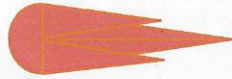


PERIHELION 123



Comet Class Association

Autumn 2017

NEWSLETTER NUMBER 123

Autumn 2017

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Front page - Norah plus guests trying out her bench!

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Editorial

Well, issue 1 of the Fern tenure has had a positive response but included a glaring error. My admission of the error has led to others being mentioned - note to self - must proof read more accurately!! Many thanks to Alan Bennett for spotting the mistake. Please see page 40 to reveal my error.



My comments regarding excessive tacking and gybing in P122 certainly came home to roost in the Association Championships, as hails of "Stop that or I will protest you" were heard at least twice on day 1!

Many thanks to all who have provided Michael with the Open and Championship results. It is a pity that the same cannot be said about reports. Writing reports can be a real pain but they really do keep everyone in touch. Could I ask that future reports include a plan of the water, including marks, the wind direction(s) and speed(s) plus the individual race courses and images? A lot to ask I know but the above items add substantially to the text.

As winter approaches you might start to think about boat maintenance. This was brought home to me following an inversion capsized! Usually 845 pops up quickly even with minimal dagger board being used as a lever. Even with the Safety crew pushing the mast up she refused to go vertical. There followed a slow and chilly tow back to the jetty with me hanging onto the dagger board to stop her inverting with disastrous results to the mast. Once on dry land it became clear that both bungs in the top mast had sprung and it had filled with water. Needless to say both bungs have, hopefully, been resealed! Please check yours if nothing else!

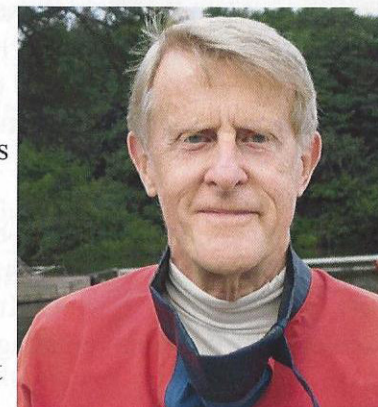
Please see pages 24/25 for the 2018 membership form.

Have a great Christmas and I hope to see you on the water in 2018.
Nigel Fern Comet 845

Chairman's Report

Chair's mutterings

What a strange year 2017 has been for sailing. If my memory serves me right, it was quite windy at our first open in April at Shearwater and finished with storm Brian in October that led to the cancellation of Staunton Harold. In between, our championships at Burghfield and Attenborough were plagued with still air. At Littleton there was a very stiff breeze that was either challenging if you were young(ish) or downright hair-raising if you were getting on a bit. All-in-all a thoroughly mixed bag throughout our sailing calendar. Keep your fingers crossed for more consistent winds in 2018.



We were fortunate to have representatives in two invitation events during the year. Our Champion, Chris Hatton, with his co-club member Dave Harris entered the Endeavour Trophy, which is raced in RS 200s at the Royal Corinthian Yacht Club, on the Crouch in Essex. They both greatly enjoyed themselves and it will have been a wonderful experience, especially for Chris, racing in a very different boat from the Comet and on coastal waters rather than the river at their home club of Severn. Overall they did well coming 28th against some very experienced crews. On the South Coast Bob Dodds entered the Battle of the Classes for us during the Southampton Boat Show. He clearly enjoyed himself and came seventh overall. A great result from Bob who did very well against some stiff competition.

A date for your diary in the New Year is the Dinghy Show at Alexandra Palace over the weekend of 3rd and 4th March. This year we are likely to be in another new location so if you come you may have to search us out. Chris Robinson has everything in hand on the organisational side but he will need help in manning the stand. If you want to go to the show and can spare a few hours on either day please let him know.

It will soon be time to pay subscriptions. There is a new system in place this year. Mark Govier, our membership secretary, who sails at Merthyr Tydfil, will handle all the subscriptions and issuing of membership slips. This will make life easier for Rhian, our treasurer, to look after all the other issues a treasurer has to deal with. So, please make sure you send your subs to Mark this year and not to the treasurer. He will appreciate early payment.

I hope you all get those extra bits of sailing gear you asked Santa to bring. For some members Christmas came early as Andy has managed to get his first batch of the new white Xtra sails, and many of those have been delivered. It will be interesting to see how these fare next season.

If you have never entered an open meeting away from your home club why not give it a go next season? There are quite a few clubs with easy access not far from a motorway junction and all clubs welcome new competitors.

Wishing you a Happy Christmas and all the very best for 2018.

John Sturgeon
Comet 400

The Member's area password is :

Gibbs2017

Please note it is case sensitive.

Secretary's Report

Chris Hatton is the National and Association Champion for 2017. Chris also was Orbital, Northern and Western Aphelion winner. The other Aphelions were won by Chris Robinson (Southern) and Bob Dodds (Eastern). Well done!



The Pingewood Trophy which is awarded to the helm who has competed in the most Open meetings in 2017 was won by Chris Robinson from Burghfield Sailing Club with 21 events. Congratulations Chris.

The Club Trophy is awarded to Severn Sailing Club.

Norah presented the committee with a new trophy to be known as the 'Norah Trophy' to be awarded to the person with the best article for the Perihelion or website chosen by the committee. This first year it is to be presented to Mary Starkey (C754) for her article on First Time Nationals in a Mino in Perihelion 120. Well done Mary and all the contributors during this last year. Looking forward to the next year of interesting articles on a Comet theme.

The Hossell Trophy awarded for the person outside the committee who has contributed most to the development and growth of the Comet Class is to be presented to Fiona Niddrie from Winsford Sailing Club. Fiona is the very enthusiastic Comet fleet captain at Winsford and has succeeded in getting more Comets racing at Winsford by lending potential Comet sailors her boat, identifying boats for sale and arranging training days for Comet owners. The Winsford Comet fleet now has in excess of 17 Comets and is the largest fleet at Winsford for many years. Congratulations to Fiona and may you continue your commitment to the Comet Class.

The Fate Trophy awarded for fortitude in the face of adversity is to be presented to Attenborough Sailing Club for holding the Association Championships this year, despite not having the Clubhouse ready and still able to entertain us. (The weather did help). Well done all at Attenborough for two excellent days.

We had a short committee meeting at Attenborough as the committee has had a big shuffle. Chris Robinson was Co-opted onto the committee and

will be looking after the organisation of the Dinghy Show for us. Paul Hinde was also Co-opted onto as the retiring Chairman and is continuing his work on the website with Nigel Fern. Please see the inside cover for new Committee positions and email addresses for contacting.

Unfortunately, our last open meeting of the season was cancelled because of forecast of adverse weather conditions. Therefore, our prize giving for the year end did not happen. The committee will be meeting in February as usual to discuss the plans for 2018.

Pre Warning :

The Association Championships will be at Gunfleet SC on the weekend of 12/13 May 2018.

Nationals will be at Staunton Harold over the August Bank Holiday weekend 25/26/27 August 2018. The AGM will be on Sunday 26/8/2018.

The Dinghy Show will be on 3/4 March 2018. This is being organised by Chris Robinson. Please get in touch with him if you can help at any time during that weekend.

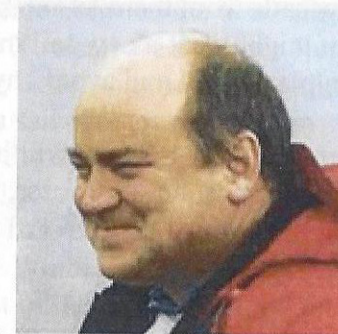
Check the website for next year's events, especially the early season ones.

That just leaves me to wish you all a Merry Christmas and a Happy New Year from the Committee and look forward to a full calendar in 2018 and hope to meet you all at an Open meeting somewhere soon.

