

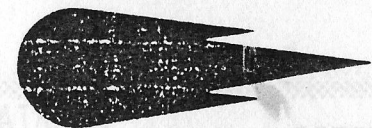
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Newsletter 7



Comet Class Association



Comet Class Association

***** NEWSLETTER NUMBER SEVEN *****

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COMMITTEE MEMBERS

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CHRIS ROBERTSON	SECRETARY	15 Havelock Road, Tonbridge, Kent. (0732 353138)
ANDREW COWSER	TREASURER	26 Wesley Square, London. W11 1TR. (01 221 3030)
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CARR WITHALL		"A Happy Landing", Chesham Road, Berhamsted, Herts. HP4 2SZ. (Berkhamsted 2577)
MIKE CRAWSHAW		Park House, Long Marston Camp, Stratford upon Avon, Warwickshire. CV37 8QR. (0789 720635)

RESPONSIBILITIES :

CHRIS is acting as the Open Meeting co-ordinator for 1988.

MIKE is acting as our representative to the Class Associations Forum.

ANDREW is providing graphics and layouts for the Newsletter.

JACKIE is selecting our Class Association prizes for 1988 and CARR is considering our publicity requirements.

FROM THE CHAIRMAN

Having got the 1988 season off to such a good start at Cam and Kennet Valley, it is now time for this newsletter and most importantly to consider the forthcoming Nationals and Annual General Meeting.

My thanks go to all those members who attended the excellent events on the river at Cambridge and the gravel pits at Reading. Both days were fortunate to have good weather and sailing conditions and attracted excellent entries of around 20 boats.

This coming weekend we have the event at JCB Uttoxeter and then go to Denham and Chipstead in the month leading up to the Nationals. The committee would like to encourage all Comet owners and Association members to try the Open Meetings as a means of meeting other owners and having the opportunity to sail in sizeable Comet fleets. Although there is naturally a competitive element to the Opens, the committee is keen to ensure that the events remain as pleasant and social events which all owners feel able to attend and enjoy.

The 1988 Comet Nationals will be held under the flag of Sovereign Sailing Club, Eastbourne, East Sussex over the weekend of 23/24th July with three races on the Saturday and two on the Sunday with the Class AGM on the Saturday evening. The first race on Saturday is due to start at 11 a.m. and if you need further information please contact either Hayley Penfold on 0323 765852 or myself.

Eastbourne is easily reached by the A22 from London and on reaching the seafront, turn east along Marine Parade and Royal Parade towards Pevensey Bay. The club is off Royal Parade near the Treasure Island Play Centre and the Butterfly Centre with ample parking nearby. Accommodation details are available from the Tourist Information Centre on 0323-27474 and Margaret and I have already decided to have a few days holiday prior to the weekend. I am going to ask Sovereign for the temporary membership which is available for the days up to the National so how about joining us and having an informal Comet Class holiday!

The AGM will be held in the Sovereign SC clubhouse at 8 pm on the Saturday and the Notice of the Meeting is included in this newsletter as required by our constitution. This is your opportunity to air your views in the Class Association and its progress so please make the most of it!

Following the Nationals there are meetings at Aylesbury, Walton on Thames and Gunfleet during August and September giving a variety of waters for everyone's preference.

Once again I would like to thank Andrew Simmons for his help in printing and posting this Newsletter to the Association members and if you have any comments or queries relating to the Association or the Comet please do not hesitate to contact myself or any Committee member.

See you at Eastbourne.

