

FILE

PERIHELION

Newsletter 19



Comet Class Association

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EDITOR'S NOTEBOOK

According to my calendar, I am writing this at the beginning of June. However, the weather does not seem to have noticed and I have just been watching a snow storm in Scotland on the television. Perhaps this helps to explain the poor attendance at the Comet Open meetings held so far, as noted in the Secretary's report elsewhere in this issue.

You might also like to note Steve's comments about the need for volunteers to take office in the Association. As we have no Chairman at present, there is no Chairman's report in Perihelion. I hope that will have changed by the next edition.

This is also the silly season for reporting and, as a result, you will notice that there is a distinct shortage of copy for this edition, compared with recent issues. Come on, sailors, we would all love to hear about your experiences. To save embarrassment, I am even prepared to publish without disclosing your name (although I will not accept anonymous contributions!).

Stuart Lines

EXCHANGE AND MART

The second-hand market seems to have been reasonably active this spring and I know a number of boats have changed hands.

I still have several potential buyers looking for boats, although most of these are trying to find a cheap boat to start sailing, usually for under £700. Unfortunately, very few Comets seem to sell in this price range, as the class is still too new and too small to have an active market in older boats. I fear these potential Comet sailors will be disappointed.

If you are thinking of buying or selling, give me a ring.

Stuart Lines

TURBO CHARGING THE COMET

Since I started racing my Comet, I have tried to make the control lines on the boat more efficient and easier to use, whilst still keeping on the right side of the measurement rules. The control line systems that are supplied with the Comet as standard work adequately for general sailing, but they can be a little difficult to adjust quickly while rounding marks in the middle of a race in strong winds.

Many Comet owners have seen the way I rig my boat at various open meetings and, more recently, at the Dinghy Show at Crystal Palace. It has been as a result of much constructive criticism that I have decided to put pen to paper and describe how and why I rig the control lines on my Comet the way I do.

The Cunningham/Downhaul

My downhaul is basically a 4:1 cascade system very much akin to that found on the Laser but using two pulley blocks. A short length of 3mm. Kevlar is tied to the eye at the tack of the sail, which then drops to about 5cm. below the gooseneck fittings on the mast (fig 1). A block is then attached to this short length of Kevlar. A shackle is attached to one of the outer blocks on the foredeck. Around this shackle is then tied a length of 4mm. pre-stretch rope of about 1.5m. in length, using a larks head knot which will produce two ends of rope. One end must be much shorter than the other. With this short end pass it through the first block and then attach the second block. With the long end pass it through the second block, down to the outer deck block and then on to the cleat.

The downhaul on the Comet does not need much adjustment and should only be used at times when you are finding it difficult to hold the boat flat when beating and close reaching in strong winds.

The Outhaul

The outhaul on my boat is basically an 8:1 cascade system that can be found on the inside of booms of several classes of dinghy, but on my boat is found on the outside.

The outhaul system starts off in the conventional way, with the cord running from the eye at the end of the boom through the block attached to the hook, on to the boom end block and then up the length of the boom until the kicking strap loop is reached. At this point a small block is attached.

Two lengths of cord should now be attached to the eye on the mast to which the outhaul block is also attached. The short length is passed back along the boom, through the first block and then the second block is attached to this short length of cord. The third, longer length of cord is passed through the second block, back to the block attached to the mast, down to the deck block and on to the cleat (fig 2). The cord should be 4mm. pre-stretched.

