kingsmead); 5th, Mark Wilkins (Chipstead); 1st Lady, Fiona Cauter (Chipstead); 1st Veteran, Ted Sheppard (Chipstead).

Ralph Rowe

### PERIHELION

Thanks to everyone who has contributed to this edition. Some articles have been held over to the next edition.

The Winter edition of Perihelion will be published in December. All contributions to me by the end of November, please.

Stuart Lines.

# KINGSMEAD S.C.

DATCHET RD HORTON, BERKS

SLOUGH 686016

## an OPEN MEETING for

### COMETS (& LASERS)

will be held on

SUNDAY 21st OCTOBER

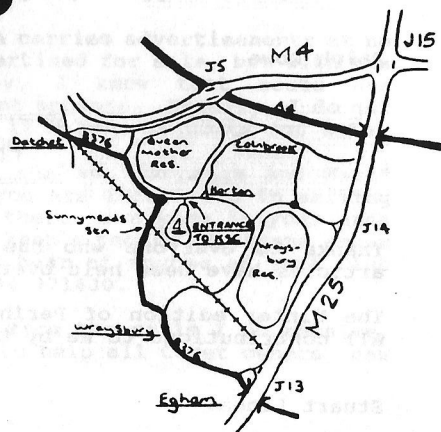
first race 11am.

entry fee £3

for further details ring

Geoff Kempton

0753 885782



## NOTICE BOARD

FOR SALE

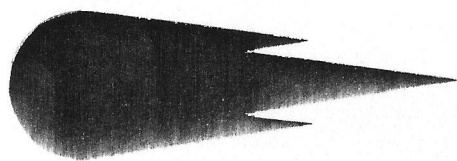
Comet 157. Light blue hull, pale blue deck. Stowage hatch, keelband, coachlines, top cover, spar bag, wind indicator, bailer, and road trailer. Excellent condition. £1,100 o.n.o.

Contact A. Ley on Plymouth 343446

# Sailboat

The Comet Class Association will be represented at Sailboat '91, which is being held at Crystal Palace on 2nd and 3rd March.

Volunteers are required to help man the stand and talk to visitors about the Comet. If you can spare a couple of hours on either day, please contact Steve Kibble on 0444 454730.



## **Comet Class Association**

Affiliated to the Royal Yachting Association