Keith Lamdin, Chairman

NOTICE OF ANNUAL GENERAL MEETING

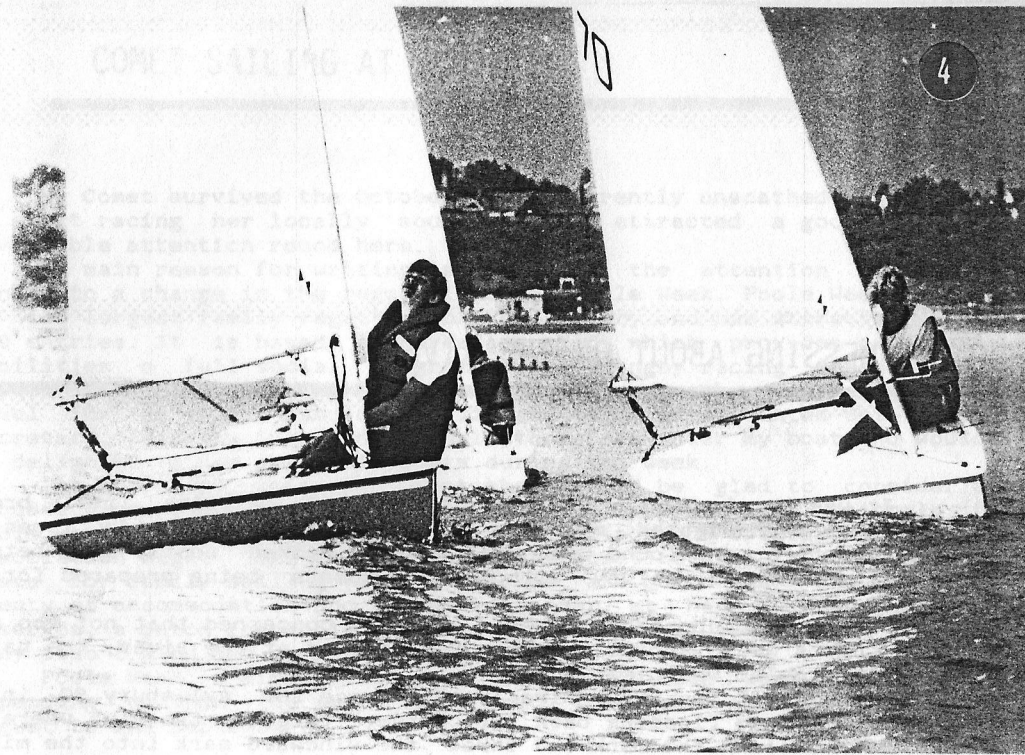
ANNUAL GENERAL MEETING

SOVEREIGN SAILING CLUB AT 8.00 P.M. SATURDAY 23RD JULY 1988

AGENDA:

1. APOLOGIES FOR ABSENCE
2. MINUTES OF PREVIOUS AGM.
3. MATTERS ARISING.
4. SECRETARYS REPORT
5. 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.



BUILDERS REPORT

At the time of writing we are in our second week of "3 a week" Comet production. The new factory/workshop is built but not fully finished with electrics and ventilation. At the moment the building is used for 'fitting out' Comets rather than moulding GRP, its intended use.

The waiting list does not appear to get any shorter, 35 Comets on order, taking us into September.

Dinghy Leisure and ourselves have been busy demonstrating the Comet. A very quiet demo at Wimbleball Sailing Club on Exmoor resulted in two orders after just three had a trial sail. Plymouth Boat Show held over Easter and the week after, resulted in two orders for local boats, and our first Comet at North Devon Yacht Club at Instow is creating a lot of interest.

Our stand at Southampton Boat Show has been allocated and even London Boat Show has been applied for with a hefty deposit!

The turn-out at Cam and Kennet Valley was very pleasing, I'm really looking forward to a good turn-out at the Nationals.

AMS Marine will soon be commissioning a rather nice trophy as a Travellers Trophy for the Open Meeting circuit. I'll bring it to the Nationals if it's ready in time.

Andrew Simmons, AMS Marine

MESSING ABOUT ON THE RIVER

It was a pleasantly warm April day with a brisk little breeze blowing as I navigated my way slowly through the side lanes of Cambridgeshire and found Cam Sailing Club tucked neatly away between the river and the railway with lots of Comets being prepared for the day's racing.

The local club members seemed somewhat concerned that not too many more Comets would arrive and when you looked at the river, the nature of their problem was clear.