Liz Hossell - Class Secretary

Builder's Report

In the last builder's report I was hinting that eventually I would like to pass on Comets to someone else, but until that day comes I'm happy to provide spares etc and the occasional new dinghy. The operation would suit someone who is possibly a Comet sailor, looking for a "hobby business". Able to work from home (large shed / garage needed!) and keen to attend a few major Open Meetings and Championships. Building of the actual Comet or at least the moulding can be sub-contracted out. I'm happy to explain a lot more if anyone is interested.



The new White Xtra sail seems to have really taken off. Peter Mountford borrowed the second prototype and reported positive feedback. The first batch have all gone with sails now at Hawley, Winsford, Redditch, Ogston, Severn (x 2) Chipstead (x 2). Another batch of 10 are due in February and another in April.

We always will have Standard sails with and without Zippers , Mylar Xtra's and Minos in stock though.

In the new year I'll be building a new Comet for the Dinghy Show in March, where we will show it with the new sail, but it could be sold with any rig. Usually the Dinghy Show Comet is already sold by now, so if you have a favourite colour.....

One of last years Dinghy Show boats was briefly used for the Nationals and a couple of sails at Falmouth trying the new sail and is now available at a big saving from new.

At the Dinghy show next year we are planning to show and hopefully sell Comet accessories, spares and rigging kits etc. Also, if you want to collect new sails from there let me know in plenty of time and even if you think you might want a new sail in May it would be good to know ASAP so I can plan ahead and avoid anyone having to wait.

I'm not sure when you will be reading this but if before Xmas, have a Merry Xmas, but if its later, then I'll say Happy New Year.

Andy Simmons.

The White Xtra Sail

After Andy Simmonds let me try out his second prototype White Xtra sail on the Fal Estuary in Cornwall (see pages 11/12 in Perihelion 122), he kindly loaned me the sail for the rest of the season. In return, I offered to write a short article on my experience with the sail for the next issue of Perihelion.

The White Xtra sail is made from a white Dacron cloth which is a more flexible material than Mylar and it has its own logo consisting of a White 'X' in the centre of the Orange Comet symbol. Although the White Xtra sail fits the spars for the Mylar Xtra sail, and also has three battens, there are some differences between the dimensions of the two sails, as can be seen in Figure 1, where my Mylar Xtra sail has been placed over the White Xtra sail with its head and luff aligned with those of the White Xtra sail. Compared to the Mylar Xtra sail, the White Xtra sail has a longer luff, foot and leech giving it a slightly increased sail area of a few more square feet along the foot of the sail and in the roach.



Fig. 1

The slightly greater roach area means that the leech of the White Xtra sail extends aft of that of the Mylar sail. Although the first batten below the head of the sail and the leech at that level coincide between the two sails, the second batten and third batten in the White Xtra sail are a further 5 cm and 8 cm respectively below the corresponding battens in the Mylar sail, and at these levels, the leech on the White Xtra sail extends aft by 3 cm and 3.5 cm respectively. These two battens in the White Xtra sail are about 10 cm longer than those in the Mylar sail. At the level of the clew on the Mylar sail, the separation of the leeches has reduced to about 1.8 cm. At the tack and at the clew, the foot of the White Xtra sail is about 5.5 cm and 11.5 cm respectively below the foot of the Mylar sail, and the foot has been extended by a couple of centimetres beyond the foot of the Mylar sail to more or less the maximum foot length which the Xtra boom will accommodate. When the White Xtra sail is hoisted, these changes in sail design have the effect of lowering the end of the boom compared to the Mylar sail, but still allowing more headroom than the Standard sail. One further difference between the two sails not visible in Figure 1 is that the eye at the tack of the White Xtra sail (through which the downhaul is fed), is a couple of centimetres above the eye on the Mylar sail.

Compared to the second prototype White Xtra sail, the production version of the sail will have a larger window and the luff has been cut with slightly more (ie fuller) depth.

Rigging the White Xtra sail is exactly the same as the Mylar Xtra sail. However, because of the closer proximity of the clew of the White Xtra sail to the end of the Xtra boom, it may be advisable to dispense with the block and spring clip, and thread the outhaul, shock cord and tie-down directly through the eye at the clew of the sail (Figure 2). Alternatively, the White Xtra sail can be rigged on the Standard sail's boom thereby allowing the clew outhaul to be used with a block and spring clip. The top mast is now available with the halyard block secured to a bracket

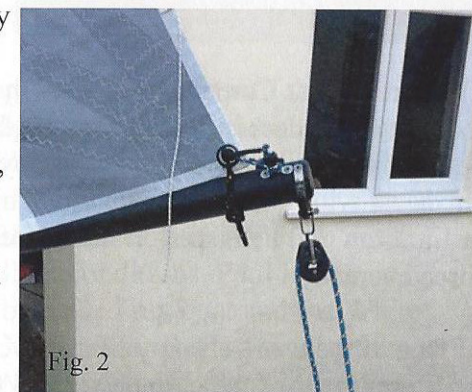


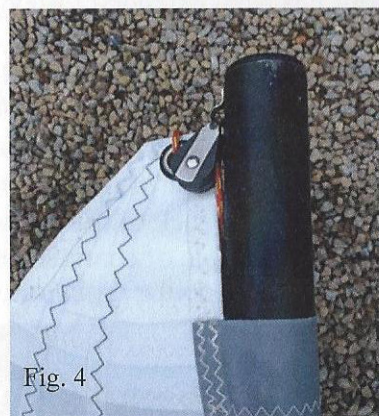
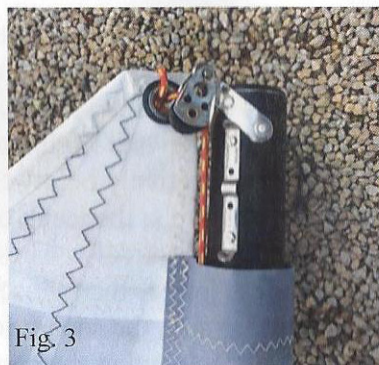
Fig. 2

riveted to the mast head and extending upwards at an angle thereby allowing the head of the sail to be hoisted about 4 cm higher than with the halyard block secured to the eye at the mast head, as shown by a comparison of Figure 3 with Figure 4. Because the luff of the White Xtra sail is about 5.5 cm longer than that of the Mylar sail, the gain in height provided by this bracket means the tack of the White Xtra sail is only about 1.5 cm lower (ie 5.5 cm minus 4 cm) than the tack of the Mylar sail and there is still enough travel on the downhaul. Not only can a top mast with the halyard block on a bracket be used with the Mylar Xtra sail, but it can also be used with a Zipper Standard sail.

I used the second prototype White Xtra sail at the Association Championships held at Attenborough (Figure 5), and at the Open Meetings held at Littleton (Figure 6) and Merthyr Tydfil (Figure 7). When analysing my results at these events, I think it is only fair to consider the following factors:-

a) My results at Comet events over the years tend to support the notion that I seem to do better in strong winds, and then progress (or should that be regress?) from worse to utterly abysmal as the wind gets lighter. The strongest wind I raced in with the White Xtra sail was the last race (no. 4) at Littleton and I finished in the highest place (3rd) in any race at these three events.

b) Due to the change in my personal circumstances (i.e. moving house to a different part of the country and all that entailed), I have not had the benefit of weekly club racing this season and I arrived at each of the few Comet events I attended this year dismally out of practice. For instance, in the first race at Merthyr Tydfil, I rounded the first windward mark in



2nd place, but had dropped to 5th by the finish, and after rounding the first windward mark in 4th place after the start of the first race at the Association Championships, I finished the race in 20th position!!



Two Open Meetings and one Championship hardly provide a rigorous evaluation of the sail's performance, but they have given me a chance to try the sail out in conditions which varied from light and very testing (Association Championships) to gusts reported to be as high as 35mph (race 4 at Littleton).

