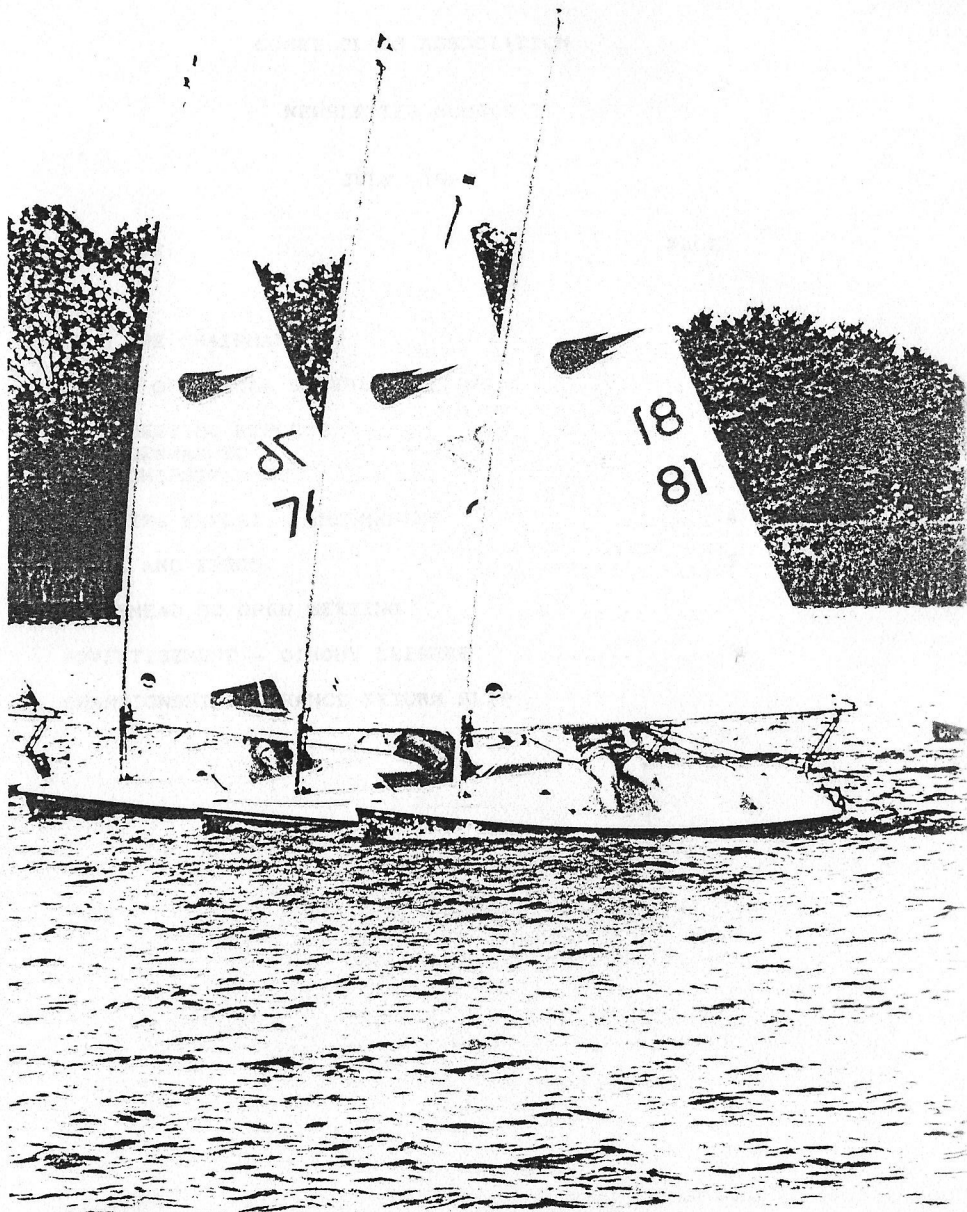


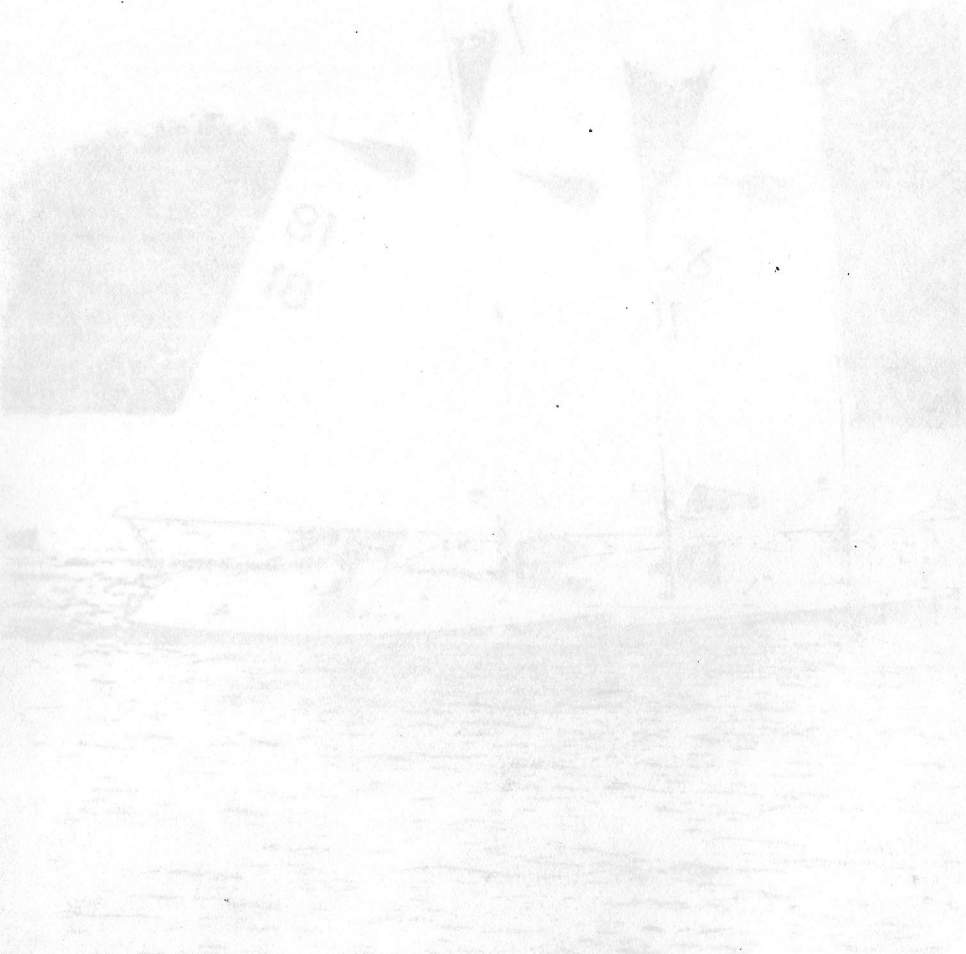
FILE

# Comet Class Association Newsletter 3



Comet Class Association

Newsletter 3



COMET CLASS ASSOCIATION

NEWSLETTER NUMBER 3

JULY 1987

CONTENTS: PAGE:

FROM THE CHAIRMAN	.....1
NOTICE OF ANNUAL GENERAL MEETING	.....2
OPEN MEETING REPORTS DENHAM SC CHIPSTEAD SC	.....3
BUILDERS REPORT - AMS MARINE	.....4
TRIAL AND ERROR	.....5
KINGSMEAD SC OPEN MEETING	.....7
ADVERTISEMENT - DINGHY LEISURE	.....8
CHAMPIONSHIP ENTRANCE RETURN SLIP	.....

. FROM THE CHAIRMAN

It is surprising how quickly the time comes round for another newsletter and how much there is to report on the continuing growth of the Comet Class and its Class Association.

As a result of the second Newsletter Andrew received a further 10 subscriptions from early Comet owners and together with the new Comet owners paid by AMS Marine we now have an Association membership of 67 at the end of June.