Memories of an RNVR Firefly team race for Aylesbury SC in the early 60's came flooding back. Of course, this was the club where the OOD walked along the bank and threw the windward mark into the middle of the river! The river seemed no wider than it was in those days and it was clearly going to be a day for practising tacking technique.

And so the racing started in heats with a maximum of 6 boats at a time and a windward mark less than 100 yards up river. Even more than usual the start and first leg were going to determine the outcome of the races.

Surprisingly, there were some clear wind shifts on the river and the occasional puff caused a few capsizes, usually right under the eyes of the gallery spread along the bank!

I had a little sail during the lunch break between races mainly to try out the knee although with a tack seemingly every three seconds this perhaps was not the best venue for experiments. I sailed up above the club, past the moored cruisers to the bridge and there I saw the unmistakable shape of a cruiser, "Venus", which we used to holiday on the Broads when I was at school. The day was turning out to be a real trip down memory lane and then back to reality.

Three heats sailed and a final race for the top boats which turned out as rather an anticlimax as positions were established early on with very little place changing.

The day finished with a pleasant little prize giving and all congratulations to the winners and then away home. Our thanks to all the members of Cam SC for such an enjoyable day - they even said they would have us again although how they'll handle greater numbers will be an interesting exercise.

Oh yes, does anyone know a way round Baldock?

From the bank.

My Comet survived the October gale apparently unscathed and I hope to start racing her locally soon. She has attracted a good deal of favourable attention round here.

My main reason for writing is to draw the attention of Comet owners to a change in the regulations for Poole Week. Poole Week is one of the largest family regattas in the country and has attracted up to 500 entries. It is based at Parkstone Y.C. which provides excellent facilities, a full social programme with dinghy racing inside Poole Harbour and cruiser racing in Poole Bay. This year they have raised the level for the dinghy handicap to 125 and this, as I pointed out to the Secretary, lets the Comet in. I shall therefore enter my boat and would be delighted to see any other boats during the week.

The Secretary also said that they would be glad to consider a request from a smallish class (30-40 boats) to run their Nationals in Poole Week. Last year he did that for Fleetwinds and British Moths. The Association might like to consider that sometime; it is a convenient place for family sailing as the beaches are quite near and there is plenty of accommodation and campsites near at hand. (One campsite reserves a patch for Poole Week competitors; we always used it because they didn't mind how much washing got hung out!).

Poole Week is either the last or penultimate week of August, depending on when the neap tides are. This year it runs from 28th August to 2nd September.

Rollo Woods, Comet 127



ON THE ROAD

I don't get so much time for sailing these days and my friends tell me that I'll forget how to do it if I don't get out on the water more often. I say that it's like riding a bike: that you don't forget; and I hope I'm right.

My regular exercise these days comes in the form of lifting, carrying, loading and unloading Comets. I have done my share of towing the trailer too. I can even reverse it now - well, in a straight-ish line, in a carpark but not around corners - and I bravely tow through the narrow streets of South Molton.

I have travelled to Broadstairs in the east and Saundersfoot in the west. Although, as I spent only about an hour and a half in each, delivering boats, my glimpse of each town was fleeting, to say the least. I would have liked to stay longer because both had attractive little harbours and welcoming sailing clubs. On both occasions too the sea looked friendly but the M25 or the Severn Bridge beckoned and I had to push on inland. In June we have a boat going to Angus but I won't be crossing the border - we have agreed to meet half way.

The weather has been reasonably kind to us for demonstration days so far this year, in that the sun has usually shone, but I wish I could have regulated the wind. Before going to Kingsmead SC in March I listened in horror to forecasts of 35 mile an hour winds. When the day dawned it was still very blustery and most people went out two up. At Chase SC we had everything - sun, rain, wind and the following week, just up the road at Uttoxeter, there was no wind at all; even the birds were still! At Great Moor SC, close to our home ground, although not too fierce, the wind couldn't make up its mind about which way to blow. People were caught out, and some even tipped out, as it went around in circles.

