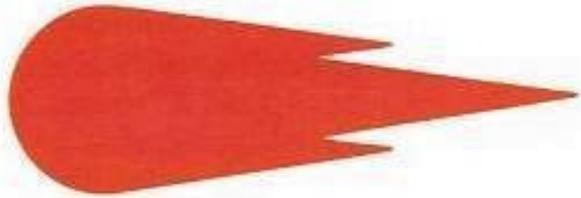


PERIHELION 127



Comet Class Association

Affiliated to the Royal Yachting Association



Perihelion 128

Please send your contributions for the next issue of Perihelion by

1st of September 2019

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**Comet Class Association
Newsletter**

Autumn 2018

NEWSLETTER NUMBER

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Front page - 3 very relieved sailors having taken on storm Hannah and survived!

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	<p>Comet 821 Light blue hull in good condition. Race rigged. Two good sails; spar and foil bags. Undercover. Combi trailer with spare wheel. Back problem forces a very reluctant sale. Location North Dorset SP8 5AT Phone 07380896211 Email clivechapman@outlook.com £1150 ono=</p>

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Editorial

Happy New Year to one and all!

The Comet sailing season is now well under way with 7 Opens plus the Association Championships settled. Those of you who have been keeping an eye on the Website will be well aware of what has been happening on the water. Results are coming in but overall reports are thin on the ground. If you have a personal report on your success / failure at an Open or Championship please send it in. See later for my exploits at the Association Championships!



You may not be aware of the 'off the water' happenings. Your committee met at 'Chez Sturgeon' for a full day meeting plus several members gave up their weekend for the Association stand at the Dinghy show - details of both are to be found further in this issue.

One feature that has become incredibly self evident, looking at the results, is the sheer number of the White Xtras that are to be found out and about, but not only that but leading the way in several events - has Andrew found the sweet spot in sail design?

The centre pages hold the minutes of last year's AGM which can be pulled out ready for this year's AGM. Notice of the AGM is on page 26.

A quick reminder from Mark Govier - your Membership Secretary - if you change your email address please let him know via membership@cometsailing.org.uk. Additionally please check your spam folder for any messages from cometsailing.org.uk.

Nigel Fern
Comet 845

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The photographs in this issue were printed with the kind permission of :

Page 8	Chris Robinson
Page 11	Deryk Lovegrove
Pages 13 + 14	Norah Jagers
Page 18	Martin Loud
Page 20	Ian

I was asked to go out on the committee boat at Carsington and was amused to note that every time a boat whizzed by, the helm had an enormous grin on their face. When we came in for lunch, Chris Weston, who sailed at Naseby rushed up to me with his arms out wide, embracing me in a huge bear hug. He kept saying “Thank you. Thank you for helping me sail on such a wonderful stretch of water”. It was one of those moments when all the hassle of the out-of-season negotiations were worthwhile.

Norah Jagers

Results?

		CARSINGTON			REDOUBT
1	670	Peter Hayes	1	188	Simon Thompson
2	374	Jack Thompson	2	63	Chris Robinson
3	500	Henry Jagers	3	518	Robin Ballam
4	100	Stephen Bellamy	4	500	Henry Jagers
5	211	Chris Weston	5	117	Michael Thompson
6	643	Keith Appleby	6	707	Derek Coleman
			7	170	Ian Hodge
		(could only find the first six)	8	58	D,Pescod
			9	430	J. Peach
			10	323	Annette Walter
			11	295	Jeff Clarke
			12	611	Phil Walter

Chairman's Report

Chair's mutterings

We are now halfway through the year but not halfway through our sailing calendar. The Association Championships went very well at Severn. Excellent organisation, good food and evening entertainment with beautiful weather, except the wind did not come up. Often we seemed to drift downstream whilst tacking upstream. Nonetheless everyone enjoyed themselves. Many thanks to Severn for hosting this event. Andy Simmons came along to the first day of the Associations. He must have been cheered to see almost half of the fleet using the white Xtra rig. There was just one of the original Mylar sails and that went well. They all sailed as fast as the standard sail. The new rig certainly makes the boat look more modern and stylish. It may well be that before long it becomes the rig of choice.