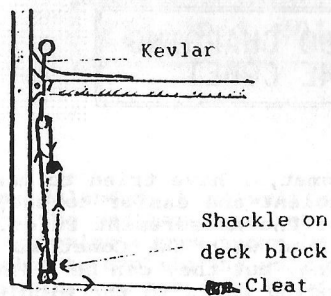


Fig. 1

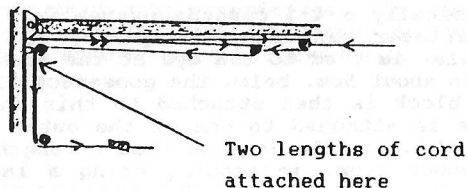


Fig. 2

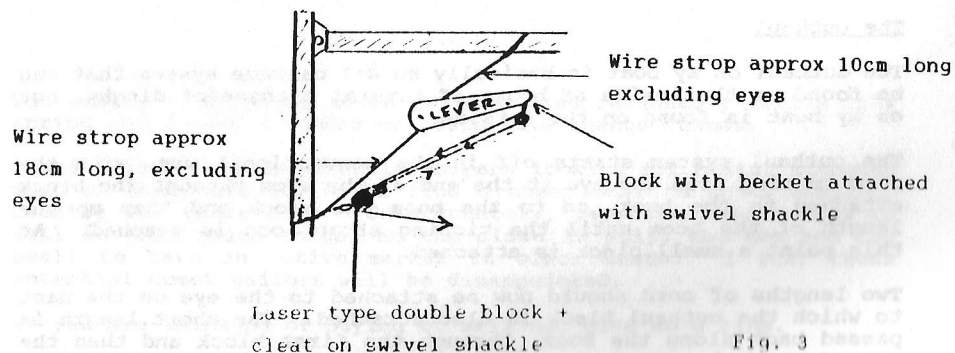


Fig. 3

I don't use a hook to attach the clew of the sail to the boom but instead I tie the sail tightly on to the boom as it is done in the Laser. This has the advantage of keeping the boom a little bit higher and maintaining constant leech tension but at the expense of ease of handling ashore in blustery conditions.

A length of shock cord can be used to pull the clew of the sail inwards to oppose the action of the outhaul in light wind conditions, as tying the sail tightly on to the boom can prevent freer movement of the sail clew along the boom.

The Kicking Strap

The kicking strap on my boat is perhaps the one rig control that has drawn most attention and comment. It is a very powerful lever kicker that has a mechanical advantage of about four times that of the standard kicker found on most Comets.

Since the kicking strap was last seen at Crystal Palace, it has been further updated. The problems of having to hold out the boom in light winds was due to the deck mounted block being recessed back from the mast. This resulted in either the kicking strap becoming tighter when the boom went out, or the boom not wanting to go out when the kicker was applied.

To overcome this problem I have dispensed with the need for the deck mounted block and cleat. A wire stop replaces the standard cord stop around the lower mast. To this are attached a wire stop to one end of the lever, and a swivel shackle to which is attached a double block with cleat. My block is a Laser style kicking strap block. A shorter wire stop attaches the lever to the boom (fig 3).

At the end of the lever is attached a swivel shackle on a block. This together with the lower double block and cleat makes up a 3:1 cord pulley, enabling me to adjust the kicker while sitting out.

As mentioned earlier, all these modifications are made within the present class rules. There is, however, one further rig development that I feel the Comet does need but at present the rules prohibit. The need is for a length of strong cord to attach the boom to the bows to hold the boom out in light winds. I have tried out this system and it works well. It can be found on several classes of single man dinghies e.g. Solo, Europe and Streaker, so if it works for them it should work well for the Comet. A motion has already been forwarded for the next A.G.M. to change the rule prohibiting the use of devices to hold out the boom in light winds.

I hope this item will have sparked some interest among some Comet sailors and I hope that I will see some more Comets sporting non-standard rigging at the various open meetings to come this year. I shall be at as many events as my work will allow and I shall be happy to explain further on the subject of rigging your Comets.

Errol Edwards
Comet 334

TRAVELLERS SERIES '91

We are now halfway through the series, with six open meetings and the association championships completed. But where are all the competitors?

You will see from the results published elsewhere in this newsletter that over 40 helms have taken part, but with an average open meeting turnout of less than ten boats, the activity in the class is definitely lacking. Two years ago, with only half the number of boats we have now, our average turnout was around 40 boats. So what has happened? I have my views on the subject - but what are yours? I would like to hear them at the A.G.M.

A simple question: why were you not at Graffham?

Answers: Too far to travel, no calendar, entry fees too high, watching videos, do not sail in two day events, cleaning car, not a good enough sailor, cutting grass, petrol too expensive, no transport, do not sail on large reservoirs, overslept, attending christening, visiting aunty, cannot miss club racing, no mapwho is Graffham anyway?

Steve Kibble

WHERE ARE THEY?

Since I published a list of clubs with more than 5 Comets each in the last Perihelion, two more clubs have joined the list. They are:

Chew Valley S.C. 5

Shearwater S.C. 9

Steve Kibble

PERIHELION

The Autumn edition of Perihelion will be published in September. All contributions to me by the end of August, please.

Stuart Lines.

