

# PERIHELION 122



***Comet Class Association***

**Summer 2017**

**NEWSLETTER NUMBER 122**  
**Summer 2017**  
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## Editorial

Well here goes nothing!

Welcome to my first outing as your new 'NewsEditor'!

Firstly, many thanks to Brian for producing Perihelion for so long plus his kind words of encouragement and offers of assistance in producing my first few editions of Perihelion.



Please stop me and have a chat about anything Comet; especially ideas of what you would like to see in either Perihelion or the Website as otherwise either or both will die without YOUR content.

I try to get out and about in 845 and am usually to be found slowly sailing towards the back of the fleet! From the back it is easy to see what others are doing and it is sometimes questionable! Two examples from the recent Nationals spring to mind - (no names - no pack drills!!) - a sailor performed about 5 very quick tacks in front of me, the bow of the boat hardly moved but the gap between us grew considerably! Secondly another sailor performed a sequence of gybes in quick succession without obviously changing course but again speed did seem to increase. Your comments on these two actions are welcome!

Computer software is continually evolving and as I have now officially joined 'the idle poor' I do not wish to add to Mr Gates' billions by having to buy the very latest version of Office; my version is Office 2007.

Therefore, if you have a later version please forward any written contributions using a 'Compatible file format' or a 'plain text' file type such .txt or .pdf and images in a 'standard' file type such as .jpg. If you need to know how to save text and images in these formats please contact me.

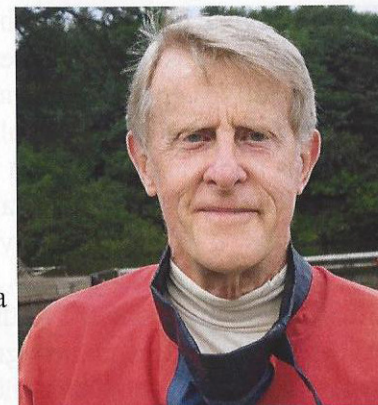
Nigel Fern  
Comet 845

## Chairman's Report

### Chair's mutterings

Hello everyone.

In this my first Chairman's report I would like to thank Paul Hinde, our retiring chairman, for the work he has done for us. Paul has now left the committee after being a member for quite some time as results secretary and then in the past 3 years as chairman. He did a great job in both these roles and has left behind a very strong and enthusiastic committee. He can now enjoy his sailing.



Another longstanding member of the committee stepping down is Norah Jagers, our past secretary. It is difficult to know how to thank Norah enough for all she has done for the association. She was secretary for 25 years, almost twice as long as I have been sailing Comets. She was also open meetings and championships organiser, "trolley dolly" for the competitors at open meetings, "bag lady" for holding keys and valuables for competitors, font of all knowledge about Comets and Comet people. I am sure I must have missed other things she will have done but, especially, she was the association's collective memory. We all wish her a happy retirement from the committee but we know she will not be idle. She has many other interests, particularly the Jurassic Coast and events in Beer. We look forward to seeing Norah and Henry at future Comet events.

It seemed too good to be true that we would find a replacement for Norah who also knows a great deal about Comets and the association's activities, but we have found one. We are very fortunate that Liz Hossell, who also has a long association with us and recently has been our trophies arranger, has agreed to take on the secretary's role. I would like to welcome her in her new role and look forward to working with her and the rest of the committee to keep the association lively and active.



To make the secretary's job more manageable, Liz will not be dealing with events organisation. Instead we have created a new role for that, and Steve Gregory has taken on this task. This will be his first year of dealing with all the clubs organising events so it will be great help to him if club representatives contact him early with possible dates for next year. There are still clubs not on our usual circuit who are offering events for us. Both Gunfleet and Rickmansworth invited us this year. This is a good sign that Comet sailing is widespread and we must do all we can to encourage other clubs to join in our activities.

Finally, one more change to the list of officers in the minutes of the AGM. Chris Robinson has agreed to be co-opted to the Committee to arrange our involvement in the Dinghy Show. I am very pleased to welcome him to the team because, as a past chairman, he has a wide knowledge of the workings of the association.

Enough of the organisation, what about sailing? I was due to return from holiday on the Saturday of the Nationals at Burghfield. Fortunately our BA plane for the return flight managed to land in Croatia as the BA computers were crashing so, luckily, we had an aircraft and were only delayed a couple of hours, so I managed to get to the competition. Having missed Saturday's sailing I was looking forward to Sunday. What a day! Barely a breathe of wind all day until the race officer abandoned sailing for the day! Monday brought a little wind and in the third race I tried out Andy's new Xtra+ sail. Whether it was the new sail or the brand new boat or both I don't know, but I managed to get from being last over line to passing all the other Xtras except Henry Jagers. Peter Mountford is going to give this new design a try out on the open circuit, so we should get a good idea how competitive it is. I certainly liked it. A warm thank you to Chris Robinson for organising the Burghfield end of the competition which was most enjoyable in spite of the uncooperative wind.

I think many of you know me. I have probably run into you on the water somewhere. For those who don't, I sail at Hawley Lake on the Hants/Surrey borders and have been sailing competitively for 13 years. So I am a relative newbie amongst my age group. I have visited almost all of the clubs on this year's circuit over the years either with my Comet or double

handed with my wife in a Duo or Versa. I hope to get along to the remainder during my time in the chair.

I look forward to meeting many of you at our opens.

Good sailing.

John Sturgeon, C400

.....  
Final 'official' words from Norah

How lovely to have no pressure to write the "Notes from the Committee"!! Instead it's a great pleasure to say "Thank You" to you all for the garden chairs and the lovely bouquet which John presented to me at the AGM.