You may have noticed that this year, after our Open programme had been finalised, Tewkesbury volunteered to host an Open too. We have slotted this in on 31st August so that you can sail at Arden next day. Tewkesbury will entertain us on the Saturday evening. You can camp and then have breakfast next morning ready for the short drive to Arden.

Don't forget the National Championship at Fishers Green at the end of July. This is a lovely club in a beautiful location and you will be able to camp over the weekend. We have had successful championships there in the past so this should be great weekend of sailing.

There were a few incidents at the Associations this year, particularly unnecessary gybes and tacks when the wind conditions did not justify it. Also there were examples of boats exiting a tack faster than they were moving before going into the manoeuvre. I draw attention, yet again, to rule 42, particularly 42.2 & 42.3 when winds are light.

John Sturgeon

Secretary's Report

The Sailing Season is well under way. We have already had the Association Championships at my club already. Not a great attendance but river sailing is not everybody's cup of tea. Not helped by the very light winds but all seemed to enjoy themselves. I spent the weekend in the kitchen. I know my place!



Here are a few points from our meeting in February.

New prizes structure will take place this year.

Prizes for Association Championships will be 1,2,3,4, Ladies, Youth, Ancient Mariner, Veteran, Newcomer and Committee Prize and mementoes for all.

Prizes for Nationals will be 1,2,3,4,5, Ladies, Youth, Ancient Mariner, Veteran, Newcomer and Committee Prize and mementoes for all.
Prizes for Aphelions and Orbital 1,2,3, and mementoes for Orbital only.

All perpetual trophies to be collected in at the Nationals.

Motions for AGM

- 1) Association accepts that the Standard Comet, Comet Xtra, Comet White Xtra and Mino rig be considered to be one fleet and share the same start line.
- 2) That a Junior rate of membership to the Association for 2020 be put forward at half Full Membership to encourage the youth of the Class.

Our Annual General Meeting will be at Fishers Green Sailing Club on Saturday 27 July. This meeting is open to all Members of the Association. If you are unable to attend please send your apologies.

Liz Hossell

Comet tales from the shore.

Venues to remember

While you were battling it out on the water during the 2018 National Championships, those of us on shore were delighted to have a visit from Liz and Keith Appleby who sail at Carsington. Seeing them has brought back memories of 2000.

One of the main things which happened in 2000 was the creation of the CCA website which was managed by Tony Ellison for some time. I find it hard to realise that we've had an internet presence for such a long time, and amazed at how different the site looks these days.

We had two new venues in 2000: Carsington and Redoubt. They could not have been more different. Carsington is on a very large piece of open water situated in wonderful countryside and with a nature reserve alongside. Redoubt is on a gravel pit which was being gradually filled in with rubbish. It is just inland between the coast and the Romney Marsh, with the Romney Hythe and Dymchurch railway line running along the fence.

The differences didn't stop there. Carsington had just had a new clubhouse built. It was palatial with an enormous dining area and excellent facilities. It was a commercial rather than a family run club which made it feel a bit impersonal and a bit like a yacht club. Liz had made cakes for tea as the caterers had gone home.

Redoubt's clubhouse was an oversized garden shed, which had a small kitchen area with a curtained off corner to one side which was one of the changing rooms. The other changing room was in an old storage container a little way away. The club had no running water, so it all had to be transported in jerry cans. The loos were a couple of port-a-johns. As there was no electricity either, events needed to finish before dark! The landlord didn't want to encourage folk on his land and the entry fee included a fairly hefty charge which went directly to him. The members of the club were great and made us really welcome.

COMET CLASS ASSOCIATION

ANNUAL GENERAL MEETING

Saturday 27 July 2019

At Fishers Green Sailing Club

17.30hrs or 1 hour after the end of the last race, whichever is the later

Agenda

Apologies

Minutes of the AGM held on 26 August 2018

Reports by Officers

Builder's Report

Adoption of Accounts

Consideration of Motions:

Membership to include a Junior Membership to be half Ordinary Membership from 2020- Proposed by the Committee

That the CCA accepts that the Standard Comet, Comet Xtra, Comet White Xtra and Mino rig to be one fleet and share the same start line.