In the very strong winds, the sail had all the same benefits of balance, controllability and easier boat handling as provided by the Mylar Xtra sail. In the very light conditions over both days of the Championships, I found the luff of the sail difficult to "read" on the beat, but I then found it a lot easier and the sail seemed to have more "power" when I slackened the foot right off (see Figure 5). The slightly greater depth cut into the luff of the production version of the sail may help to address this point. In any case



this may be more a reflection of my own inherent difficulty (or should that be cack-handedness?) in very light conditions. Paul Hinde borrowed my boat and the White Xtra sail for the last race at the Merthyr Tydfil Open Meeting when the wind had dropped to very light, and at one stage, he was in 2nd place!

The acid question to consider is how the White Xtra sail compares to the Mylar sail. Henry Jaggers and John Sturgeon used their Mylar Xtra sail at the Littleton Open where in race 1, I finished in front of both of them; in race 2, I finished behind both of them (I was over the line at the start and it was the lightest wind of the day – well, I have to have some sort of an excuse!!); and in race 3, I finished in front of both of them. I also raced against them in race 2 at Merthyr Tydfil when they were using their Mylar Xtra sail and I finished between them. Hardly enough data to draw any firm conclusions, but perhaps the least you can say is that it was as quick as the Mylar sail in wind strengths which varied from “light” to “fresh”!

In theory, the more supple white Dacron cloth and the slightly greater sail area should mean that the White Xtra sail is competitive against the Standard sail over a wider range of wind speeds than the Mylar sail. If so, it should help to address the concerns I raised in the Spring 2015 issue of Perihelion (no. 114, p22-23) about not being able to change rigs during a one-day event or even between days at a Championship. In my opinion, the White Xtra sail satisfies the aim of giving a fully rigged Comet a more modern look. I have enjoyed the novel experience for me of trying out a brand new sail design (thank you Andy!), and I have been sufficiently impressed by its potential to buy a production version of the sail. I look forward to the time when one of the active “top” sailors in the fleet decides to compete right through a season with a White Xtra sail, thereby giving it a more extensive and objective evaluation than I have been able to in the last couple of months of the 2017 season.

Peter Mountford
Comet 864

Note - please see page 41 for the price of the new White Xtra sail - Ed.

RYA Dinghy Show 3rd - 4th March 2018

As in previous years the Association has arranged a stand at the RYA Dinghy Show at Alexandra Palace on 3rd-4th March 2018. John Sturgeon, having organised the stand for the last six years, has handed the organisation over to me. Andy Simmons has arranged a new location for both our stand and the Comet Dinghies stand. The new stands are adjacent to each other on a central isle. They are bigger than the ones we had last year, so we won't be as cramped and should be more visible. We have different crews each day and we, usually, have enough people so that we can all take a break and have a look around. If you are on the stand then you also get in free!

We will need some volunteers for the Stand each day, so if you are interested please let me know.

Chris Robinson
Comet 63 & 867

robinsoncm69@gmail.com

Comets at Staunton Harold in 2018

Staunton Harold Sailing Club is delighted to be able to host the Comet National Championships over the August Bank Holiday weekend in 2018 (25th-27th August) Further details to come later.

Also SHSC will be hosting a Comet Open meeting on Saturday 20th October 2018 (hoping that the country isn't buffeted by another Storm Brian!)

So a couple of dates to get established on those shiny, new 2018 calendars and diaries that you will undoubtedly be getting for Christmas!

Dave Waymont

Frensham Pond Open

Somewhat lower numbers than expected at the Frensham open this year given it was in mid June and a fantastic all in deal with breakfast, lunch and afternoon included.

For the seven Comets that came conditions were ideal and the course was well set. The wind was force 3 to 4 with occasional strong gusts providing interesting major shifts through the gaps in the trees at the west end of the pond. The course set was a double sausage linked by a wonderful reach at the open East end, which enabled us to keep clear of the 19 Solos also sharing the day.

Race 1

Reporting on the race leaders from my usual position at the back of the field is difficult and in the first race after a dreadful start I tagged along as the lead boats pulled away into the distance Eddie Pope making first and Chris Robinson second.



Race 2

The second race was much better at the beginning, although I gradually slid down the field and was hit by a 'gust bomb' from between the trees just 30m before the finish line. Eddie and Chris were long finished as were the rest of the field. I frantically recovered from a dry capsized, only to see Henry calmly pip me by about a foot !

Race 3

The third race after lunch was my best start of the day, rounding the first mark in 3rd, with Carol Butcher doing even better ahead of me. As I slipped back again, she continued to sail her best race of the day coming a creditable third behind the usual suspects, this time Chris beating Eddie.

Race 4

The final race was more closely fought as everyone was getting used to the pond and the conditions, but Eddie, the master of playing the wind-shifts, registered his third first place of the day – winning the overall contest comfortably. I was lying 4th approaching the last tack, only to see that a certain Mr Jaggars had snuck up on me again and had me covered over the line. I just wish he wouldn't smile and wave!

Second place went to Chris who had only Eddie to beat all day and third to John Sturgeon

Eddie proposed thanks to Colin Dutton the Frensham Commodore, Jeff Dolton the Solo class captain (for sharing the pond and organising the day) and Jeremy Hudson for setting the excellent course.

Steve Gregory
Comet 231

Helm	Boat	Sail	Club	Race 1	Race 2	Race 3	Race 4	Points	Final Position
Eddie Pope	804	C	Ogston	1	1	-2	1	3	1
Chris Robinson	867	C	Burghfield	-2	2	1	2	5	2
John Sturgeon	400	X	Hawley Lake	3	3	-4	3	9	3
Carol Butcher	614	X	Hawley Lake	5	4	3	-6	12	4
Henry Jaggars	800	C	Beer	4	5	-R	4	13	5
Steve Gregory	231	C	FPSC	-6	6	5	5	16	6
John Yarnhams	713	C	FPSC	7	R	6	DNS	21	7

Many thanks to Steve for this report; composed and transmitted whilst on his bike ride.

Ed.

Hawley Open 16th July 2017

This year the Hawley Open broke with tradition. Instead of holding the event on a Saturday it was held on a Sunday which meant we had the lake pretty much to ourselves. Also, instead of having three races with 2 to count we managed to get 4 in with 3 to count.

It was a nice day, promising good winds generally more westerly than usual.

Race 1

In the first race the wind was strong but variable and two of the home boats opted for Xtra rigs. Peter Mountford chose to use his full rig rather than the prototype Xtra+ white sail so we did not get a chance to see how the new sail would fare. The race was 3 circuits long. Eddie Pope quickly got into the lead and stayed there throughout the race consistently followed by Henry Jagers. On the second lap Carol Butcher, sailing an Xtra rose from 4th to 3rd and stayed there until the end. Ben Palmer was 4th.

Race 2

In the second race Eddie once again got into the lead and stayed there with Chris Robinson following in second place throughout the race. Ben Palmer having been 8th at the end of lap 1 got into 3rd place in lap 2 and finished in that position. Henry came home fourth.

After lunch we had two more races. The wind was much stronger in race three so 4 laps were sailed.

Race 3

Once again Eddie got off to a good start and was in first place on the first 2 laps, on lap three he slipped to 2nd and at the finish came in 5th. Meanwhile Henry who was 3rd after lap one moved to second in lap 2, first in lap 3, and finally finishing first. Chris Robinson moved up from 5th on lap one to fourth on lap 3 and finally finished second. In third place was Ben and fourth was taken by John Sturgeon.

Race 4

The wind became much lighter in the fourth race so we reverted to 3 laps. Once again Eddie Pope set off well holding the lead in laps one and two but in the final lap Henry managed to work his way up from third to first so winning the race and the event overall on count back. Eddie came in second with Ben, yet again third place followed by Peter Mountford in fourth.

The overall results were Henry Jagers first, Eddie Pope second and Chris Robinson beating Ben Palmer on count back to take third place.