TRAVELLERS SERIES RESULTS

HELM	SAIL No.	CLUB	Date		12/5/91		19/5/91		25/5/91		26/5/91	
			Club Group	CAM A	ICI B	STEEPLE C	GRAFHAM S	REDDITCH A	SUTTON B			
John Windibank	195	Chipstead		0.75	3			8				
Ralph Bryant	123	Cam		2								
C. Martin	288	Cam		3								
Keith Lamin	55	Aylesbury		4				7				
Graham Maile	158	Cam		5								
Charles Macpherson	279	Crawley		6								
B. Dadds	466	Littleton		6								
R. Gould	436	Pengewood		6								
M. Staples	398	Cam		9								
Errol Edwards	334	Chew			0.75			5	0.75	0.75		
Mark Wilkins	357	Chipstead			2	3		3				
Henry Jagers	100	Kingsmead			4			0.75			2	
Tony Best	162	ICI			5							
Martin Preston	259	Kingsmead			6		7					
Derek Chidell	199	ICI			7							
Mark Taylor	200	ICI			8							
Steve Kibble	144	Crawley			9		6	16		5		
Rob Holmes	428	Steeple					0.75					
Steve Monks	372	Steeple					2					
Giles Wanstall	93	Steeple					4					
Guy Wilkins	353	Chipstead					5		6			
Richard Bartholomew	392	Steeple					8					
Phil Banks	27	Steeple					8					
Charles Williams	104	Laziate							2			
Keith Bullock	300	Hillingdon							4			
Derek Coleman	303	Kingsmead							9	2	5	
A.R. Riendorp	483								10			
Robin Ballan	32	Crawley							11			
A. Reindorp	189								11			
R. Smith	441	Stamford							13			
Fiona Cauter	62	Chipstead							14			
B. Robinson	120	Hunts							14			
I. Mews	423	Stamford							17			
C. Brown	269								18			
K. Morrall	171	Redditch									3	
S. McManus	352	Redditch									4	
P. Thompson	344	Redditch									6	
K. Woolley	347	Redditch									7	
B. Coomb	382	Redditch									8	
John Booth	457	Sutton										3
A. Castle	424	Sutton										4
Peter Jackson	472	Chew										6
N. Gingell	183	Chippenham										7
B. Dyke	73	Sutton										8
M. Castle	142	Sutton										9
B. Holmes	383	Sutton										10
Bob Innes	350	Sutton										11

BUILDERS REPORT

I think it has been the busiest year so far for AMS Marine. The "new look" London Boat Show was a great success. Our stand was our best yet, sited at the bottom of one of the escalators and amongst all the other dinghy stands.

Early February saw Margaret Hylton and myself heading north of the border to Glasgow for the Scottish Boat, Caravan etc. show. Despite snow which kept the crowds away, we took addresses for demo's and promised to return in the spring. I kept my promise and there are now three new Comets in Scotland.

Others shows attended included Birmingham and the East Coast Boat Show at Ipswich.

Yachts and Yachting readers will have seen our new colour advertisements. These have helped to keep the Comet growing in this time of recession and we are certainly doing quite well compared with any new opposition.

Approximately 60 Comets have been sold so far this year. Comet 500 is about to be delivered and it will not be a surprise when the owner's identity is known. Can we reserve him Comet 1000, I wonder?

Dinghy Leisure and AMS Marine have been demonstrating the Comet (and Duo) all over the country, preaching to the unconverted. It is still a nice surprise, though, when we receive an order from someone who has not seen us at a boat show, has not seen the adverts, but has been introduced to the Comet by an owner. They say the best salesman is a satisfied customer, so thanks, and keep up the good work!

I look forward to seeing as many of you as possible at the Nationals. I will be in the camera/rescue boat desperately trying to get "epic" action shots for a new video and new leaflets one day.

Andrew Simmons

DAVID HUDSON

Members will be pleased to know that David Hudson is making good progress after his motorcycle accident last September. Both he and Jackie have been greatly missed on the open circuit this year. I believe David has just started sailing again. Our best wishes to you both.

Steve

*Dinghy
Leisure*

 **Comet**

Memo



new sail (standard £170-00, with window £183-00)

self bailer (£17-00)

tiller extension (standard £11-00, telescopic £21-85)

gelcoat touch-up kit (£5-00)

cockpit grab rail kit (£7-00)

covers, spar bags, foil bags, hawks

blocks, shackles, pins, clips, trolleys

trailers, roof racks, easi-loaders etc.

new boat?

Dinghy Leisure!

For a by return service from our full range of spares and accessories contact:

**Margaret Hylton
The Comet Dealer**

Sales, Demonstrations
Spares and Accessories

6 Wychwood, Little Kingshill
Great Missenden, Bucks HP16 0EJ
Tel: Great Missenden (02406) 3082

A.G.M. NOTES

In this issue of Perihelion you will see the notice of the 1991 A.G.M. Your class needs you to take an active part, whether it be in club sailing, open meetings or volunteering to sit on the class association committee.

Last year, Keith Lamdin stood down after many years as class chairman; no member offered to take up this position - will we fill it this year? I hope so.