At Grafham Water in May we were really lucky with the weather. The wind was about Force 4 and the sun shone. Our friend, Damon, who came along to help, had an excellent day's sailing. Probably the best day for a demo though was at Datchet Water at the beginning of April; we had a sunny day with a gentle breeze, so I even went sailing myself.

In June we have visits planned to Medley SC on the river at Oxford, Hunts SC and a trip to Ullswater in the Lake District at the invitation of the Glenridding Sailing School.

Margaret Hylton, Dinghy Leisure

LIGHT AND SLIPPERY

This time last year I had been thinking for some while of changing to a single hander. I had owned a Graduate and sailed it successfully for many years and it was going to be quite a wrench to part with it. But although my involvement with Kingsmead was getting greater than ever, my sailing was getting rather stale. It was time for a change.

What should I get? I wanted something quick and easy to get on the water and requiring little maintenance; a boat with performance to compare well with a Grad but one in which I could be competitive over a wide range of conditions. Of the two main single handed classes at Kingsmead I wanted something faster, more comfortable and drier than a Topper and something with a bit more stability and a better match for my light weight than a Laser. So, if I was going to be one of the odd ones out, boats like the Streaker, Lightning, Europe and Comet were all possibilities.

I think I fell in love with the Comet at first sight at the Boat Show. Somehow it looked so right! It seemed more than coincidence when I found that Keith Lamdin of Aylesbury SC was the Association Chairman. Keith too is a Grad sailor and used to be on the Grad Association Committee in the early 70's when I was myself. Or perhaps it was the vivacious Margaret Hylton?

Anyway, Margaret and Barrie brought a couple of boats to Kingsmead in April for us to have a go and I ordered one then. You know the rest!

My Comet, number 100, arrived in May 1987 and I have done more sailing since then than for a long time past. It is really well made, quick and easy to launch and an absolute joy to sail. All the control lines work easily so the sail shape can be adjusted when racing, even in strong wind, and the sail is easily reefed without affecting the balance of the boat for times when I am not feeling so brave. It is a very responsive boat and highly manoeuvrable so you can really take advantage of every situation and of the slightest change in wind speed. It is very early to plane. Despite all this I find it a remarkably forgiving boat although its stability may not be obvious until you get used to it! In many ways it handles like a properly-balanced Graduate, and that is good.

I seem to have set a trend, at least I hope so. From one lone Comet in May we now have about 15 at Kingsmead and I know other members are seriously interested.

It is worth remarking how easy the Comet is to roofrack. Because of its lightness you really would not know it was there. But be careful, light though it is, it is also very slippery and I have the dents in my car to prove it!

Henry Jagers, Commodore, Kingsmead S C

Editors Note: Until the last paragraph, I thought the title of this item referred to the helm of the said Comet 100!



Chris Robertson our secretary and colleagues at the Sailboat 88 Stand, at Crystal Palace in March

VENTURING TO THE MIDLANDS

9

"Come to the J.C.B. Open Meeting and enjoy a pleasant social weekend" said Will and so we did!

It seemed quite a way driving up on the Saturday morning but it really wasn't too far north of Watford Gap - you certainly could not miss the club! Just take the B5030 north from Uttoxeter and look for the JCB factory which appears on the horizon as about a mile long and just as wide! And there were the seagulls and a clever piece of topiary in the shape of a JCB with elongated arms apparently about to engulf a passing car - no, you really couldn't miss the club!

When I pulled into the hard standing area in front of the club there were already about 8 Comets being rigged and, shortly before the first race, with the slightly late arrival of the Crawshaw's we had a nice size fleet of 12 taking to the water.

With a tight little start line and pretty red, yellow and green lights shining from the race office, all we needed was Murray and you had "Grand Prix"! You know the benefit you get from being on the front row of the grid - well, Andrew took full advantage from a good start and held off all challenges from the locals to take a well deserved first place so clearly late arrival was no handicap.