John Sturgeon

Comet 400

Helm	Boat Number	Club	Race 1	Race 2	Race 3	Race 4	Points	Final Position
Henry Jagers	800	Beer	2	(4)	1	1	4	1
Eddie Pope	804	Ogston	1	1	(5)	2	4	2
Chris Robinson	867	Burghfield	(5)	2	2	5	9	3
Ben Palmer	597	Baltic Wharf	(4)	3	3	3	9	4
Carol Butcher	614	Hawley Lake	3	5	8	(10)	16	5
John Sturgeon	400	Hawley Lake	6	(8)	4	6	16	6
Peter Mountford	864	Staunton Harold	(7)	6	7	4	17	7
Brian Welham	801	Hunts	8	7	6	(9)	21	8
John Yarham	713	Hawley Lake	9	9	(10)	7	25	9
John Messer	312	Hawley Lake	(10)	10	9	8	27	10

Cransley Comet Open

Sometimes you get to sail on a “perfect storm” day in conditions that suit nearly all with a great bunch of like minded folk, with good courses, good food and with everyone still smiling and happy at the end. The Cransley Comet Open this year was one such day!



15 crews turned up from 8 different clubs, 7 locals, 4 youngsters and 4 ladies and the remainder dodgy oldish boys!

Race 1

The first race saw a classic port biased line that caught most folk floundering up the starboard end whilst wily local Nigel Austin sneaked in at the other end with Chris Hatton, Chris Robinson and Eddie Pope in hot pursuit. The pressure told and Nigel crumbled to 4th with 16 years old Chris H pulled away effortlessly in the Force 2-3. Chris R and Eddie had a great battle but on the final lap Eddie was swallowed up by the unforgiving weed and Chris cruised past. Henry Jaggers and John Copenhall followed by two Cransley ladies, Rhiaian Bevan and Sarah Austin. The three newbies (to any kind of Open meeting), Emily Brittan (13yrs), Declan Bell (12yrs) and Charlie Guyett (12 years) all fought bravely, 2 in Mino rigs and one reefed, although Declan found that capsizing was very tiring (especially straight after a fantastic Youth Sailing Camp on the Friday and Saturday!) so decided to call it a day after a couple of laps and help on rescue. John Sturgeon also sympathised with Declan and went for a swim but we won't mention that!

Race 2

After a sumptuous lunch, the wind started to increase to a steady (if still shift) Force 3 and after an adjustment of the line, the same order as the first race happened although this time Chris H didn't pull away as much, and Nigel managed to hold his nerve to fend off Chris R and Eddie, with Henry, John and Sarah in hot pursuit. There were also some great battles further down the fleet with duels between Nigel Fern, Dave Waymont, Rhiaian and Julie Aves occurring and Emily stealing a march on Charlie.

35 minutes into the race a huge black cloud stopped over the reservoir, emptied its contents onto those below very quickly, with rumbling and lightening in the distance and then left the 14 drowned rats to finish. Still the spirits were rekindled with afternoon Tiffin, traditional at Cransley between Races 2 and 3 – none of this back to back nonsense.

Race 3

Chris H told Nigel A where he was going wrong (very kind) and probably regretted it as after the start the latter went away from the remainder of the fleet in an increasing SW Force 3-4. Chris H managed to overhaul Chris R and Eddie and with Rhiaian enjoying the friskier conditions and with Henry maintaining very consistent form, the final race was all but done. It was with true grit though that the two Cransley youngsters Emily and Charlie finished all 3 races and along with Declan we hope that these will have enjoyed the experience so much that they help form the next generation of Comet sailors!

Well done to all - and many thanks to the ladies Helen, Nicola and Sophie and also Sue for ably helping John on race duty and for Arran and Stuart for pulling folk out the water. Top days sailing!!!!

Nigel Austin
Comet 875

Rank	SailNo	Club	HelmName	R1	R2	R3	Total	Nett
1st	48	Severn	Chris Hatton	1	1	-2	4	2
2nd	875	Cransley Sailing Club	Nigel Austin	-4	2	1	7	3
3rd	867	Burfield	Chris Robinson	2	-3	3	8	5
4th	804	Ogston	Eddie Pope	3	-4	4	11	7
5th	800	Beer	Henry Jaggers	5	5	-6	16	10
6th	724	Cransley Sailing Club	Rhiaian Bevan	7	-10	5	22	12
7th	532	Hunts	John Coppenall	6	6	-7	19	12
8th	718	Cransley Sailing Club	Sarah Austin	8	7	(16)	31	15
9th	400	Hawley Lake	John Sturgeon	(16)	9	8	33	17
10th	845	Staunton Harold	Nigel Fern	-9	8	9	26	17
11th	527	Staunton Harold	Dave Waymont	10	-12	10	32	20
12th	827	Cransley Sailing Club	Julie Aves	-11	11	11	33	22
13th	423	Cransley Sailing Club	Charlie Guyett	12	-14	12	38	24
14th	661	Cransley Sailing Club	Emily Britton	-13	13	13	39	26
15th	205	Cransley Sailing Club	Declan Bell	14	(16)	16	46	30

Crawley Mariners Comet Open 2017

Twelve boats contested the meeting at Crawley, with three visitors joining the keen local contingent. Conditions were demanding at times, with a fresh breeze that steadied but more often wove a tricky series of shifts and gusts that kept the competitors on their toes. With the wind coming down the lake from the west, the race officer was able to set a course that would allow two beats at slightly different angles. The run or broad reach that was required to regain the leeward end of the venue proved taxing at times and there were a few capsizes over the course of the day.



Race 1

The first race saw John Coppenhall, Chris Robinson and Bob Dodds get away well. By the midway point Bob and Chris had a clear lead, with John now part of a pursuing group that also included Izac Dodds, Mark Feltham and Jeff Smith. By the end Bob had a clear lead over Chris, while Mark and Izac, having both had somewhat indifferent starts, came through to take third and fourth places ahead of John. Jeff slowed up on his approach to the finish but managed to get the nose of his boat over the line long enough to secure sixth place ahead of John Sturgeon.



Race 2

In the second race Bob was held up on the line but set off strongly in pursuit of Chris and John Coppenhall, who were setting the pace at the front. By the end of the third lap he had reached and passed them and led until the end of the fourth and final lap. Chris had to complete a double

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Surname

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Boat Sail No(s) Boat Name(s)

Main Sailing Club

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turn a few yards short of the line but completed the manoeuvre very smartly to just stay ahead of John.

Race 3

Following the lunch interval the third race required a general recall, but at the second time of asking it was the usual suspects who showed at the front of the fleet. Izac capsized when going well in second place and dropped back for a while as the whole fleet became fairly spread out. At the end it was another first place for Bob and another second for Chris, with John just squeezing ahead of Izac for third.

Race 4

In the final race Mike Thompson shook off the gremlins that had beset him earlier to make an excellent start, contesting the early lead with Chris. As the race progressed, Izac moved up to take second place followed by Jeff and Mark and the field spread out to finish in that order.

In the overall results, Bob and Chris earned their first and second places by consistently finishing in those positions, while Izac had done enough to secure third place just ahead of John Coppenhall.

Andrew Keynes

Boat No	Helm	Club	Races				Total	Position
			1	2	3	4		
869	Bob Dodds	CMYC	1	1	1	DNC	3	1
867	Chris Robinson	Burghfield	2	2	2	1	5	2
701	Izac Dodds	CMYC	4	4	4	2	10	3
532	John Coppenhall	Hunts	5	3	3	6	11	4
390	Mark Feltham	CMYC	3	7	5	4	12	5
31	Jeff Smith	CMYC	6	5	6	3	14	6
725	Alan Todd	CMYC	8	6	8	8	22	7
365	Dave Monk	CMYC	10	9	7	7	23	8
518	Mike Thompson	CMYC	9	DNF	DNF	5	26	9
400	John Sturgeon	Hawley Lake	7	8	DNF	DNC	27	10
373	Andy Taylor	CMYC	11	10	DNF	DNC	32	11
649	Diana Thompson	CMYC	12	11	DNC	DNC	36	12

Comet Association Championships



Twenty visitors joined eight local members to sail the Nobel Marine Comet Association Championships at Attenborough SC.