There has been an ongoing programme of Comet demonstration sails at clubs in the Midlands and at locations such as Grafham and Queen Mary organised by Margaret Hylton of Dinghy Leisure and Andrew Simmons. These open days have further helped to promote the class by making the Comet better known among dinghy sailors of similar size boats giving them an alternative choice which is being reflected in a healthy order book.

In addition we have successfully held our first two Open Meetings at Denham SC and Chipstead SC which encourage us to build up the Open circuit for next season which will further spread the word about the Comet. Unfortunately we were not able to make the necessary arrangements for the proposed meeting at Weston SC this season but have been offered an alternative meeting at Kingsmead SC on the 25th October.

The next major event is, of course, the National Championships and Annual General Meeting of the Class Association at Gunfleet SC, Clacton on Sea, over the weekend of 22nd/23rd August and I look forward to seeing as many as possible of you at this important meeting. As required by our Constitution the notice of the AGM is included in this newsletter and I would remind you of rule 7.d. in respect of submission of motions for the meeting.

As a result of the increasing demand for the Comet there is a growing secondhand market and if you have any items wanted or for sale please let me know and I will include the details in future newsletters. As always the content and quality of these newsletters is dependent on items received which can be on any subject relating to the Comet or sailing generally. Please do not leave it all to others but send me any small contribution about your boat and your sailing which may be of interest.

Again I must thank Andrew Simmons for printing and posting this newsletter on behalf of the Association. If you have any comments or suggestions regarding the Association please do not hesitate to get in touch with me.

Keith Lamdin  
Chairman

## COMET CLASS ASSOCIATION

### ANNUAL GENERAL MEETING

GUNFLEET SAILING CLUB at 7.30 p.m. SATURDAY 22nd AUGUST

- AGENDA:
1. APOLOGIES FOR ABSENCE
  2. SECRETARYS REPORT
  3. TREASURERS REPORT
  4. CHAIRMANS ADDRESS
  5. ELECTION OF OFFICERS
  6. ELECTION OF COMMITTEE MEMBERS
  7. ANY OTHER BUSINESS

Note that any motion to be put to the AGM shall be proposed by two full members and shall be submitted to the Secretary in writing at least four weeks prior to the meeting.



#### DENHAM SAILING CLUB

A Comet class open meeting was hosted by Denham SC on May 17th in light to moderate southerly winds on a cold and drizzly day.

Seven boats made a clean start in the first race with a good long beat and Damon Perrin with Craig Moffett pulled away from the rest of the fleet on the beat and the following run. Peter Adlington and Alec Wilcox of the home club closely following with the rest of the fleet remaining closely bunched. Moffett passed Perrin on the second beat and increased his lead to win convincingly with Perrin second and Adlington third.

In the second race Perrin made a good start from the starboard end of the line while Moffett had to do a 720 following a start line incident at the leeward end. Perrin was in the lead at the end of the first lap while Moffett had already pulled through the fleet into second place. Then a cold front brought a 180 degree windshift which made a large split in the fleet. Moffett finished clear ahead in first place with Perrin second and Adlington losing two places on the line allowing Alec Wilcox of the home club to finish third.

The last race was sailed in light winds and a cold rain which depleted the fleet. Moffett and Perrin finished in first and second places with Adlington gaining places to finish third.

Overall Results: 1st Craig Moffett Walton-on-Thames SC  
2nd Damon Perrin Aylesbury SC  
3rd Peter Adlington Kennet Valley SC

#### CHIPSTEAD SAILING CLUB

A fleet of 15 Comets from 10 different clubs gathered at Chipstead on the 27th June for an excellent afternoons racing with a moderate southwesterly wind giving good sailing conditions over the entire water.

The first race saw a bunched start at the starboard end of a long line with Ian Hylton being first round the windward mark closely followed by Damon Perrin and Chris Robinson, all from Aylesbury SC. Perrin passed Hylton on the run through the narrows and led the fleet back up the beat with Peter Adlington catching Robinson in 4th place and the rest of the fleet closely bunched. At the end of the 3rd lap Hylton got on the inside of a lift and sailed past Perrin before the windward mark and held a narrow lead to the finish line. There was a clear gap to Adlington and Robinson and, with Alec Wilcox failing to finish correctly, fifth place went to Ralph Rowe of the home club.