It's been a privilege and a joy to have been your secretary since 1993 (and trophy buyer before that). I've made many friends, visited lots of sailing clubs and even learned a little bit about sailing.

I wish Liz and Steve good fortune in picking up the threads and know that they'll work hard to keep the Comet show on the road.

Norah

### **2018 Season - Bookings for Open Calendar**

Please note that Steve Gregory is our new Open Events Coordinator so please liaise with him as soon as possible in the Autumn so that hopefully a good range of opens can be planned for 2018. He can be contacted on,

[events@cometsailing.org.uk](mailto:events@cometsailing.org.uk)





## Secretary's Report

IT'S ALL CHANGE !!

Hi all Comet members. Yes it's all change on the Committee at the AGM held at Burghfield Sailing Club at the end of May. As you can see I have replaced Norah after 24 years as Secretary. I can't promise I can be as devoted for as long she has been all these years but I will try with, I hope, your help too.



### Notes from the AGM

Thanks were given to retiring members of the Committee Paul Hinde, Norah Jaggars and Brian Welham who were given gifts for all the work they had done whilst serving on the Committee.

Nigel Austin reported that he has been trying to identify Comets which seem to have been abandoned at various clubs around the country and seeing if it is worth re-conditioning them and perhaps sell them on for training via possible grant through Sports England.

There was a suggestion to change time limits for the Nationals to make use of the Whisky flag and incorporate into our Standard Sailing Instructions.

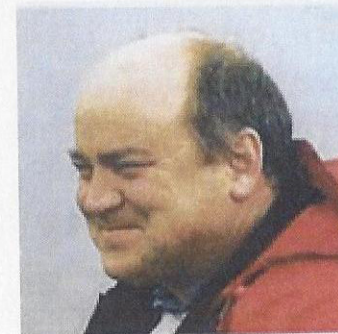
Steve Gregory is marking his 60<sup>th</sup> Birthday by doing a 500 mile solo bike ride during July to places where he has lived and worked raising money for three Charities. Solar Aid, Naomi House & Jacks Place (Hospice for children and young Adults) and The Brain Tumour Charity. All worthwhile causes.

Follow his blog on <https://grumpslifejourney.wordpress.com/>

Association Championships are fast approaching on the 26<sup>th</sup> – 27<sup>th</sup> August at Attenborough Sailing Club. Details on the Attenborough website for entering etc. Hope to see you all there.

## Builder's Report

After what seems like a lifetime building Comets, but is actually only 36 years. I am at last beginning to realise that I ought to think about the future and eventually pass the building and selling of Comets onto someone new. I think it deserves to be built and promoted by someone younger with some fresh new enthusiasm.



I do want to see a bright future for the Comet.

The Comet Class does not seem to need a steady supply of new boats to be successful but I'm sure a few more new boats each year would be welcome. Of course, there is a steady influx of new faces to the Class, they just buy boats I built years ago!

In recent years, I've only built 2 -5 boats a year and only attended the Dinghy Show.

As long as there was someone to stock and sell spares, masts, sails etc. the Class is in a fortunate position to be healthy for many years.

As for new boat sales, I think the Comet is similar to dinghies like the Streaker and the Lightning. If the club you sail at has a strong fleet of that dinghy and you want good racing, that's the class you buy.

The Comet is 36 years old and is a strict one-design with the benefits and drawbacks that that entails. The benefits are that they are all the same requiring skill and not an open cheque book. A good condition 30-year-old boat can be bought, and with the possible addition of a new sail, can be fully competitive.

The drawback is that time doesn't stand still, new fresher designs appear that are faster, lighter and more appealing. Look how cars have changed in the last 36 years or even TV's and computers!



The Xtra rig was an attempt to keep the new sales continuing by addressing some of the “characteristics” of the original Comet whilst trying to maintain the one-design nature of the boat at least in spirit.

To that end, I think it’s been a success. The people who converted haven’t been top sailors, apart from those with names like Wilkins or Jagers, and I firmly believe they have enjoyed their Comet more and hopefully achieved better results in club racing.

The Xtra rig was made with a more efficient shape but smaller in area so it wasn’t faster than the original. However, on a dead run, obviously the smaller area slows it down. I also think there has been an aversion, by some, to the modern crackly Mylar. It was interesting to see the new RS Aero go for a traditional White Dacron cloth even with the carbon rig and 30kg epoxy hull.

By now you are probably thinking “get to the point Andy!” So, I will. If eventually, the Comet is passed on to a new builder, I would like it to be in a position where its’ specification and design are fixed for the foreseeable future and the new builder just gets on and builds them rather than fiddles with it. As the designer, I feel I have that responsibility.

To that end I have been thinking of a new sail that, if accepted and becomes successful, would take the class forward.

At the Dinghy Show I had a chat with Hyde and in the following weeks came up with a new design. Similar to the Xtra in that it fits on the Xtra rig but with a new top fitting on the mast. The big difference is that it’s made with the same white cloth that is used on the new Laser sail and RS Aero. This cloth is made in serious quantities at a consistent quality but is cheaper than the Mylar so a new sail should be priced less than an Xtra but still more than the original.

We’ve squeezed in a few more square feet by adding a few inches here and there and by dropping the boom end by a couple of inches but it still has a noticeably higher boom than a standard Comet.

The extra sail area is mainly low down so I think it will still be the better



rig for lighter sailors but be equal to the original sail on a run and be more “readable” by sailors preferring a softer more traditional cloth.

I tried a prototype at the Nationals but due to the conditions or maybe the fact that I hadn’t sailed a Comet for 7 years, I didn’t feel 100% about it. However, I left the boat on the roof and later that week sailed it in a perfect F3 at Falmouth where it was really great. Peter Mountford tried it in a F2 tagging along with his new clubs Sunday race and was pleased with the performance against a Europe and Fireflies.