The day was sunny with light winds but with no change of forecast predicted.

Race 1

The first race got away with little delay but a wind shift just prior to the start resulted in a mass of boats on starboard at the pin end of the line, which saw some boats bailing out at the last minute to avoid collisions. Chris Hatton soon got away from the fleet and stayed there throughout the race. Chris Robinson and Eddie Pope kept 2nd and 3rd place positions from the end of the first beat to the finish.



Race 2

After lunch, the wind had not improved and was described by someone as "settled to be variable". The fleet got away to a clean start and by the end of lap one had spread out along the lake. Chris Hatton gained a lead and stayed there. Meanwhile, Eddie Pope was running in second place and Bob Dodds came through the gate in third place. The race was shortened to just 2 laps after almost an hour of sailing. The first three positions at the end of lap one remained unchanged at the finish.

Race 3

This was held back to back which meant quite a long wait for the front runners before the start which again got away cleanly. The wind continued to promise an increase and change direction but then dashed all hopes by fading again. At the end of lap one; we had a new face in the lead - John Coppenhall followed by Eddie Pope and Nigel Austin. By the end of lap two, Eddie Pope found a way through to lead from John Coppenhall whilst Bob Dodds had come through from fifth to third. These positions were maintained to the end of lap 3 as the race ended.

Sunday dawned fine and clear but again the wind was light and variable.

Race 4

The OOD tried to get the fleet away at the allotted time but postponed the start to change the start line and the course. The variable wind still resulted in a biased start when the gun sounded, but it was another clean start and there were a lot of tacks put in before the first mark. Eddie Pope came through the gate at the end of lap one in the lead followed by Chris Hatton and Nigel Austin. The light winds resulted in a very drawn out fleet along the length of the lake. The race was finished after just two laps with Eddie Pope and Chris Hatton holding onto their positions. Nigel, however, dropped a place, whilst Bob Dodds managed to gain two places to finish in third.

Race 5

The fifth and last race of the series got underway with just twenty boats but a gust caught out several sailors who found themselves on the wrong side of the line and had to go around the end of the line to start. The usual faces, however, featured amongst the lead boats. Chris Hatton got himself to the front and stayed there throughout the three lap race. Chris Robinson came through the first lap in second place but slipped to fifth during lap three whilst Nigel Austin slipped from third to fourth. Eddie Pope fought his way from fourth to third on the last lap, whilst Bob Dodds came through from sixth at the end of lap one, fifth at the end of lap two, to finish in third position.

Final positions after one discard;

1st Chris Hatton
2nd Eddie Pope
3rd Bob Dodds

First Veteran
First Ancient Mariner
First Lady
First Junior

Novice (first championship series)
Committee Prize

Nigel Austin
Mike Pritchard
Trica Peacock
Jill Reid
Malcolm Davidson
Iona Reid

Helm	Sail No	Sail	Club	R 1	R 2	R 3	R 4	R 5	Points	Pos
Chris Hatton	48	Standard	Seven SC	1	1	7	2	1	5	1
Eddie Pope	804	Standard	Ogston SC	3	2	1	1	3	7	2
Bob Dodds	869	Standard	Crawley SC	8	3	3	3	2	11	3
Nigel Austin	875	Standard	Cransley SC	4	10	5	4	4	17	4
Chris Robinson	867	Standard	Burghfield SC	2	7	6	9	5	20	5
John Coppenhall	532	Standard	Hunts SC	6	5	2	8	9	21	6
Izac Dodds	701	Standard	Crawley SC	5	8	4	5	DNF	22	7
Michael Pritchard	807	Standard	Attenborough SC	9	4	11	6	6	25	8
Michael Ettershank	84	Standard	Up River SC	10	16	10	11	7	38	9
Dave Harris	841	Standard	Dave Harris	7	12	14	16	8	41	10
Henry Jaggars	800	Standard	Beer SC	14	13	8	12	11	44	11
Alan Hatton	838	Standard	Seven SC	16	15	16	7	12	50	12
John Sturgeon	400	Extra	Hawley Lake SC	13	19	17	10	10	50	13
Paul Jago	599	Standard	Attenborough SC	11	6	12	DNF	DNS	58	14
Alan Bennett	126	Standard	Staunton Harold SC	12	9	9	DNS	DNS	59	15
Michael Thompson	518	Standard	Crawley SC	18	18	13	22	13	62	16
Stephen Bellamy	311	Standard	Winsford SC	24	14	18	17	14	63	17
Peter Mountford	864	Extra	Staunton Harold SC	20	17	15	19	DNS	71	18
Andrew Beaumont	556	Standard	Attenborough SC	17	23	21	15	18	71	19
Malcolm Davidson	856	Standard	Attenborough SC	21	21	24	14	16	72	20
Trica Peacock	885	Extra	Arden SC	26	24	20	13	16	73	21
Paul Hinde	844	Standard	Seven SC	15	11	19	DNS	DNS	74	22
Jill Reid	441	Standard	Attenborough SC	19	22	26	21	15	77	23
Paul Smith	627	Extra	Attenborough SC	22	26	23	20	17	82	24
Nigel Fern	845	Standard	Staunton Harold SC	25	20	22	DNS	DNS	96	25
Diana Thompson	649	Standard	Crawley SC	27	27	29	18	DNF	101	26
Roger Chilvers	488	Standard	Attenborough SC	23	25	25	DNS	DNS	102	27
Iona Reid	356	Standard	Attenborough SC	DNF	DNF	DNF	DNF	DNS	116	28

Severn Comet Open Meeting 2017

Eight visiting helms joined five of the club's Comet sailors for this year's open meeting. However on inspecting the conditions all of the sailors saw a river that was like a mill pond with the odd zephyr to give some encouragement that the wind strength would increase.



Following the competitors briefing by the Race Officer, the helms were split into two flights. As in previous years these flights started simultaneously on two start lines which were the normal club line and a second one that was laid about 200m downstream.

Race 1

The first race started with flight A on the club line and flight B on the downstream line with Chris Hatton, the current National Champion and local sailor leading flight A followed by Henry Jaggars and Stephen Lemmon. Flight B was led by Eddie Pope, followed by John Coppenhall and Scott Waterland. There was no change in placing for Flight A, but the positions of Flight B changed during the race with Eddie Pope winning and Ben Palmer overtaking Scott to finish third. Once the elapsed times of both Flights had been combined, the overall positions for the first race were Chris 1st, Henry 2nd, Stephen 3rd, and Eddie 4th.

Race 2

After lunch, the start lines for the flights were swapped with Flight B now on the club line. As in the first race Eddie led flight B from the start followed by John and then Ben. However by the end of the race Ben was able to pass John and hold on for 2nd. Flight A was again led from start to finish by Chris with Henry 2nd and Stephen 3rd. During the race the wind speed dropped, with a couple of helms deciding to retire from the race. Once the elapsed times were combined for the second race, Chris was again 1st but with Eddie 2nd, Henry 3rd and Ben 4th.

Race 3

After a brief stop on shore for refreshments and time for the Race Officer to calculate the provisional race results, the flights were reorganised so that the top half of the fleet raced against each other. However as three helms decided to take part in the final race, the remaining competitors all started together on the club line. After some close calls at the first mark of the course, Stephen Lemmon broke away from the rest followed by Scott and Chris Robinson. Having been held back by the mass of boats at the first mark, Chris Hatton sailed through the fleet to eventually finish 2nd behind Stephen, with John 3rd and Scott 4th.

Once all the helms were off the water and packed away, the presentations, accompanied by tea and cakes, were made to the successful sailors. The Race Officer and the other club members who had helped to organise and run the event either at the start lines, in the safety boats and in the galley were thanked for their work during the event.