The second race was started from a committee boat line and Henry Jagers led up the beat with Hylton and Perrin close behind. Adlington and Robinson were well back and Matthew Holmes and J Penfold were close behind the leaders. Starting the second beat Perrin and Hylton were through Jagers and Wilcox had joined the leading group with the rest of the fleet closely bunched. During the next two laps with wind becoming more shifty positions changed regularly with Perrin winning from Jagers, Wilcox and Hylton. Paul Rayson got his second 6th place

and Adlington recovered slightly to finish 8th.

Overall Results: 1st Damon Perrin Aylesbury SC  
2nd Ian Hylton Aylesbury SC  
3rd Peter Adlington Kennet Valley SC  
4th Paul Rayson Enfield College

#### BUILDERS REPORT - AMS MARINE

It's all systems go down in South Molton! We are now building a regular two Comets per week. At first I must admit it was rather hard work but after the first few weeks of the new schedule things became easier.

I am pleased to say the orders have kept on coming in, keeping us busy until the end of August.

As designer and builder of the Comet I must say how pleased I was with the turnout at the recent Chipstead Open Meeting. The enthusiasm of those who came really underlined the fact that the Comet is now an established class.

If any Comet owners are visiting Southampton Boat Show in September, do come and say "hello". We are now in the middle block near the Dinghy Area.

AMS Marine are having a well-earned holiday for the last two weeks in July so if anyone needs any spare parts for the Aylesbury Open Meeting let me know as soon as possible.

Hope to see as many of you as possible at the Nationals.

Andrew Simmons

AMS Marine



## TRIAL AND ERROR

When I stepped into the Earl's Court Exhibition Hall early in January, into a sea of brightly coloured sails, I forgot the drab streets outside and thought only of warm sunny days, messing about in boats. As I walk round to Aylesbury Sailing Club now, past the lines of damp fishermen, huddled under their green umbrellas, my Wellingtons doing battle with the mud, I still dream of warm sunny days messing about in boats!

To be fair, the weather wasn't too bad in April and May. I have done a dozen demonstrations days with the Comet since March and the best of the weather was certainly at Pagham on the South Coast in April. It was a beautiful sunny day with the wind about Force 4, all the better because it rained all day back home. Ian had a super time seemingly disappearing over the horizon and then wave-planing all the way in. Looking through my diary I see that it rained on the Saturday we visited Kingsmead. Visibility was poor and although I heard the jumbo jets thundering overhead all day I never saw one. Every cloud has a silver lining though, because following that visit Henry bought number 100. The wind was very light that day but on the Saturday I went to Queen Mary's it was so strong only experts could sail. Then at Grafham Water at the end of April there was no wind at all for most of the time but it was so warm we were able to sit out all day. The next weekend racing there was cancelled due to gales!

In general I don't worry too much about the boat on these trial sail days. As long as I can blame someone else for running it into a concrete jetty or being an overenthusiastic helper as we manoeuvre it onto the car, Barrie doesn't complain. The little knocks and abrasions are rubbed down and the boat made good for the following week. I did cover my eyes though, as it approached the concrete jetty on the run, but fortunately the young helmsman executed a spectacular gybe just before he hit and the damage to the boat was minimal. It would be bad for business to get over-excited so as the boat crashes into some solid object - at speed - I shrug my shoulders and say, "It's tough!". Then I examine the damage surreptitiously and pretend it's insignificant.

The boat is easily repaired so it doesn't give me too much cause for concern but I do worry about people. Some are over cautious themselves and refuse to sail unless the sun is shining, the wind is light and there are at least two reefs in the sail. Others have all the gear but little experience. Appearances can be deceptive and it often isn't until the boat has capsized that the error becomes apparent. There has been more than one sailor who thought the over-turned boat could be brought into wind by putting weight on the rudder instead of the dagger board. Some learn quickly though; a young man at Pagham had never capsized before. This only came out in casual conversation as we watched him sail into the distance. The rescue boat could be out to him in five minutes I was told. This didn't reassure me! He did capsize, several times, but he had no trouble in righting the boat. It wasn't until it was time for him to come in that I heard he wasn't too good at sailing close to the wind either. He could reach backwards and forwards all right, but he would need to beat to reach the nearest shore. As I said before, he learnt quickly.