I am standing down as secretary after three years and already have one nomination. Martin is prepared to continue as treasurer and Stuart will continue to produce this excellent newsletter (Steady on - Ed.). Andrew Pearce has resigned, which leaves us with Jackie, Henry and John, all of whom I believe will be standing again.

Please attend the A.G.M if at all possible and, better still, take part in the National Championships while you are there!

Steve Kibble

CLUB CLASS CONTACTS

Requests have been received for a list of Comet class club representatives - they may be class captains or anyone else prepared to receive occasional literature, such as notices of open meetings, and to display them on club notice boards. Such a list would also provide prospective Comet owners with a specific person to contact at your sailing club.

If your club is prepared to provide a representative, then please let me know. Could it be you?

Steve Kibble

ANNUAL GENERAL MEETING

The 1991 Annual General Meeting of the Comet Class Association will be held at Hampton Pier Y.C. at 1900 hours on Saturday, 13th July 1991

AGENDA

1. Presentation to Past Chairman Keith Lamdin
2. Apologies for absence
3. Minutes of the 1990 AGM
4. Matters arising
5. Secretary's report
6. Treasurer's report
7. Election of officers
8. Election of committee members
9. Class rule changes
10. Any other urgent business

One proposal has been received for a change to the Class rules. This has been proposed by Errol Edwards and seconded by Mark Wilkins, Gary Wilkins and Henry Jagers (among others!)

- a. Delete Rule 26g
- b. Add new Rule 26h:
"To allow shock cord to be used to hold boom out on a reach or run, provided it is connected to existing fittings on boom and bow"

KNOW THE RULES - PART 2

Having covered the basic principles of the Racing Rules and the main definitions, I will now move on to look at the basic right of way rules as defined in Part 4 of the Rules.

Incidentally, it was most heartening to be told by a Comet sailor at the Cam Open meeting that the first part of this series had been of use in explaining some of the common sense basics that lie behind the rules. To me, it has always seemed obvious that, if you know what the rules are trying to achieve, it is easier to understand and interpret the actual wording and intent of the rules in a consistent manner.

Firstly, in the preamble to Part 4, it is made clear that the rules are intended to apply between yachts that are racing, or intend to race, from the time they sail about in the vicinity of the start line until the time they are finished racing and have left the vicinity of the course. Please do not expect a cruising yacht in the middle of the Channel to take much notice of a call of starboard! However, do expect him to comply with the Regulations for Preventing Collisions at Sea (IRPCAS), if you know what they are!

The first section of Part 4 deals with your obligations and Penalties under the Rules.

1. Rule Infringements: Whilst you should observe the rules as stated in the preamble in order to preserve safe sailing in the race course area, you may only be penalised for an infringement while you are actually racing. Racing is defined as being from the preparatory signal for your race until you have retired or finished and cleared the finish line.

However, you may be penalised outside the period of time that you are racing if you seriously hinder another yacht which is racing or for infringing sailing instructions. If in doubt, assume the rules apply and attempt to not infringe at any time while near the race course.

2. Serious Damage: If, as a result of an infringement of the rules, a collision occurs which results in serious damage then the right of way yacht shall also be penalised for failing to make a reasonable attempt to avoid the collision, assuming there was an opportunity to do so.

There is very rarely a situation which caused serious damage and which could not have been avoided or minimised in impact. If a collision is inevitable, than at least take some action to reduce the force of the collision to a minimum, thereby avoiding major damage and possible injury to the other helmsman. Such action will in no way prejudice your position in any subsequent protest and, indeed, under the above rule will prevent any possibility of being penalised yourself even though you may have been right of yacht.

In addition, except when luffing, if you alter course in a way that may not be foreseen by another yacht and do not hail in warning, you may again be penalised if serious damage occurs in any resulting collision.

Clearly this rule is intended to put an unambiguous responsibility on all yachts to avoid the possibility of serious damage occurring as a result of collisions through any failure to observe the racing rules, irrespective of which yacht has the right of way. This only states again the basic intention of the rules to avoid collisions in the first place and to underline the potential penalties for serious damage and personal injury should yachts not race with this basic intention clearly in mind at all times - yacht racing is not intended to be a contact sport!

3. Contact Between Yachts Racing: When there is contact between two yachts, including hulls, equipment or crews, both shall be penalised unless either:-

- one yacht retires in acknowledgment of the infringement; or
- accepts an alternative penalty, such as the 720 degree turn; or
- a valid protest is lodged

It is important to note that one of the above options is mandatory and that two yachts cannot agree to ignore a collision because this gives them both an unfair advantage over the other yachts in a race which comply with the requirement.