A second prototype sail was delivered and Peter and I swapped boats with his new Mylar sail in a gusty F4. I’ve just returned from Warsash where Hyde’s designer has had a look at it. The second prototype has a White X in the Comet logo but the sail window is going to be a bit taller at the front with the tell-tale in the front of the window.



A batch of ten have been ordered but unfortunately lead times are huge with current deliveries quoted as November!

If anyone is interested please get in touch and I can confirm prices etc.

Regards

Andy

Comet Dinghies

01769 520545

cometdinghies@btconnect.com



Andy seems keen for Peter to hang onto this sail as it carries Peter's sail number!!

Ed.

## Shearwater Sailing Club Comet Open Saturday 8<sup>th</sup> April

Shearwater welcomed 7 visitors to join their one home boat i.e. me.

### **Race 1**

The wind was forecast SSE and light winds with gusts up to 10mph. Anyone who has sailed at Shearwater knows that the wind direction can be very variable especially in light winds. Beats can turn into runs as well as runs into beats. It is not uncommon for boats to be running towards each other. Shearwater did not disappoint. Clive in Comet 821 was first up to the windward mark in race 1 but was last at the leeward mark. No helm got away to establish a sustained lead before the rest of the fleet caught them up. Frequently you could throw a blanket and cover all 8 boats. The lead changed many times but eventually Chris Hatton C48 crossed the line first followed by Eddie Pope in C804 and third was John Coppenhall C532.

### **Race 2**

This followed a similar pattern with the lead changing numerous times. Chris Hatton C48 was again first across the line narrowly beating Eddie C804 with Bob Dodds C869 chasing hard.

### **Race 3**

In slightly more wind but the positions still changed frequently. You could sail around a mark and lose or gain 3 or 4 places. This time Eddie got the better of Bob and Chris crossing the line first. Bob was second and Chris was third.

It was a wonderful days sailing in glorious sunshine. Our thanks go to Nic Cross who was The Race Officer and his race team for the running the event so well. Thank you the team in the Galley for the food and the excellent tea. I had a great days sailing and enjoyed the company of all those who sailed. If you couldn't make it this year give us a try next year.

1	Chris Hatton	C48		5	Ben Palmer	C597
2	Eddie Pope	C804		6	Henry Jagger	C800
3	Bob Dodds	C869		7	Chris Robinson	C867
4	John Coppenhall	C532		8	Clive Chapman	C821



## **Burghfield Comet Open 2017**

Burghfield's Comet Open took place on Saturday 22<sup>nd</sup> April. Sixteen helms arrived to find a light, but variable wind. This varied in both strength and direction, with calm spots appearing and then disappearing across the water making it difficult for the Race Officer to set a good course. The event was shared with the Streakers and Solos, who started before the Comets.



### **Race 1**

Alarmingly the gun failed at the start. This caused a little confusion, with those who knew the rules – i.e. the start is when the flags drop so the lack of a starting signal doesn't invalidate the start – gaining over those who didn't. Those at the pin end of the line appeared to get the best start, with a lift almost putting them on the layline to the windward mark. However, half way up the beat they were headed and the lead boats from both sides of the course arrived at the windward mark at about the same time. Michael Ettershank was first at the windward mark, but on the run the wind began to fill in from behind allowing the fleet to gain on him. However, he got to the leeward mark before being engulfed, only to be caught on the following beat. Bob Dodds and Chris Hatton pulled away from the fleet and fought for first and second place, with Eddie Pope and Izac Dodds further back fighting for third and fourth. The final order was Bob, Chris, Izac, Eddie.

### **Race 2**

The second race was held immediately after race two. The fleet became becalmed at the first mark. Bob was first to round, and along with Eddie and Izac pulled away from the fleet. The wind filled in again, but they were too far ahead to ever be caught. It wasn't easy for them though as they sailed into the back of the Streaker fleet. Eventually Eddie caught

Bob to take first place, while Izac was third. Further back Henry Jaggers took fourth place.



The third and fourth races took place after lunch. The Race Officer increased the time between starts to try and prevent the fleets from mixing.

### **Race 3**

At the start of race three the Solos had a general recall and started behind the Comets. They eventually caught the Comets and began to sail through them. A wind shift at the start saw a very biased line and first beat, with the leaders laying the first mark on port tack. Bob was first around again, followed by Eddie, Chris and John Coppenhall. These four pulled away on the run as the wind dropped. They fought for the lead, with Chris eventually winning, followed by Bob and Eddie, with John being caught by Izac at the end of the race.

The first three races had three different winners. Bob was leading, but could be caught by either Chris or Eddie, who were only two and three points behind.

### **Race 4**

Dave Harris was first around the windward mark followed by Peter



Hunter. On the run everyone except Michael left an intervening island to port. However, Dave headed for the wrong leeward mark and the rest of the fleet blindly followed. Michael on his own made no such mistake and he had chosen to pass the island on the best side, so this allowed him to take the lead. Although the fleet realised their mistake and headed for the right mark, the confusion resulted in several changes of place with Chris and Bob moving up into second and third respectively. Michael's lead was short lived as Dave moved back into the lead followed by Chris. Dave's lead didn't last long either as he was caught by Chris who won, while Izac took second and Peter moved up to third.

Chris' win in the last race allowed him to win the event. Bob and Eddie discarded the last race, so their relative positions were unchanged, with Bob taking second. Izac's second place in the last race put him on equal points with Eddie, but Eddie's win in race two ensured he retained his third place.