As for the business, it's pretty good really. It has its ups and

downs you know; we received an order from Wolverhampton the very day a Comet dinghy in - you've guessed it, the Wolverhampton area - was in Yachts and Yachting - he cancelled unfortunately. Then there was another almost certain sale but this caused a domestic rift. The rift was healed and the sale is still pending. There has been some demand for spares, especially from the Robinson family at our home club. If it is windy I hover like a vulture, waiting for Chris to capsize. As he pulls into the jetty I rush up to enquire about breakages only to be disappointed - no sale! Then one windy day he let his hatch cover be whisked from his hand to disappear into the murky depths of Weston Turville Reservoir - and happily I had some in stock!

I want a boat I can handle, light enough to launch and recover myself, sails well in light airs but doesn't overpower me in a blow; a boat that is comfortable and in which I feel safe - some of the time! The Comet fits the bill. When I am doing the sales talk though there is always someone trying to cut me down to size.

"The gooseneck isn't strong enough" I'm told.

"It's very sensitive to trim, isn't it"

"I'm surprised how slippery the side-deck is"

"I was sitting well out and it just went over"

"It's under-powered" !

then in for the kill they come with:

"I shall be changing to a single-hander this year but it will be a

\*\*\*\*\*"

No Comment!

Margaret Hylton.

Demonstration Days were held at:-

Tamworth  
Lenchford  
Birmingham Athletic Institute  
Kingsmead  
Queen Mary  
Grafham Water  
Maidenhead  
Chase Water  
Birdham  
Pagham  
ICI Slough  
Frampton-on-Severn  
Pool Hall

# KINGSMEAD S.C.

DATCHET RD HORTON, BERKS

SLOUGH 686016

## an OPEN MEETING for COMETS + LASERS

will be held on

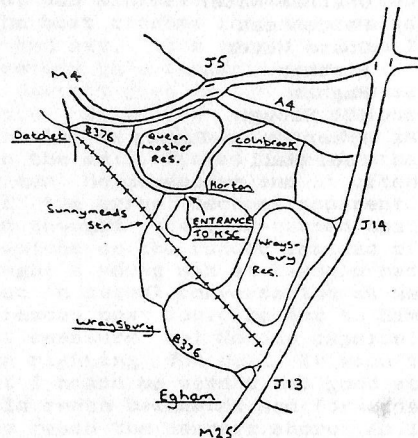
SUNDAY 25<sup>TH</sup> OCTOBER '87

first race 11am.

entry fee £3

for further details ring

Henry Jagers  
Burnham  
(062 86) 64237



7

New entry to Club off Datchet Rd 200yds east of mini rdbt.

*Dinghy  
Leisure*

FOR

 **Comet**

South and Midlands Area Agent  
Sales, Demonstrations,  
Spares and Accessories

We are pleased to announce that we have a comprehensive range of spares and accessories for the Comet. In addition to the normal chandlery, the following new items - custom made by Bruce Banks from high quality materials - are now available:

RUDDER BAG	15.50
CENTRE BOARD BAG	21.00
SPAR BAG	23.30
UNDERCOVER	48.90

Prices include VAT  
Postage and packing extra.

The RUDDER and CENTRE BOARD BAGS are made from a padded and quilted nylon material, and fitted with carrying handles.

A strong PVC material is used for the SPAR BAG. Individual compartments separate each piece of spar and prevent chafing.

The UNDERCOVER is ideal for those who prefer to trail their boat. It greatly reduces the risk of stone damage to the hull, and if used with the top cover the boat is effectively completely protected during transit.

For more details or to order contact:

Margaret Hylton  
Dinghy Leisure  
6 Wychwood  
Little Kingshill  
Great Missenden  
Bucks HP16 0EJ

Andrew Simmons  
AMS Marine  
Horsepond Meadow  
South Molton  
Devon EX36 4EJ

Great Missenden (02406) 3082

South Molton (07695) 2871

8