The rule has an exception clause concerning contact which is minor and unavoidable but this is for the discretion of the protest committee only and is not something which may be determined by the yachts concerned, either on or off the water.

In a small dinghy such as the Comet there are hardly any circumstances where a collision cannot be avoided because the boat is highly manoeuvrable. However, in large yachts without steerage way in calm conditions, a fluke of wind, wave or tide may cause two yachts to collide without either yacht being able to take any effective avoiding action. This is not likely in Comets and we should all take the necessary action to avoid collisions in the first place and then comply with the requirements of this rule whenever contact does occur. In this way, we are all racing to the same standards of compliance and no boat gains an unfair advantage over the rest of the fleet.

4. Maintaining Rights: Even if you believe another yacht has infringed a rule and should have retired from the race, you must continue to give this yacht all the rights of the Racing Rules while the yacht continues to race. There is no option for any competitor to act as judge and jury out on the race course and attempt to intimidate another competitor by refusing to respect their rights under the rules; clearly it could be entirely unsafe if this was to be allowed.

The second section of Part 4 deals with the Principal Right of Way Rules and some specific Limitations that apply in their application. These are the most important set of Racing Rules to understand, as they apply at all times on the race course during a race, except when specifically overridden by a rule in the third section of Part 4 when, for example, required to round marks or avoid obstructions.

The rules in this section fall into two main groups covering the requirements of yachts sailing their proper courses and the situations of altering course through luffing or tacking and gybing. In this article I will cover the requirements obtaining when yachts are sailing their proper course and are likely to be on a collision heading.

Most importantly, there is a specific rule placing limitations on altering course in such a way as to affect another yacht which is attempting to keep clear and, significantly, in the interests of safety, this rule is placed first in order of precedence.

1. Limitations on Altering Course: When one yacht is required to keep clear of another in fulfilling its obligations under the Rules, the right of way yacht may not alter course in any way to prevent the other yacht from keeping clear or obstruct her while in the process of keeping clear.

This is an essential rule and achieves two basic principles in that:-

- the requirement of keeping clear is not made more difficult for the give-way yacht by any variance of course sailed by the right of way yacht; and
- the give-way yacht does not bear a double penalty of both keeping clear and being further obstructed while so doing.

There are some exceptions, even to this limitation, in the cases of luffing, starting and rounding a mark, which I will cover later but, even so, this rule is fundamental in placing the safety element of rule observance and avoidance of collisions first over the basic right of way rules.

To illustrate the importance of this concept, which is often overlooked, the following examples are useful:-

- a. A yacht required to keep clear of another yacht may be judging the requirement by the relative courses being sailed by the two yachts and have decided that any potential collision is being avoided. The right of way yacht may not now alter course, even if affected by a wind shift, in such a way as to cause a collision by preventing the other yacht from keeping clear, (fig 1).
- b. A yacht required to keep clear may have decided to bear away behind the right of way yacht to meet her obligations before heading back up on to her original course. The right of way yacht may not tack in such a way as to obstruct her whilst keeping clear and including her right to return to her original course, (fig 2).