Chris Robinson

Rank	Sail No.	Helm Name	Club	Rig	R1	R2	R3	R4	Nett
1st	48	Chris Hatton	Severn SC	S	2	(5)	1	1	4
2nd	869	Bob Dodds	Crawley Mariners YC	S	1	2	2	(4)	5
3rd	804	Edwin Pope	Ogston SC	S	4	1	3	(5)	8
4th	701	Izac Dodds	Crawley Mariners YC	S	3	3	(4)	2	8
5th	384	Peter Hunter	Goring Thames SC	S	5	(13)	10	3	18
6th	711	Dave Harris	Severn SC	S	6	(11)	7	6	19
7th	800	Henry Jagers	Beer SC	S	8	4	(9)	9	21
8th	63	Chris Robinson	Burghfield SC	S	7	9	6	(10)	22
9th	532	John Coppenhall	Hunts SC	S	(12)	6	5	12	23
10th	84	Michael Ettershank	Up River YC	S	(9)	8	8	7	23
11th	801	Brian Welham	Hunts SC	S	10	7	(14)	11	28
12th	838	Alan Hatton	Severn SC	S	(11)	10	11	8	29
13th	607	Elizabeth Dauncey	Tamworth SC	S	13	12	13	(15)	38
14th	400	John Sturgeon	Hawley Lake STC	X	(15)	15	12	13	40
15th	849	Timothy Higgs	Burghfield SC	X	14	14	(16)	14	42
16th	358	Mick Parnell	Bristol Avon SC	S	16	16	15	(DNC)	47

## Comets, Supernovas and Comet Trios Compete at Sutton Bingham Sailing Club

Sounds like some intergalactic phenomenon but no, it was three classes of sailing dinghy competing on the reservoir at Sutton Bingham just outside Yeovil last weekend.

On Saturday 29 April Sutton Bingham Sailing Club were hosts to the Comet, Supernova and Comet Trio classes with 26 boats taking to the water for hotly contested fleet racing. Three races were sailed with the best two results to count. A shifty South to South Easterly breeze challenged the Race Officer, Richard Frost to set good courses and keep the sailors on their toes.

The morning race was sailed in a light 6-7 mph breeze which rose to 8-11 mph in the afternoon with the occasional stronger gusts which caught some sailors unawares.

### **Race 1**

Clear wind was key in the first Comet race with a skewed first beat due to the constraints of the Halstock leg of the lake. Eddie Pope worked the light shifty wind to great effect to win convincingly whilst Ben Palmer, Chris Hatton and Chris Robinson had a closer battle to follow in that order.



### **Race 2**

It was Ben Palmer who nailed the start and broke well clear for the win. After an early pursuit by Dave Harris it was last year's winner, Chris Jones, who held second for most of the race, until in a dying breeze Chris Hatton broke through on the final reach.

### **Race 3**

The wind breezed up for the final race with more place changing as sailors came to grief or excelled in the gusty conditions. The battle at the



front was between Chris Robinson and Eddie Pope with Chris Hatton, Ben Palmer and Dave Harris not far behind. Eddie Pope secured his second bullet of the day to win overall with Chris Robinson 2nd and Chris Jones pulling through to 3rd after an early capsized.



## Overall

Performances earlier in the day were good enough to give Ben Palmer and Chris Hatton 2nd and 3rd overall respectively behind Eddie Pope.

Report by Chris Jones  
Comet 148



## Overall results

Rank	Class	SailNo	Club	HelmName	R1	R2	R3	Total	Nett
1st	S	804	Ogston SC	Eddie Pope	1	-4	1	6	2
2nd	S	597	Baltic Wharf SC	Ben Palmer	2	1	-5	8	3
3rd	S	48	Severn SC	Chris Hatton	3	2	-4	9	5
4th	S	867	Burghfield	Chris Robinson	4	-6	2	12	6
5th	S	148	SBSC	Chris Jones	-8	3	3	14	6
6th	S	711	Severn SC	Dave Harris	5	5	-6	16	10
7th	S	800	Beer SC	Henry Jagers	6	7	-8	21	13
8th	S	484	Baltic Wharf SC	Richard Steptoe	7	-8	7	22	14
9th	S	847	Baltic Wharf SC	Isla Macneal	-10	9	9	28	18
10th	S	838	Severn SC	Alan Hatton	9	10	-12	31	19
11th	S	374	SBSC	Lee Harper	-11	11	10	32	21



# Comet Association Championship 2017

26<sup>th</sup> –27<sup>th</sup> August 2017

Sponsored by Noble Marine

<b>Location</b>	Attenborough Sailing Club Barton Lane, Attenborough, Nottingham NG9 6DY GPS of site entrance is 52.901421°, -1.237456°	<b>Registration</b>	ASC will ask helms to register online in advance.
<b>Type of Water</b>	Attenborough Sailing Club is a 65 acre site with a few islands, beside the river Trent and Attenborough Nature Reserve, an area highly valued for its wildlife.	<b>Charges</b>	Advance payment will be £30 before 25 <sup>th</sup> August 2017 Payment on 26 <sup>th</sup> August 2017 will be £35.
<b>Access</b>	ASC plans to open the club at 6.00pm on Friday to allow for early arrivals.	<b>Food</b>	ASC propose to offer breakfast sandwiches with tea or coffee for both days at £2.50.  Lunch on Saturday will be Pork pie/cold meat salad at £5.  Evening meal on Saturday will be a Chinese meal at £5.  Sunday lunch will be a barbeque after sailing and before prize giving at £5.  ASC are planning to arrange a pre-order arrangement on line. Early payment discount before 25 <sup>th</sup> August 2017, for all meals will £15.  Drinks will be on sale throughout Saturday and Sunday.  ASC will be providing entertainment on Saturday for both visitors and club members.
<b>Accommodation</b>	Local hotels and guesthouses can be found from the usual Internet sites.  We have a car park where parking of cars and caravans will be allowed and limited areas of grass on site where people can site tents.	<b>Sponsors</b>	We would like to thank our sponsors Noble Marine for assisting in the purchase of prizes.
<b>Races</b>	There will be 5 races with one discard ASC will ask that people arrive and sign on between 8.30am and 10.30am on the Saturday and there will be a briefing from the Race Officer at around 10.30am		
<b>NOR</b>	A full NOR will be issued online but racing signals will not be before 11am on the first day and not after 3pm on Sunday.		