After a second race in rising wind with some cold blustery squalls it was time to call it a day, find our accommodation - local campsites for some and a comfortable bed & breakfast for me - and then make our way to the delightful JCB Lakeside Club for a pleasant and relaxing evening with our hosts. The ladies of the club provided a lovely meal, the bar served our thirsts and we even had instant video playback of the afternoon's drama! Some of us could perhaps have done without that, particularly Will, who had a starring role throughout from a vantage point well positioned to survey the rest of the fleet. You'll either have to talk to your son or get a new sail, Will!

I left the Pool Hall boys keeping the bar warm and headed for my comfortable bed only to be well and truly wakened by the local vet attending the horses at 1 a.m. - well, it was the country after all and certainly the full breakfast set me up for the rigors of Sunday.

I'm afraid JCB had no better control over the weather for the second day running and it remained dull and rather flat calm for most of the day. My most vivid memory is that of Richard Crawshaw getting a flyer at a start and rounding the first mark in the lead to the loud cheers of the gallery, most of whom seemed to be Crawshaws but perhaps they just made more noise than the rest of us!

The Comet Class had called up the heavy guns to preserve class honour and beat off the locals for the exotic first prize but how Damon gets to be a tall dark stranger is beyond me - poetic license eh, Will.

So, on with the prize giving and we are all awarded a valuable item of clothing which will undoubtedly give us a head start over those of you who couldn't make it when we meet next on the water. JCB Sailing Club certainly know how to make their mark.

Now it was a matter of packing up, saying thanks and goodbyes to new friends, and heading rapidly down the A5 and home.

It was all that Will had promised and more! A thoroughly enjoyable pleasant social weekend - thank you very much, JCB and please can we come again?!

From the bank.