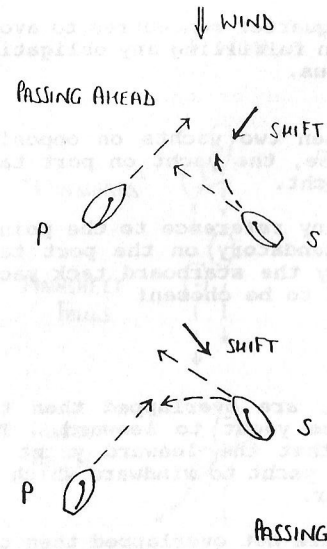


FIG 1

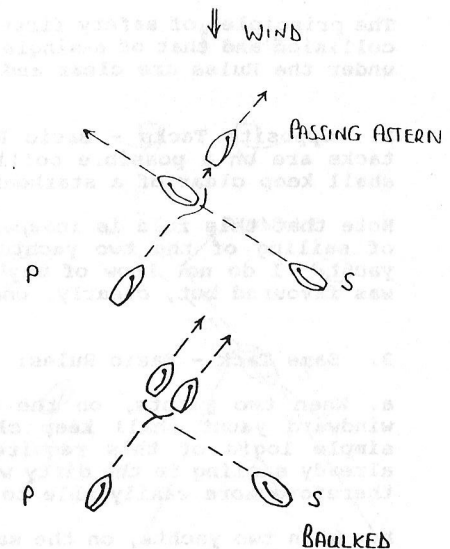


FIG 2

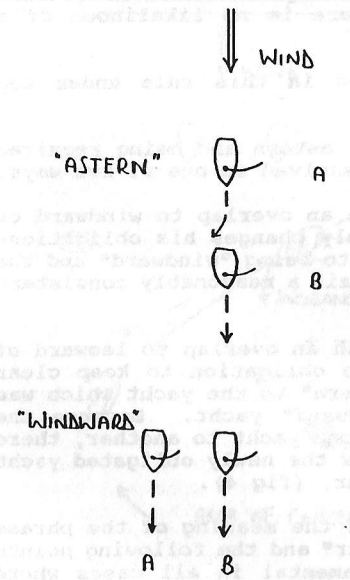


FIG 3

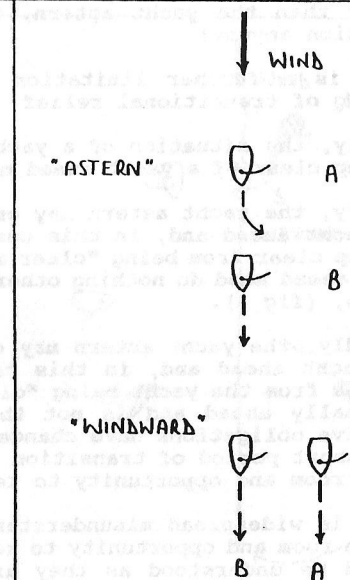


FIG 4

The principles of safety first in close quarter manoeuvres to avoid collision and that of a single penalty in fulfilling any obligation under the Rules are clear and unambiguous.

2. **Opposite Tacks - Basic Rules:** When two yachts on opposite tacks are on a possible collision course, the yacht on port tack shall keep clear of a starboard tack yacht.

Note that this rule is independent of any reference to the points of sailing of the two yachts and is mandatory on the port tack yacht. I do not know of any reason why the starboard tack yacht was favoured but, clearly, one tack had to be chosen!

3. **Same Tack - Basic Rules:**

a. When two yachts, on the same tack, are overlapped then the windward yacht shall keep clear of the yacht to leeward. The simple logic of this requirement is that the leeward yacht is already sailing in the dirty wind of the yacht to windward which is therefore more easily able to keep clear.

b. When two yachts, on the same tack, are not overlapped then the yacht clear astern shall keep clear of the yacht ahead. The simple logic of this requirement is that, if the yacht astern is sailing faster than the yacht ahead, then, at the point of imminent collision, the faster yacht has an advantage and should take on the onus of keeping clear. Of course, if the yacht ahead is sailing faster than the yacht astern, then there is no likelihood of a collision anyway!

There is a further limitation embodied in this rule under the heading of transitional relief.

Clearly, the situation of a yacht clear astern and being required to keep clear of a yacht ahead may be resolved in one of two ways.

Firstly, the yacht astern may establish an overlap to windward of the yacht ahead and, in this case, merely changes his obligations to keep clear from being "clear astern" to being "windward" and the yacht ahead need do nothing other than sail a reasonably consistent course, (fig 3).

Secondly, the yacht astern may establish an overlap to leeward of the yacht ahead and, in this case, the obligation to keep clear changes from the yacht being "clear astern" to the yacht which was originally ahead and is not the "windward" yacht. Because the relative obligations have changed from one yacht to another, there is a short period of transition to allow the newly obligated yacht ample room and opportunity to keep clear, (fig 4).

There is widespread misunderstanding of the meaning of the phrase "ample room and opportunity to keep clear" and the following points should be understood as they are fundamental in all cases where obligations switch from one yacht to another.