## Comets at Fishers Green SC

The Comet class made their regular visit to Fishers Green SC in the picturesque Lea Valley Park on Sat 6<sup>th</sup> May as part of their Southern Area series and were joined by the Phantom class as a recent event on their Eastern Area series.

With the forecast of a force 3 north-easterly breeze backing north later, the course required two beats to accommodate the shape of the lake. The Phantoms started first and were up to the top mark by the time the Comets got away giving a clear track for everyone.

### **Race 1**

Mike Ettershank took the lead from Eddy Pope, which he held to the finish from a group of five pursuers.

The wind direction held true for the second race with the beats remaining square until the final upwind finish when the anticipated wind shift kicked in.



### **Race 2**

The tables were reversed in the second race with Eddy taking the win to level the score. The Phantoms completed their three laps to the Comets two laps and everyone got together for a leisurely lunch.

### **Race 3**

With the results wide open, the course was adjusted to keep the beats true and good hiking and occasional planing bursts continued for the afternoon especially for the Phantom fleet. Both Mike and Eddy recorded their weakest scores of the day with Mike taking the event on the discarded third race.

Godfrey Clark



Rank	SailNo	Club	HelmName	R1	R2	R3	Total	Nett
1st	84	Eyott SC	Michael Ettershank	1	2	-5	8	3
2nd	804	Ogston SC	Eddie Pope	2	1	-7	10	3
3rd	597	Baltic Wharf	Ben Palmer	4	-5	1	10	5
4th	867	Burghfield	Chris Robinson	-8	4	2	14	6
5th	869	Crawley Mariners	Bob Dodds	-5	3	3	11	6
6th	875	Cransley SC	Nigel Austin	3	-6	4	13	7
7th	532	Hunts SC	John Coppenhall	6	-8	6	20	12
8th	800	Beer SC	Henry Jagers	7	7	-8	22	14
9th	801	Hunts	Brian Welham	-9	9	9	27	18
10th	41	Fishers Green SC	Mark Smith	-10	10	10	30	20

## Attenborough Sailing Club - Comet Open 13 May 2017

Eight visitors joined with nine Attenborough boats for this year's Open. It was two from three races to count with one race in the morning and two races run back to back after a short lunch break.



### **Race 1**

The fleet got away in a stiff breeze with just the one boat over the line at the gun. Chris Hatton (48) was first to the windward mark and soon pulled out a strong lead from Eddie Pope (804) and Bob Dodds (869). Chris held onto the lead but Bob passed Eddie before the end of the first lap. The first Attenborough boat didn't pass through the gate until Jill Reid, a junior sailing a borrowed boat, came through in seventh place. The first two were never challenged but Eddie Pope lost a further place to John Coppenhall (532) on lap two. However, Eddie fought back and regained third place on the fifth and last lap.

### **Race 2**

The wind increased a little for race two but the fleet got away to a clean start. This time Bob Dodds was first to complete the first lap with Chris Robinson (869) second and Chris Hatton in third. Saul Tendler and Roger Chilvers both local sailors capsized at the end of the first run and their boats became entangled such that both sailors called it a day and sailed back to the clubhouse. By the end of the second lap Chris Hatton had gained the lead and stayed there to the end. Bob Dodds slipped to fifth place by the end of lap four but then gained two places to finish third. Chris Robinson finished second after a minor slip to third at the end of lap two which didn't last long until he was back into second place.

### **Race 3**

Race three saw just fourteen starters and once again they all behaved and got away to a first time start. By this time a pattern had emerged and the usual suspects were once again at the front of the fleet. Chris Hatton was in the lead and stayed that way although tactics came into play when



approaching the leeward mark on the penultimate lap to get an inside position at the buoy from Bob Dodds. The attack was defended and they finished 1 and 2 respectively. Chris Robinson had been in a solid fifth place until the final lap when he passed Paul Jago and John Coppenhall to finish third.

Roger Day

Pos	Helm	Sail No	Club	R1	R2	R3	Pts
1	Chris Hatton	48	Seven SC	1	1	1	2
2	Bob Dodds	869	CMYC	2	3	2	4
3	Chris Robinson	867	Burghfield SC	5	2	3	5
4	Eddie Pope	804	Ogston SC	3	4	4	7
5	John Coppenhall	532	Hunts SC	4	7	5	9
6	Paul Jago	599	Attenborough SC	7	5	6	11
7	Tricia Peacock	885	Arden SC	6	6	9	12
8	Jill Reid	441	Attenborough SC	10	8	7	15
9	Rhiain Bevan	724	Cransley SC	8	9	8	16
10	Malcolm Davidson	856	Attenborough SC	9	11	10	19
11	Andrew Beaumont	556	Attenborough SC	14	10	12	22
12	Bob Ceurstemont	648	Attenborough SC	13	12	11	23
13	Paul Smith	627	Attenborough SC	11	13	DNF	24
14	Elizabeth Dauncey	607	Tamworth SC	12	DNC	13	25
15	Catherine Applegate	249	Attenborough SC	17	14	DNC	31
16	Roger Chilvers	488	Attenborough SC	15	DNF	DNC	33
17	Saul Tendler	807	Attenborough SC	16	DNF	DNC	34

## Comets at Winsford 2017

Sixteen enthusiastic sailors arrived from far and wide to compete, best of two races from three, for the Winsford Flash Open Meeting Comet trophy, eight visitors and eight home boats. There was a light breeze under 10mph all day which tested the skill of the entrants particularly on the windward side of the flash where it was often quite flukey. Contrary to the forecast the rain held off most of the day apart from a long shower during the second race.