Paul Hinde
Comet 844

The full results are on the next page.

Rank	SailNo	HelmName	Club	Race 1	Race 2	Race 3	Nett
1st	48	Chris Hatton	Severn	1	1	-2	2
2nd	805	Stephen Lemmon	Littleton	3	-8	1	4
3rd	800	Henry Jagers	Beer	2	3	-7	5
4th	804	Eddie Pope	Ogston	4	2	-5	6
5th	532	John Coppenhall	Hunts	-7	5	3	8
6th	412	Scott Waterland	Tewkesbury CSC	-10	7	4	11
7th	867	Chris Robinson	Burghfield	5	-9	6	11
8th	597	Ben Palmer	Baltic Wharf	-8	4	8	12
9th	838	Alan Hatton	Severn	-11	6	9	15
10th	865	Martin Carpenter	Severn	6	10	DNS	16
11th	400	John Sturgeon	Hawley Lake	-12	11	10	21
12th	844	Paul Hinde	Severn	9	DNF	DNS	23
13th	812	Roger Lemmon	Severn	13	DNF	DNS	27

Rickmansworth Open

The nine visiting Comets plus Claudia Wilson and Jamie Smith in their Versa, made up a great turnout of 10 boats for the inaugural Open meeting.

Visitors came from as far afield as Beer in Devon, Worthing, Peterborough, Welwyn Garden City, Chelmsford, Alton, Fleet and St Austell in Cornwall.

A steady breeze blew for most of the day, dropping lighter at times however a simple course made for some interesting racing.

The open for 2018 is provisionally booked for 8th of September when we are aiming for between 15 and 20 boats.

- 1st** Bob Dodds sailing 869 from CMYC
- 2nd** Michael Etternshank in 84 from Up River YC
- 3rd** Annette Walker in 323 from Welwyn Garden City SC

Merthyr Tydfil Sailing Club

We broke the trend! In recent years, we've been plagued by light and fluky winds for this event but this year we were thankful that winds were not too strong following recent storms. Today we had a northerly wind coming down the centre of the reservoir with just a little east in it to add some spice. This allowed the first race to have a beat of over 1 km, taking the Comet fleet to places on this large water they hadn't been to for years.



Race 1

The relatively straight and steady wind allowed everyone to make a well-timed start for the first race. But, Paul Hinde (844, Severn SC) got away first after hovering at the outer mark with everyone else within a couple of boat lengths. However, he didn't carry enough speed over the line so was wind-shadowed by half the fleet within a hundred metres. For the first lap-and-a-half Chris Robinson (867, Burghfield SC) led the fleet with the places close behind being exchanged between Peter Mountford (864, Staunton Harold), Chris Hatton (48, Severn SC) and Ben Palmer (597, Baltic Wharf SC). As the race progressed, Chris Hatton gradually crept past the others and led over the line at the finish after 2½ long laps. Chris Robinson held on to second

place and Ben Palmer was third over the line. It was a little windier than some had expected so a couple of sailors retired from this race and chose to sail the remainder of the event with the shorter Xtra rig.



We then returned to shore for a lunch break.

Race 2

During lunch, the wind had dropped slightly so there was less likelihood of planing conditions. This first manifested itself in a slightly more strung out start, but this time Kahla Delahay (165, Merthyr Tydfil SC) got away first. However, Chris Hatton was quickly upwind of her and took the lead up the slightly shortened beat and across the reach. Chris Robinson was close behind with third, fourth and fifth places being exchanged between Dave Harris (841, Severn SC), John Coppenhall (532, Hunts SC) and Ben Palmer. The wind was dropping and becoming patchy towards the end of the race but Chris Hatton managed to finish about a minute ahead of Chris Robinson and Ben Palmer around thirty seconds later. Some of the fleet, myself, included took as much as five further minutes to cross the line.

Race 3

In the third race, the fleet was less straggly but Ben Palmer got away promptly at the outer mark, yet no one was more than a couple of boat lengths back. However, Dave Harris managed to get clear ahead of the fleet having started towards the back but with good momentum; a lesson there. As the wind was now light, we only managed a lap and a half of the course with Dave Harris managing to stay ahead all the way round once he'd got in front. Second place was taken by Chris Hatton with Ben Palmer managing to hold on to third place.

Thanks go out to the organisers, caterers and safety boat crew and all who helped on the day, even trolley dollies are appreciated on a congested slipway.

Mark Govier Comet 460

Helm	Boat	Sail	Club	R1	R2	R3	Points	Final Position
Chris Hatton	48	Comet	Severn SC	1	1	2	2	1
Chris Robinson	867	Comet	Burghfield SC	2	2	6	4	2
Dave Harris	841	Comet	Severn SC	7	5	1	6	3
Ben Palmer	597	Comet	Baltic Wharf SC	3	3	4	6	4
Kahla Delahay	165	Comet	Merthyr Tydfil SC	4	8	5	9	5
Henry Jagers	800	Xtra	Beer SC	Rtd	6	4	10	6
John Coppenhall	532	Comet	Hunts SC	8	4	7	11	7
Peter Mountford	864	Xtra (White)	Staunton Harold	5	7	DNS	12	8
Paul Hinde	844	Comet	Severn SC	6	10	DNS	16	9
John Sturgeon	400	Xtra	Hawley Lake	Rtd	8	8	16	10
Mark Govier	460	Comet	Merthyr Tydfil SC	9	11	9	18	11
Andy Phillips	694	Comet	Merthyr Tydfil SC	10	12	10	20	12
Adrian Ambrozewicz	468*	Comet	Merthyr Tydfil SC	13	13	13	26	13

Up River Open

A small but decent breeze greeted the 10 boats lining up for the Up River Open. With the tide forcing a later than usual start those that had propped up the bar on the night before managed to fully recover in time for the start!

Race 1

The first race began at the club and took the fleet downstream into the more spacious parts of the club's part of the Crouch. This race was mainly downwind which somewhat suited the featherweight Annette Walter who managed to sail away and cross the finish first, followed by Jeff Smith in second and Andy Dale in third.

Race 2

The second race started where the previous finished and mainly consisted of a long light wind beat back to club. Michael Ettershank led from the start to about half way where despite local knowledge, was overtaken by Bob Dodds due to his higher boat speed.

The boats then came ashore for tea and cake before heading out again while the wind started to drop away. Nigel Austin and Paul Hinde wisely realized that with the tide starting to get out of Essex and back to the sea this wasn't ideal so decided to pack up early.

Race 3

Despite the best efforts of the race officer's wind dance, the only boats that successfully battled against the tide up the shortened windward leg, were Bob Dodds and Jeff Smith, who then drifted back to the club to become the only boats to finish 1st and 2nd respectively.

With 2 firsts Bob sealed the win while Jeff's good racing all day earned him a 2nd. Michael's results in the first races earned him a pleasing 3rd.

Michael Ettershank
Comet 84

And now a personal view of the Up River Open.

Sometimes you have to just try something outside your comfort zone. Mr Ettershank had gone on and on about his patch, and so with a beautifully packed up boat in tow (thanks Sar!), I headed for the east coast.

I loved the briefing comprising a gentle perambulation along the river bank, with an occasional finger pointing at some distant buoy amongst other buoys – or just the skyline!

The start was similar to salmon lining up to jump upstream, all crowded where the current was the least, and then we were off. A quick few tacks up to the windward mark and then a bit of bank hugging, except Paul Hinde, Henry and I hugged the wrong one! I just didn't seem to get the boat going, whether there were too many variables, tide, wind, moored boats, creeks, seawater, etc, resulting in just hanging on to the back of the fleet.