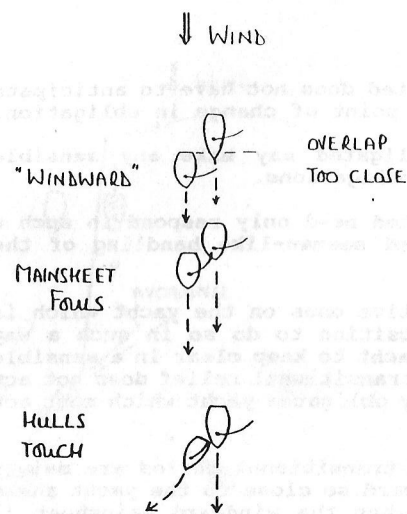


FIG 5

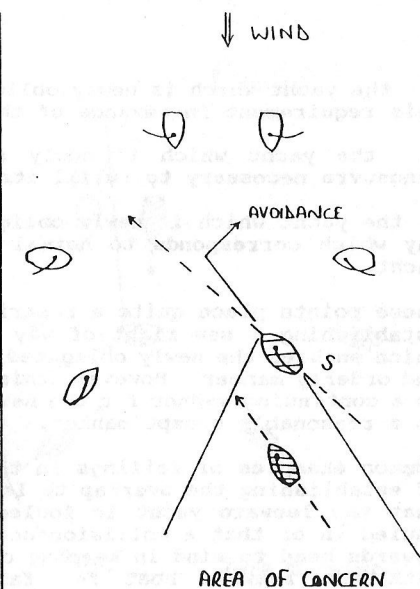


FIG 6

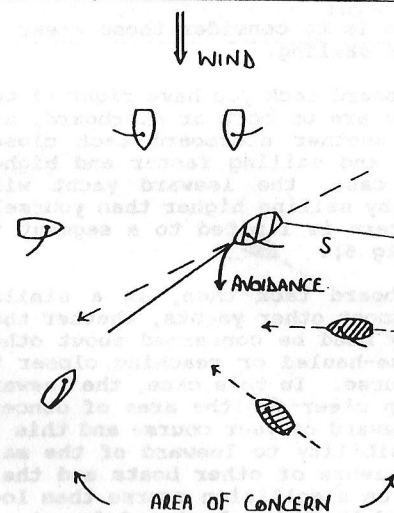


FIG 7

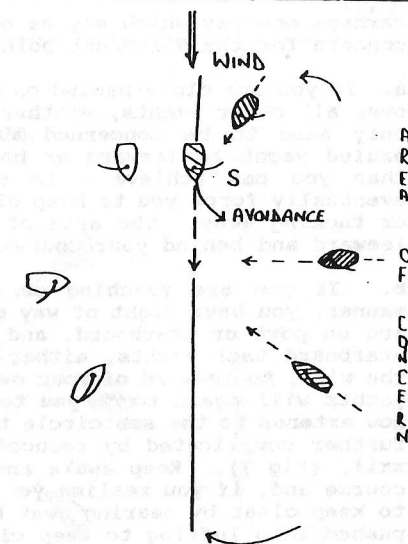


FIG 8

a. the yacht which is newly obligated does not have to anticipate this requirement in advance of the point of change in obligation.

b. the yacht which is newly obligated may make any sensible manoeuvre necessary to fulfil its obligations.

c. the yacht which is newly obligated need only respond in such a way which corresponds to normal and seaman-like handling of the yacht.

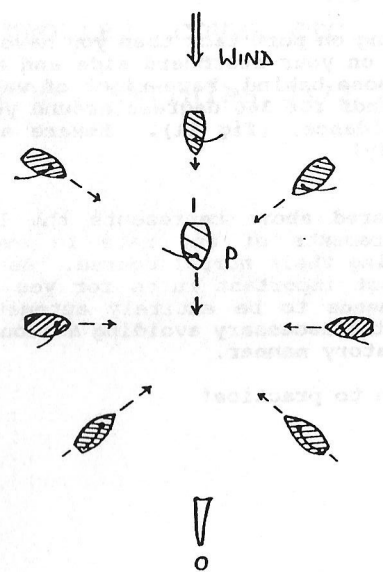
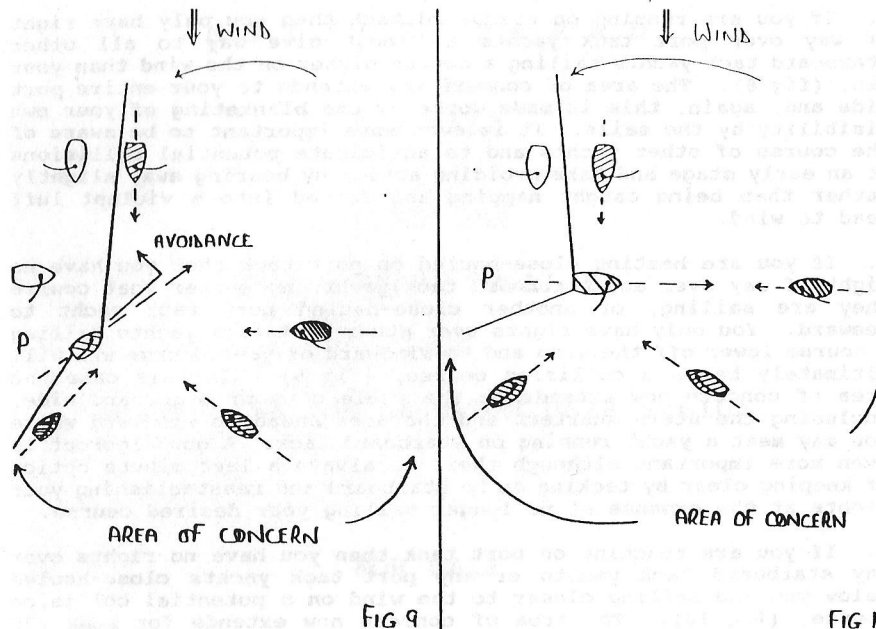
These points place quite a restrictive onus on the yacht which is establishing a new right of way position to do so in such a way which enables the newly obligated yacht to keep clear in a sensible and orderly manner. However, this transitional relief does not act in a continuing manner for the newly obligated yacht which must act in a reasonably prompt manner.