### **Race 1**

Three boats sailed clear at the start of the 1<sup>st</sup> Race, Steve Bellamy (311), Chris Hatton (48) and Jonathan Latham (349) with Steve rounding the windward mark first. The start was very competitive but Chris Hatton sailed clear to win followed by Steve then Jonathan who had a good battle throughout the race. There were many place changes down the fleet during the race; most noticeably by Eddie Pope (804) who was 7<sup>th</sup> after one lap and improved to 4<sup>th</sup> at the finish.

### **Race 2**

The 2<sup>nd</sup> Race got under way with another good start from which David Harrison (815) was first to the windward mark and continued to lead through much of the 1<sup>st</sup> lap. He was gradually overhauled by Eddie Pope (804) and Chris Hatton (48) but continued to hold 3<sup>rd</sup> place until, within sight of the finish on the last beat, he was suddenly violently headed allowing Roy Symmers (115) to take 3<sup>rd</sup> place at the line. Sometimes there is no justice! The most notable improvement during the race was by Jonathan Latham (349) who changed from 9<sup>th</sup> after the start to 5<sup>th</sup> at the finish.

Before the last race Chris Hatton (48) had a 1<sup>st</sup> & 2<sup>nd</sup>, followed by Eddie Pope with a 4<sup>th</sup> & 1<sup>st</sup>, then Jonathan Latham (349) with a 3<sup>rd</sup> & 5<sup>th</sup> and Steve Bellamy (311) with a 2<sup>nd</sup> & 7<sup>th</sup> so there was no clear winner yet.

### **Race 3**

In the last race Jonathan led from the start maintaining this position to the finish and the real battle developed between Chris and Eddie. Chris started 2<sup>nd</sup> then Eddie got through him but Chris managed to get back and



they finished 2<sup>nd</sup> and 3<sup>rd</sup> respectively.

It was a pleasure to see all our visitors including David Jobling and his wife Rita who came as spectators. David has supported our event for many years both as a sailor and as a spectator.



Fiona Niddrie, our Fleet Captain, did all the organising prior to the event making it very easy for me to pick up at the last minute when she found she could not take part. Thank you Fiona.

### Roy Symmers

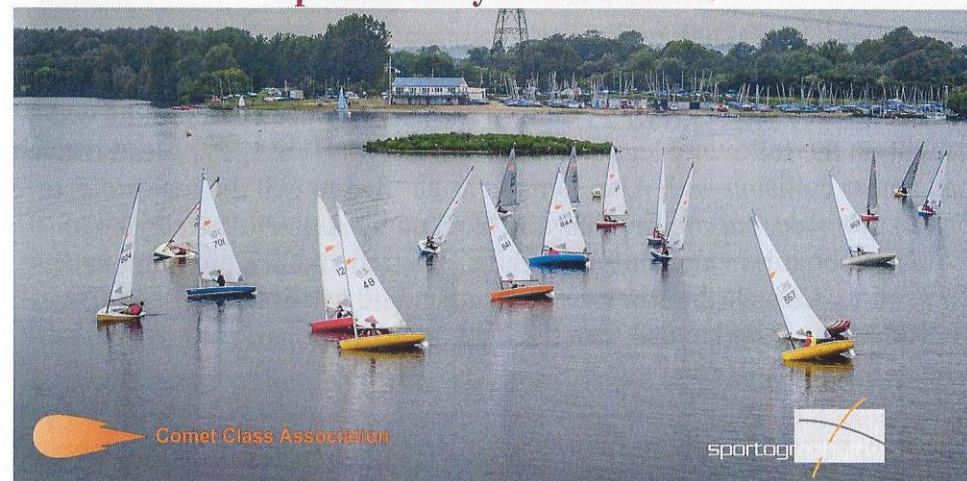
Helm	No.	Rig	Club	R1	R2	R3	O/A	Pos
Chris Hatton	48	C	Severn	1	2	2	3	1
Jonathan Latham	349	C	Winsford Flash	3	5	1	4	2
Eddie Pope	804	C	Ogston	4	1	3	4	3
Steve Bellamy	311	C	Winsford Flash	2	7	10	9	4
Catherine Bellamy	608	C	Nantwich & Borders	5	8	4	9	5
Roy Symmers	115	C	Winsford Flash	7	3	9	10	6
David Harrison	815	C	Winsford Flash	10	4	7	11	7
Chris Robinson	867	C	Burghfield	6	6	6	12	8
John Coppenhall	532	C	Hunts	9	10	5	14	9
Brian Herring	730	C	Winsford Flash	8	9	8	16	10
Andrew Beaumont	556	C	Attenborough	11	11	11	22	11
Janet Gaukroger	697	C	Winsford Flash	12	12	14	24	12
Alan Hatton	838	X	Severn	13	13	12	25	13
Elizabeth Dauncey	607	C	Tamworth	16	14	13	27	14
Andy Cush	321	C	Winsford Flash	15	RTD	15	30	15
Ros Stevenson	888	C	Winsford Flash	14	RTD	DNS	31	16

I was disappointed not to be able to attend our Comet Open due to a small operation. My sincere thanks goes to my enthusiastic team for assuming responsibility in my absence. I would like to thank Roy for overseeing the event.