Chipstead Sailing Club



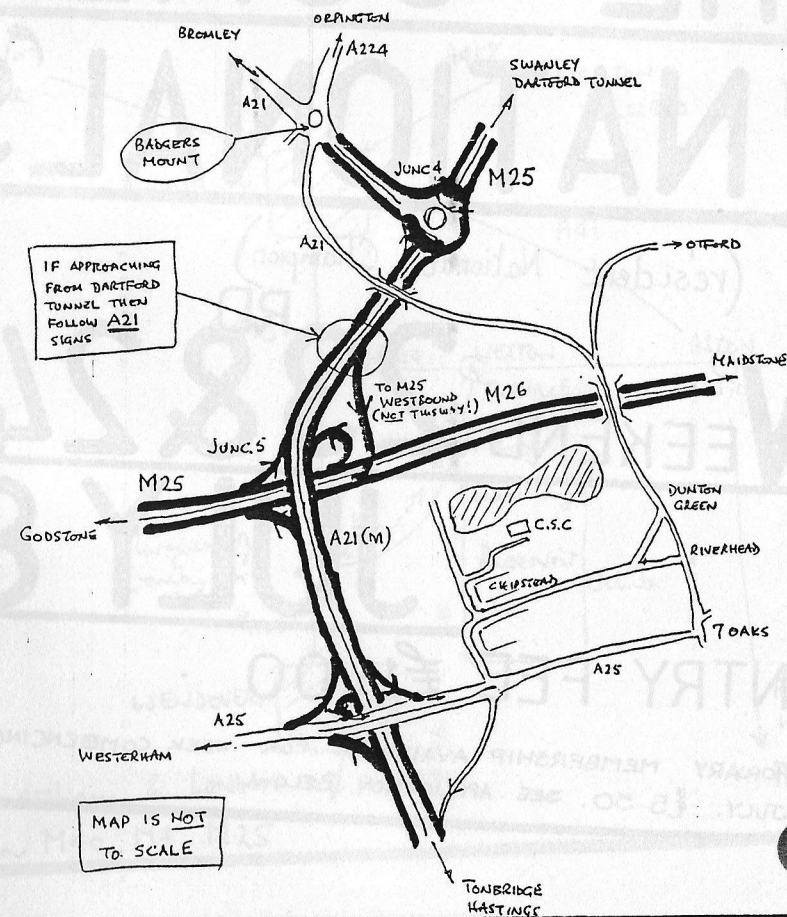
CHIPSTEAD, NR. SEVENDAKS, KENT

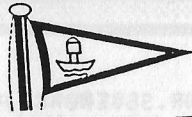
COMET/STREAKER OPEN MEETING 16 JULY '88

3 races, 2 to count. First race at 11.00
Entry fee £3

Hot and cold refreshments available in the Clubhouse.
Launching facilities available from sandy beach,
three slipways and three pontoons.

Route will be signposted from the A25.





SOVEREIGN SAILING CLUB

Royal Parade, Eastbourne, East Sussex BN22 7AA
Telephone: Eastbourne 20715

ARE HOLDING

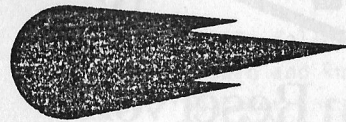
THE COMET NATIONALS

(resident National Champion)

WEEKEND RD 23 & 24 TH
JULY 88

ENTRY FEE £10.00

TEMPORARY MEMBERSHIP AVAILABLE FOR WEEK COMMENCING 17th JULY. £5.50. SEE APPLICATION BELOW.