The 2nd race started with a rather biased starboard fetch but I was slightly mesmerized as the line was formed by a buoy and the race officer who was abandoned on a mudflat with a hooter! Once again I struggled but in a dying wind managed to wangle a little better result. Unfortunately the wind was dying and, as was my epic estuary episode, so I decided to call it a day, as the remainder of the fleet slowly drifted upstream with the tide.

I am not sure if I will ever learn, but it wasn't unpleasant as a first low wind river experience. I am just not sure I could ever get to grips with the start times being constantly changing due to the tide. With a slight feeling of ticking a box, but still with L plates on, I headed back to the safety of Middle Earth at Cransley!!!

Nigel Austin
Comet 875

Please turn over for the full results.

Helm	Boat Number	Sail	Club	R 1	R 2	R 3	Points	Final Position
Bob Dodds	869	Comet	Crawley Mariners	4	1	1	2	1
Jeff Smith	31	Comet	Crawley Mariners	2	3	2	4	2
Michael Ettershank	84	Comet	Up River	5	2	RTD	7	3
Andy Dale	433	Comet	Eyott	3	4	RTD	7	4
Annette Walter	323	Comet	WGCSC	1	10	RTD	11	5
Henry Jagers	800	Comet	Beer	9	5	RTD	11	6
John Coppenhall	532	Comet	Hunts	6	8	RTD	14	7
Chris Robinson	867	Comet	Burghfield	8	7	RTD	15	8
Nigel Austin	875	Comet	Cransley	10	6	DNS	16	9
Paul Hinde	844	Comet	Severn	7	9	RTD	16	10

Endeavour Trophy 2017 – Royal Corinthian Yacht Club

This year's Comet representatives were Chris Hatton and Dave (the very brave) Harris.

Friday – Training Day

When we arrived at the club on Friday Morning, we went straight in for a cup of tea and got our sails from the organisers. We looked at the tide times and disputed how the tide would affect us over the weekend. Dave studied the map of the river to decide where the buoys were and therefore where the main tide was (As I was clueless to what it all meant, I gave that job to the crew). After a quick study of everything, we went out to rig the boat. My crew was also very good at being a pit crew as well so Dave rigged the boat as he had come prepared with tape measures and all sorts, of bits and pieces so I sat back (like usual) and just held things in place when I was asked! After rigging, we had a quick briefing and were soon getting changed and onto the water. I decided to put my GoPro Camera on as it was just practising and it was blowing a bit.

The moment we launched the boat, Dave noticed that the spinnaker halyard was the wrong side of the jib (annoyingly, that was the one bit of the boat that I rigged!) ... Therefore, we sailed over a mile on a broad reach with just 2 sails in about a Force 6 (25kts). Believe me when I say that was petrifying; got some good footage though. After one big gust, I called to Dave; "I'm glad this camera can't see my face" to which he

paused, and about 5 seconds later he bluntly replied "I'm seriously glad it can't see my backside". When we got down to the sailing area, we rested the boat just off the wind, so Dave could go on the foredeck to sort the spinnaker halyard which, in the chop, didn't look too convincing. Soon after though, we both concluded it was too windy, so we sailed back to the bar!

Saturday – Races 1-5

Pre-Race – After the briefing we were all given our rash vests to go over our buoyancy aids. Then everyone raced down to the start whereas we cruised down on two sails in about F4-5 which was slightly easier than the day before but still hairy. Once we were at the start area, we thought we'd out smart everyone and hove to and relax in the boat to save our energy, whilst talking about strategy and let everyone else use their energy... As it turns out, it didn't help!

Race 1 – With the tide going out and a crowded start line, I got a bit nervous and ended up a boat length off the line and therefore straight away we were in dirty wind, I called to Dave to go right (as everyone was going left) however this would involve going into more current, Dave said it was a bad idea, so we stuck to the left.

We weren't really in the mix in this race but even at the end, we were only about 300 yards behind the leaders which wasn't too bad. We were last on the water, but a few people didn't finish.

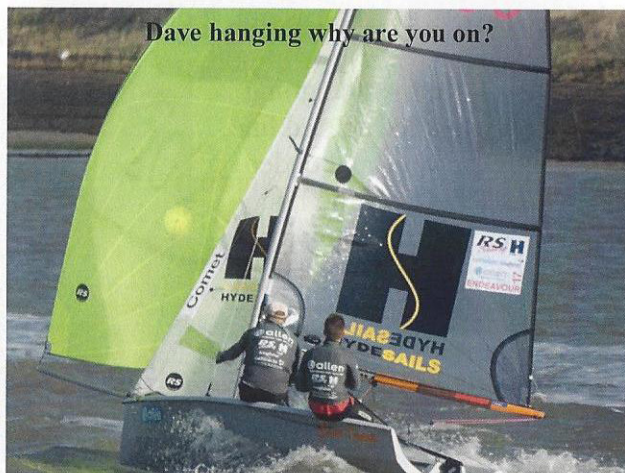


Race 2 – With the tide at full speed, it was a no brainer that we had to go left and as we had started pin end, we reached the slower tide first and therefore halfway up the beat. We were right in the mix and definitely in the teens somewhere, however, my lack of experience with a spinnaker put us immediately last on the runs, but I was getting the hang of it.

Race 3 – In this race, the wind picked up to a solid F5, and on the beat we found ourselves too light and not as fit as the other crews on the water. We seemed to struggle upwind. However, in this race, when we were on the run, a big gust hit from behind and I found myself having to sail close hauled downwind from the apparent wind as we were seriously flying, so I thought I'd bare away and we must have sailed 30 degrees lower than anyone else. We went from last to late teens in one run and we only dropped a few positions on the next beat so this was our best race coming 25th. This wasn't amazing considering we seemed to be the only crew that had never had professional training. I was especially proud as we finished right behind the Topper and Optimist crews who were the same age as me and had had professional training since the age of 5 and then there's me, who only started sailing about 4 years ago.

Race 4 – We had a snack on the water and I was nearly sailing to the hospital instead of back to the start line as they only had snacks with nuts in – good job I spotted that! After that close call, I became incredibly nervous and when we planned to go up the right hand side of the beat, I told Dave we'd start in the second rank and tack

off (I have no idea why I said that, it must be one of the dumbest things I've ever suggested). Anyway, Dave wasn't too happy with that call, so I pushed onto the line and found that I was then too far forwards to tack off and therefore we went up the left-hand side, and we were in the mix for the whole race until the final downwind where I think Dave had accidentally left his reversing lights on in the boat (story off the weekend to be honest, we always seemed to lose 4 or 5 positions on the final run) as, again, we went backwards on the final run.



Race 5 – I don't have much recollection of this race as I was seriously tired by this point as we had already been on the water since 9am and it was about 4pm at this point. However, I do remember that the tide had turned and was pushing us onto the line. As the gun went, we were dead level with all the other boats around us, but I thought we were all over so when the Individual recall was sounded I said, "I think we might have been over" to which Dave just replied, "Doesn't matter, there's no way they'd spot us". I was so glad we could have some banter during the racing as this made it more fun.

Dinner was served at 7pm and it was good. I, for once, was being sociable with people of my age as I was chatting away to the RS Feva crew. I was happy to find out the Feva's had sponsors, have had professional training and they are used to sailing an asymmetric rig plus Lucy (the crew) sails 200s with her boyfriend as well so they are very experienced with this sort of boat. They are in their late teens so that made me feel much better that we were in touch with them on the water with them only finishing about 150 yards in front of us in most races.