Thanks.

Fiona

## Comet Nationals 27-29<sup>th</sup> May 2017 Sponsored by Noble Marine



There were twenty four entries for the Comet Nationals, sponsored by Noble Marine, at Burghfield Sailing Club over the bank holiday weekend, 27-29<sup>th</sup> May 2017. The first two days were held in conjunction with the Combined Comet Class Association Inland Championships for the Trios and Duos, also sponsored by Noble Marine. A ten race series was planned.

The first days racing was in wind gusting up to F4, which was stronger than expected. However, the Southerly breeze allowed the Race Officer, Ian Bullock, to set a trapezoid course with two beats, one for the Comet single hander and the other for the Trios and Duos. This ensured that the fleets did not mix. Gates were used instead of leeward marks, which provided additional tactical options. The single handers started first, which ensured the fleets were not too far apart at the finish, which minimised the wait between races.

### Race 1

Eddie Pope was first to the windward mark, followed by Alan Bennett, while the leaders followed Eddie around the starboard gate, boats further back tried the port gate, but there appeared to be no advantage to either



side. Nigel Austin started to gain on the beat, but a capsize put him out of contention. Eddie gradually pulled away, and was never caught, while Chris Robinson caught Alan to take second.

### **Race 2**

As race one was rather short, an additional lap was added for the following races. Dave Harris was first to the windward mark, but he was caught on the following legs and there were several changes of lead. Dave had a near collision with Alan Bennett as he tried to exit the leeward gate on the port side, only to find his way blocked by Alan Bennett trying to exit to starboard. In the confusion Dave capsized and this put him out of contention. Chris Robinson took the lead and he was challenged by Chris Hatton on the third lap and then by Alan on the final lap, but he kept the lead and won, with Alan second.

The fleet returned to shore for lunch.

### **Race 3**

In race three Nigel was first to the top mark, followed by Ian Stone. However, Ian capsized on the run allowing Ben Palmer to move up into second. The wind had shifted, which resulted in the port side of the gate being favoured. However, this posed a dilemma for the competitors as this side required a gybe to exit the gate, while the starboard exit avoided the need to gybe in the windy conditions. Nigel and Ben pulled away from the rest of the fleet. Unfortunately they miscounted the number of laps and sailed for the finish a lap early. This allowed Bob Dodds to take the lead, followed by Ian Stone, who had recovered well from his earlier capsize. Nigel and Ben realised their mistake and chased these two up the beat, catching Ian at the windward mark. However, they were unable to pass Bob, who held on to win, with Nigel second.

### **Race 4**

For the last race of the day, the wind had shifted slightly, which allowed the Race Officer to set a longer beat. However, the second beat was now shorter, so all fleets used the first beat, with the Trios starting first. Ian was clear ahead at mark one, and he began to pull away. Nigel also pulled clear and began to catch Ian. A poor gybe by Ian at the gate allowed Nigel to get past and he then kept the lead to win, with Ian second.

Although the Race Officer thought about adding an additional race in anticipation of a lack of wind the following day, he decided that the competitors had had enough and racing finished for the day.

At the end of day one Chris Robinson was leading, but by the thinnest of margins as Bob Dodds, who was in second place, was on equal points. However, with only six points separating the top eight places, the Championship was wide open.

The second day of racing started with no wind on the water and the postponement flag went up. Eventually an early lunch was called as the Race Officer was hopeful that the wind would fill in during the afternoon. The wind did not materialise and the Race Officer's optimism waned. However, some of the fleet were still keen, so the fleet launched at 14:45. By the time they were on the water, what wind there was had disappeared and the racing was abandoned for the day.

The evening was taken up with the AGM and a roast beef dinner, during which a pleasant breeze picked up! The Race Officer brought the start time for the next day's racing forward so that four races could be fitted in, which would recover two of the four lost races of day two.

The wind for the final days sailing was less than was hoped. However the wind direction had changed, which allowed the Race Officer to set a windward, leeward course the length of the lake.

### **Race 5**

Chris Hatton led the fleet up the right hand side of the course, which avoided the islands. However, Alan went left and around the islands and this allowed him to catch Chris by the windward mark. These two pulled away from the rest of the fleet, but Chris was unable to catch Alan. The wind dropped, but then returned, which allowed the race to be completed. A ninety degree wind shift before race six meant the course had to be reset. The Race Officer kept the windward/leeward configuration as it allowed the course to be adjusted rapidly, but moved to shorter laps.



## Race 6

The race got underway and Chris Hatton was ahead of Eddie at the first mark, with Alan not far behind. The wind dropped completely on the run, and as the fleet headed up the beat the Race Officer decided to shorten at the top mark. The wind filled in as the first three approached the finish, and there wasn't much distance between them. However, the final places were unchanged.



There was a further postponement while the Race Officer waited for the wind to settle, and Sportography.tv arrived with their drone to take some photos. After six races there were six different winners. Chris Hatton was leading Alan by two points, but there were four others within six points of Chris. In addition race seven would give an additional discard and this would allow most of the others to discard a worse score than Chris.

## Race 7

This started with an individual recall for Chris Robinson after he was pushed over the line. There were several boats very close at the front of the fleet for the first lap. They split into two groups as they passed each side of the leeward gate and by the end of the second beat Chris Hatton was leading Eddie followed by Bob. Eddie passed Chris on the run but he miscounted the number laps and started another beat instead of reaching

to the finish. This allowed Chris to win, with Bob second, and Eddie third.