AYLESBURY SC
COMET OPEN MEETING

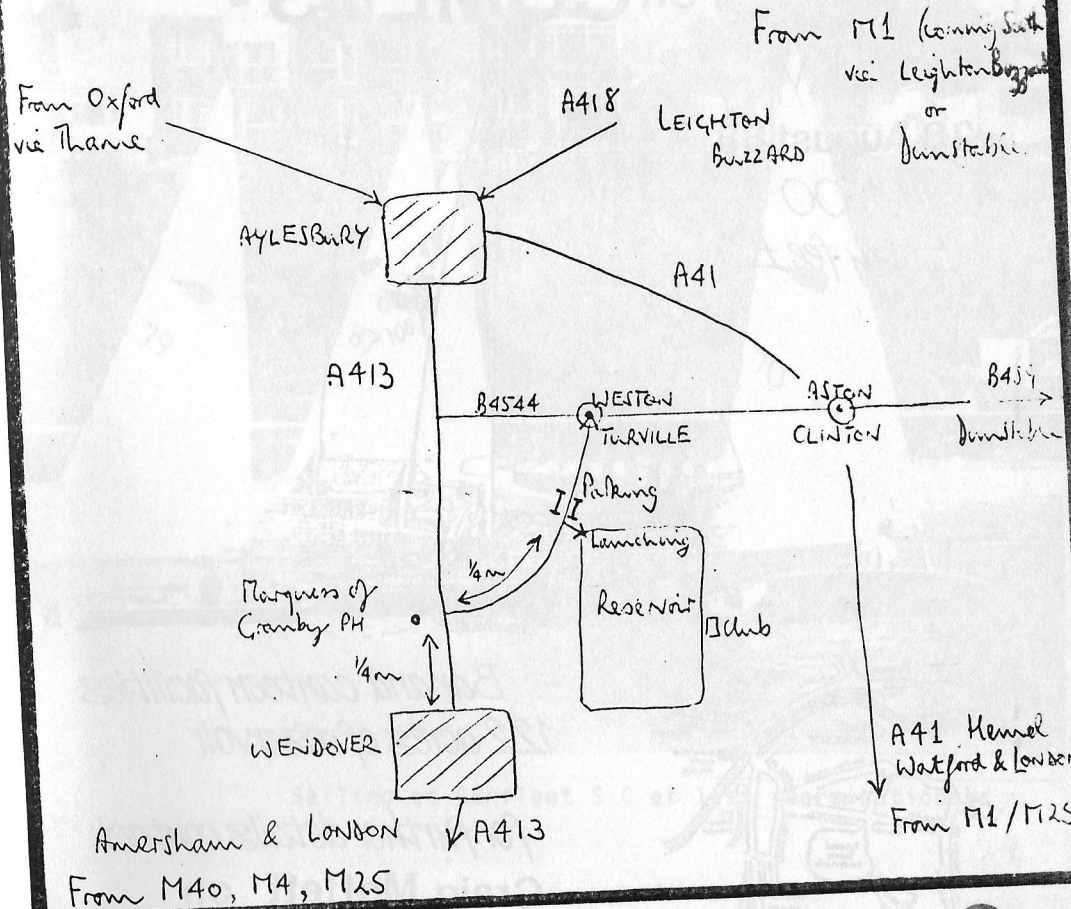
31st JULY 1988

Entry Fee £3.00

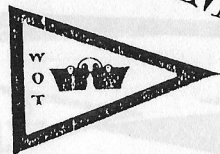
3 races, 2 to count, 1st race - 11.30 a.m.

Buffet lunch and Tea included in entry fee.

Contact: Keith Lamdin (0582 65194)



WALTON-ON-THAMES S.C.



Island Barn Reservoir
East Molesey Surrey

Open Meeting

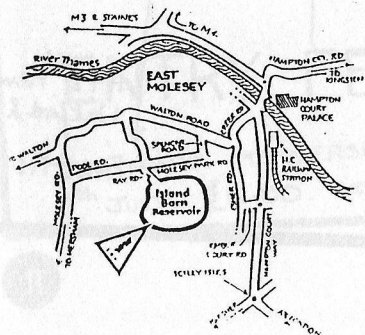
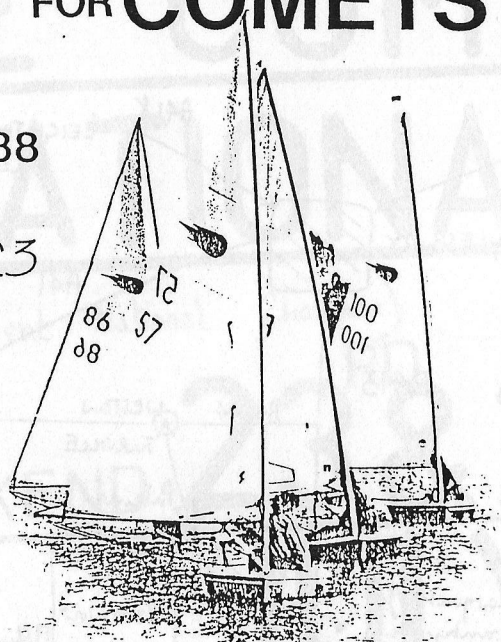
FOR **COMETS**

Saturday

20 August 88

Start 11.00

Entry fee £3



*Bar and canteen facilities
122 acres of reservoir*

*for further details contact
Craig Moffett on
01-398 1905*

COMET FOR SALE

Sail number 43. Yellow Hull / Cream Deck.
New Daggerboard and Rudderblade. New Sheets and all extras fitted. Top cover and trolley. Little use over last 2 years. Offers around £750.00
Mr P Playfair, 12 High Chase Ride, Little Hayward, Stafford.
Telephone number 0889 881383.

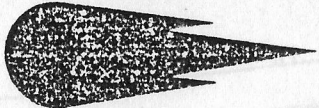


Sailing at Gunfleet S C at last years Nationals

All photos in the issue courtesy of David Hudson



Extensive catering facilities
122 acres of reservoir
for further details contact
Craig Moffett on
01-398 1905