Sunday – Races 6-8

Race 6 – This race was forecast to be less windy than the previous day, however, I believe it was stronger. The tide was going out all day today. We were in the River Roach, and Dave saw there was a Port Buoy on the right-hand side and suggested we really didn't want to go up the right-hand side as it's the deeper channel. So, we went left, and were in the top half of the boats that went left. Half way up the first beat, Dave said to me "How are the fleet on the right-hand side doing?" to which I looked over my shoulder and laughed... They were miles in front of us and that's the only tactical error I could blame on Dave all weekend. The first boat out of the left-hand side pack arrived about 2 minutes after the last boat from the right-hand side pack. On the downwind, we came up to our final gybe and I planned to go right behind the RS Feva's, however, in my blind spot right behind the Feva's were the Supernova's and I gybed right into them. It was totally my fault, but I don't think they were looking where they were going because they proceeded to sail right towards us instead of trying to avoid us. We did our turns and ended up miles behind. I chose to go back up the left-hand side again and there was a reason we were the

only crew to go back up the left. We were just going to cruise back to the finish to save energy but on the gybe, I went flying backwards and out of the transom and we capsized. Everyone said it was because I didn't release the kicker but I'm 100% sure it helps when you're steering from inside the boat! Dave didn't seem too bothered as he didn't have to race to the centreboard as I was already swimming premature to the capsize.

Race 7 – I felt we were holding everyone up by finishing 20 mins after everyone else but as it turns out, the race committee wanted to put us back in the River Crouch as the wind had shifted and we spent over an hour waiting for the next start. I wasn't too bothered by this decision as it picked up to F6 with gusts of F7-8 at this point, so we heaved to and let everyone else wear themselves out. At one point, Dave asked if we should tack around as the current was taking us away from the start line. Just as we tacked I saw this fluorescent orange thing not 5 yards from the leeward transom. It turns out it was a big metal pointy spectator boat and we were heading straight for it!

The race got underway and 4 boats went up the right-hand side when everyone else went left. Most people thought they were silly going out into the current which was about 5 kts strong. However, going into the River Roach, they got the Lee-Bow effect in terms of the tide and they got lifted all the way and those 4 boats got to the windward mark miles in front of everyone that went up the left.

Race 8 – As everyone concluded that the right-hand side was massively favoured, I told Dave we are going Left, no question. Again, he gave me funny looks, as the last time I suggested going the other way we were stranded miles behind. The Laser crew had the same idea and they were about 100 yards in front of us. About 75% of the way up the beat. I had a look around the forestay and said to Dave "We're going to get to the Windward Mark in 2nd, by a long way as well." He agreed but we still had to cross the river where-as no else did. All we needed was the wind to stay the same and we'd still make it there in front of everyone. As the Lasers went across the main stretch, the wind remained constant and they were out in front by miles, then it was our turn. However, just with our luck, we were hit with a 20-degree header and ended up really struggling across the river. The Laser's had got across before the header. As a result of the

header, the right-hand side fleet had all over stood the mark, so we tacked underneath everyone and still made the windward mark in about 10th. However, as the kite went up, I didn't get it across the forestay in time, so we had to gybe back, pull it up on the port side and then gybe back. By this time we were back in the twenties. On the final 200 yard beat back to the finish line, we chose the right-hand side of the line and the others around us went left. At the time, the right-hand side was closer, but a 10 degree lift for us meant the left hand became closer and we lost another 5 positions which was a disappointing end to the last race as it had been our best race up until that point.

Overall we finished 2nd to last which I still count as a good result. As I've already mentioned, we were one of just 4 crews to have never been professionally trained and my lack of confidence around other boats on the start line never helped us and therefore I believe Dave and I performed brilliantly. It was the best experience of my life and I loved the opportunity and hopefully I'll have the chance to be able to do it again, but I'm aware nothing is guaranteed. I know where we went wrong and therefore it has been an immense learning experience, especially realising how much the apparent wind comes around when you have the kite up, and how aggressive you must be on the start line otherwise you may as well right the whole race off. Dave and I recognised we were slow with getting the kite sorted downwind, so we were losing massively there. I personally wished I would have sailed it more like I sail the Comet – Dead flat and bang on the wind if I can, but for some reason, I was pinching way too high and I wasn't as flat as I would sail the Comet. In the Comet, I have 3 of rules: "Stay in clean wind 100% of the time"; "Keep the boat completely flat" and "Stay out of trouble" and they take priority in that order. I regret only sailing on the third rule and being over cautious. But overall, I thoroughly enjoyed the experience and have been able to take lots from it, so I would like to thank Comet for helping me get to this stage and providing the funding for the entry.

Chris Hatton

Rank	Rig	Sail	Helm Name	Sailing Club	Age Category	R1	R2	R3	R4	R5	R6	R7	Total	Nett
1st	Standard	48	Chris Hatton	Severn Sailing Club	Youth	4	3	-6	-7	2	1	1	24	11
2nd	Standard	869	Bob Dodds	CMYC	Veteran	5	4	1	3	-13	-8	2	36	15
3rd	Standard	804	Edwin Pope	Ogston SC	Ancient Mariner	1	5	-8	-10	4	2	3	33	15
4th	Standard	126	Alan Bennett	Staunton Harold SC	Ancient Mariner	6	2	-11	6	1	3	-7	36	18
5th	Standard	875	Nigel Austin	Cransley	Veteran	-9	-9	2	1	3	7	6	37	19
6th	Standard	867	Chris Robinson	Burghfield Sailing Club	Veteran	2	1	7	5	-11	5	-15	46	20
7th	Standard	701	Izac Dodds	CMYC		7	6	-13	-11	5	4	4	50	26
8th	Standard	597	Ben Palmer	Baltic Wharf Sailing Club		3	8	3	-9	8	-11	5	47	27
9th	Standard	844	Paul Hinde	Severn		10	7	5	4	-22	-13	10	71	36
10th	Standard	841	Dave Harris	Severn	Ancient Mariner	-11	-12	10	8	6	6	8	61	38
11th	Standard	152	Ian Stone	Maidenhead Sailing Club		8	11	4	2	17	-20	(DNC)	87	42
12th	Standard	599	Paul Jago	Attenborough Sailing Club	Veteran	12	-21	(DNC)	12	7	9	9	95	49
13th	Standard	532	John Coppenhall	Hunts SC	Ancient Mariner	13	10	12	-14	10	10	-14	83	55
14th	Xtra	800	Henry Jagers	Beer SC	Ancient Mariner	14	15	14	-17	-18	12	11	101	66
15th	Standard	484	Richard Steptoe	Baltic Wharf	Veteran	15	13	15	13	16	-22	-19	113	72
16th	Standard	845	Nigel Fern	Staunton Harold S.C.	Ancient Mariner	(DNF)	14	16	16	-20	16	12	116	74
17th	Xtra	838	Alan Hatton	Severn Sailing Club	Veteran	-20	16	19	(DNC)	12	19	16	127	82
18th	Xtra	886	Andrew Simmons	RYA	Ancient Mariner	19	19	9	15	21	-23	(DNC)	131	83
19th	Xtra	614	Carol Butcher	Hawley Lake	Veteran	17	17	18	-19	14	18	-20	123	84
20th	Xtra	847	Isla Macneal	Baltic Wharf	Veteran	16	20	17	18	-23	15	-21	130	86
21st	Standard	400	John Sturgeon	Hawley Lake	Ancient Mariner	(DNC)	(DNC)	(DNC)	DNC	15	14	13	142	92
22nd	Standard	57	Steve Gregory	Frensham Pond	Ancient Mariner	(DNC)	(DNC)	(DNC)	DNC	9	17	17	143	93
23rd	Xtra	849	Timothy Higgs	Burghfield	Ancient Mariner	18	18	(DNF)	(DNF)	19	21	18	136	94
24th	Standard	433	Andy Dale	Eyott	Veteran	(DNC)	(DNC)	(DNC)	DNC	DNC	DNC	DNC	175	125

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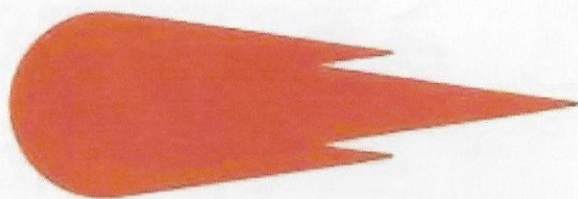
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