There was a further wait for the wind to settle, but by the time it did there was insufficient time for the Race Officer to set a course before the 2pm deadline set in the Sailing Instructions. Therefore, the racing was concluded with only seven of the ten races completed.

Chris Hatton's win in the final race gave him the Championship. Eddie's error in that race cost him, as he had the same number of points as Bob, and count back failed to split them. The result of the last race was used, which gave Bob the runner up position.

Further back the Ladies prize was contested by Carol Butcher and Isla Macneal. Isla had a one point lead after the first day, but on the last day the positions were reversed by the end of race six, with Carol ahead of Isla by two points. In the final race both sailed a discard, which gave Carol the Ladies prize.

The Newcomer prize was contested by Alan Hatton and Tim Higgs. Alan was ahead by two points after the first day, but his results on the final day put him well ahead at the end.

Chris Robinson





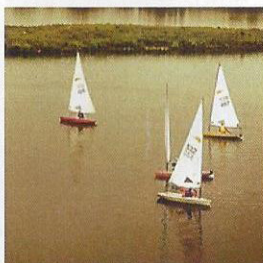
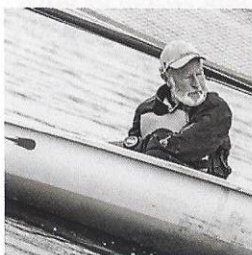
## Sportography

During Monday of the Nationals a strange craft appeared on the water - it looked like a scaled down tank landing craft. The official purpose of this boat is unknown but it was put to good use by Alex Irwin, a professional photographer who lowered the bow and set his camera inches above the water to get some excellent shots of the admittedly slow action.

Additionally he had a camera drone above the fleet to give a totally different perspective.

Below are just a flavour - see <http://sportography.photoshelter.com/gallery/Comet-Nationals-2017/G0000BZ7WEcrbJio/C0000R2eBUulfgYk> for the full set of images.

Ed.



## Baltic Wharf Comet Open.

Following the Cotswold Open the day before 14 competitors arrived to contest the BWSC Comet Open. The wind was forecast to be force 4 and in a reasonable direction for the harbour but with potential showers.

### Race 1

The first race was the head of the harbour, a favourite and a chance to see the whole harbour. A short beat from the start and then a run (or as close as you get) to the city centre. The starboard hand rounding led to some close calls between those approaching and leaving the mark. A good lead was built up by Ben Palmer but the fleet spread across and dock and caught him by the SS Great Britain. Chris Hatton had squeezed ahead by the leeward mark with the rest of the fleet close behind. Chris nervously maintained his lead with places behind changing in the shifty sections around the SS Great Britain.



### Race 2

At the start of race two Chris Hatton was over the line and had to do a penalty turn. The fleet closed up by the leeward mark before starting the second windward leg of the lap. There was lots of shouting on overlaps as a large group arrived together. Chris Hatton managed to take the lead by the end of the first lap which he held onto.

### Race 3

For race three one mark was removed and the wind increased before the start but eased during the race with a few holes. Chris got away but was nearly caught by Eddie Pope at the end. Eddie having chased John Coppenhall only overtaking him with a lap and a half to go to move into



## Comet Class Association Results Sheet



Event: **Baltic Wharf**

Date: **04-06-17** Aphelion: (Select if known)

☐ East ☐ West

Helm	Boat No.	Sail	Club	Race 1	Race 2	Race 3	Pts	Position
Chris Hatton	48	Comet	Severn	1	1	1	2	1
Eddie Pope	804	Comet	Ogston	5	2	2	4	2
Ben Palmer	597	Comet	Baltic Wharf	2	3	5	5	3
John Coppenhall	532	Comet	Hunts	3	4	3	6	4
Bob Dodds	869	Comet	Crawley Mariners	4	7	4	8	5
Paul Hinde	844	Comet	Severn	6	6	9	12	6
Chris Robinson	867	Comet	Burghfield	8	5	8	13	7
Richard Steptoe	484	Comet	Baltic Wharf	7	9	6	13	8
Henry Jagers	800	Xtra	Beer	10	11	7	17	9
Isla McNeal	847	Comet	Baltic Wharf	9	8	10	17	10
Steve Gegory	57	Comet	Frensham	13	10	12	22	11
Mick Parnell	358	Comet	Bristol and Avon	11	12	11	22	12
Mark Hicks	105	Comet	Baltic Wharf	12	13	13	25	13
John Stansfield	268	Comet	Baltic Wharf	DNC	14	14	28	14

second place. A raft up in one of the holes at the last mark allowed Ben and Bob Dodds to past Richard Steptoe on the last lap.

Chris finished first overall with Eddie second on four points and Ben third on five points.

Quote of the day "local knowledge was useful as I knew not to drink the water when I fell in."

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email: [keithpatmore@btinternet.com](mailto:keithpatmore@btinternet.com)

Tel: [01799527568](tel:01799527568)



#### Comet 47

An older boat that has not been used for some time. The hull appears to be sound with no obvious significant damage, just a few scratches and a minor repair to the deck. There is a small area of crazing on one of the side decks. The mast and spars also appear to be sound. The original ‘Banks’ sail could do with replacing. The boat comes with a folding trolley, top cover, praddle, wind indicator and spare main sheet with ratchet block. Located in Wigan. £250 ono

[h.rowlands12@btinternet.com](mailto:h.rowlands12@btinternet.com)

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## **Comet Class Association**

Affiliated to the Royal Yachting Association

### **Perihelion 123**

Please send your contributions for the next issue of Perihelion by

***1st December 2017***

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