Comet Class Association

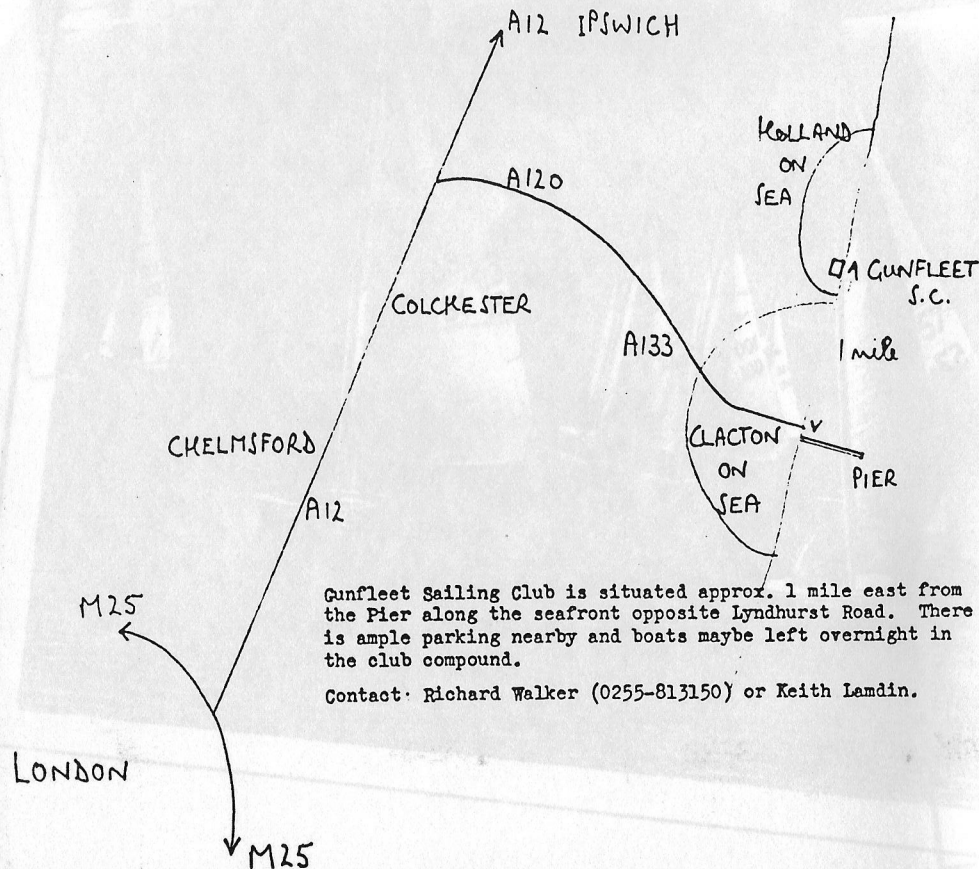
GUNFLEET SAILING CLUB

Comet Open Meeting

Sunday 4th September 1988

Entry Fee £5, 3 races counting 2, Start 11.00 am

For information, free brochure from: Tourist Information Centre,
23 Pier Avenue,
CLACTON-ON-SEA, Essex. CO15 1QD
(0255-423400)
or phone :



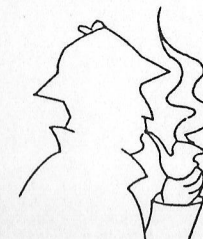
*Dinghy
Leisure*



Comet

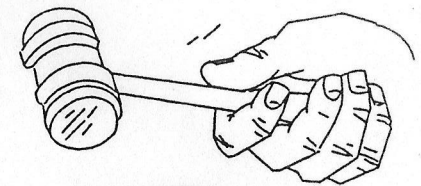
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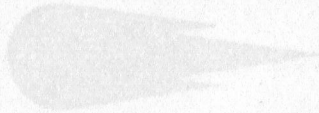
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For a by return service from our full range of spares and accessories contact:

Margaret Hylton



Comet Class Association

Comet

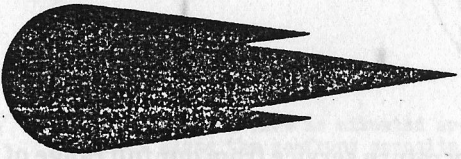
LEET SAILING

Sunday 4th September 1989
on 20th September 1989
Spurs and Accessories

For information, free brochure from
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(0215 225500)

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Broken It?



Comet Class Association

Affiliated to the Royal Yachting Association

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