Common examples of failings in the transitional period are mainly of establishing the overlap to leeward so close to the yacht ahead that the leeward yacht is fouled when the windward mainsheet is hauled in or that a collision occurs when the windward boat luffs towards head to wind in keeping clear. In both cases the fault is with the leeward boat for failing to give "ample room and opportunity" and the lesson is not to overlap in such a close manner, (fig 5). So, when meeting other yachts in open water, how should these fundamental right of way rules be interpreted?

Perhaps one way which may be of use is to consider those areas of concern for the different points of sailing.

a. If you are close-hauled on starboard tack you have right of way over all other yachts, whether they are on port or starboard, and only need to be concerned about another starboard tack close-hauled yacht to leeward or behind and sailing faster and higher than you can achieve. In this case, the leeward yacht will eventually force you to keep clear by sailing higher than yourself or tacking away. The area of concern is limited to a segment to leeward and behind your course, (fig 6).

b. If you are reaching on starboard tack then, in a similar manner, you have right of way over most other yachts, whether they are on port or starboard, and only need be concerned about other starboard tack yachts, either close-hauled or reaching closer to the wind, to leeward of your own course. In this case, the leeward yachts will again force you to keep clear and the area of concern now extends to the semicircle to leeward of your course and this is further complicated by reduced visibility to leeward of the main sail, (fig 7). Keep awake and be aware of other boats and their course and, if you realise you are on a collision course then look to keep clear by bearing away behind the other boat and do not get pushed into luffing to keep clear where the only escape becomes a tack and then gybe back to your previous course.



c. If you are running on starboard tack then you only have right of way over port tack yachts and must give way to all other starboard tack yachts sailing a course higher on the wind than your own, (fig 8). The area of concern now extends to your entire port side and, again, this is made worse by the blanketing of your own visibility by the sails. It is even more important to be aware of the course of other yachts and to anticipate potential collisions at an early stage and take avoiding action by bearing away slightly rather than being caught napping and forced into a violent luff head to wind.

d. If you are beating close-hauled on port tack then you have no right of way over any starboard tack yacht, no matter what course they are sailing, or another close-hauled port tack yacht to leeward. You only have rights over other port tack yachts sailing a course lower off the wind and to windward of your course who will ultimately be on a collision course, (fig 9). In this case the area of concern now extends to the whole of your starboard side, including the stern quarters and the area ahead to windward where you may meet a yacht running on starboard tack. A good lookout is even more important although there is always a last minute option of keeping clear by tacking on to starboard and reestablishing your rights at the expense of no longer sailing your desired course.

e. If you are reaching on port tack then you have no rights over any starboard tack yachts or any port tack yachts close-hauled below you and sailing closer to the wind on a potential collision course, (fig 10). The area of concern now extends for some 270 degrees from your windward side right round your starboard side to leeward and you are only safe from a yacht running on port tack to windward and behind you.

f. If you are running on port tack then you have not got a prayer! Any port tack yacht on your starboard side and all starboard tack yachts, including those behind, have right of way over you and the area of concern extends for 360 degrees around you with restricted opportunity for avoidance, (fig 11). Beware and keep periscope rotating continuously!

What I have considered above represents the large part of the normal rules requirements of any race in avoiding collisions between yachts sailing their normal course. As such, these basic rules become the most important rules for you to understand and their application needs to be entirely automatic such that you become able to take the necessary avoiding action without delay and in a purely anticipatory manner.

Read, mark and learn to practice!

Keith Lamdin

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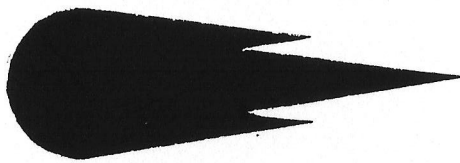
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