Election of Officers and Committee of the Association

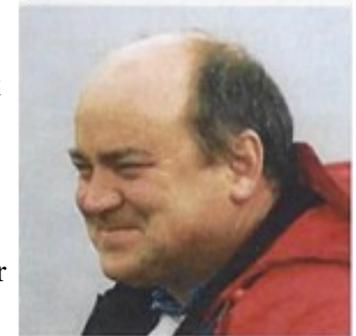
Appointment of Auditor

Any Other Business

Liz Hossell
Class Secretary

Builder's Report

I'm writing this early June and the sailing season has truly started. It seems quiet at work compared to previous years, but I guess people's minds are on other things beginning with B and that's not boats!



The main thing keeping the wolf from the door at the moment is the White Xtra. The Dinghy Show Comet and a few more sails now make 14 White Xtra's at Chipstead. A new Comet has also gone to Priory S C at Bedford.

Talking of the Dinghy Show, it was a lot easier with just the one Comet. I took quite a few spares and accessories to sell and 99.9% of it came back to Devon!

Maybe its me getting older and a bit jaded, but the show isn't quite what it used to be, but I'm remembering the pre 2008 recession era! I saw lots of Comet owners I hadn't seen for ages, but its not the annual pilgrimage for people it used to be.

However, the Dinghy Show is the only Boat Show where the Comet is shown and is the only show for dinghies. If a class is live and kicking it has to be there!

The only Comet meeting I've managed to attend was the Association Championships at Severn, which people seemed to enjoy, despite a low turnout.

I will be at Fishers Green for the Nationals with lots of spares so hopefully I will see some of you there.

Andy Simmons.

RYA Dinghy Show

The RYA Dinghy Show took place on 2nd and 3rd March 2019 at Alexandra Palace and as usual the Comet Class Association and Comet Dinghies had a stand. This year we had one Comet on display, a White Xtra, rather than the two shown in



previous years. This meant that the RYA considered us as a single stand, rather than two separate stands, as they had done in previous years (but I bet you never noticed this if you had visited the stand before!). The RYA wanted to know whether the stand was a Comet Class Association stand with Comet Dinghies on the stand or a Comet Dinghies stand with Comet Association members on the stand. What is the difference you may ask? - and so did the Committee! The answer was quite a big difference – if it is a Class Association stand then there could be no commercial activity, while if it is a Comet Dinghies stand then the RYA would not cover the Class Association members with their Public Liability insurance. Either option was problematic, and this is not what was said on the RYA's website, but the RYA would not change their view even though John Sturgeon took it to the RYA's financial director. Andy Simmons saved the day by covering the Comet Class Association members with Comet Dinghies' insurance, and this is why the stand was officially a Comet Dinghies stand this year. This is what appeared on the floor plan of the show – however if you looked up 'Comet Class Association' in the show guide or App we were still listed!

Thanks to everyone who helped out on the stand – Mark Govier, Nigel Austin, John Coppenhall and Peter Mountford were on the stand on the Saturday, and Brian Welham, Bob Dodds, John Sturgeon and myself were on the stand on the Sunday. As in previous years Henry Jaggars created the Comet Association literature (brochures and event calendars) and provided some of Norah's pictures which were displayed on the display boards borrowed from Paul Hinde.

Chris Robinson

marine mastic this time. So hopefully no wet tanks in future.

Underneath, the hull looks to have been repainted many years ago. The surface was a bit grimy and powdery but an electric mop loaded with polish, limonene*, and wax brightened it up enormously. (*If you're going to make the effort to look nice, you might as well smell nice, too.)

A couple of inches of minor delamination between the hull and deck was fixed with a dose of epoxy into the split.

There seemed to be excessive rake - or more precisely there were excessive changes of rake in the rig, due to the step being slightly larger diameter than standard at the bottom and also slightly less deep. But a polypropylene sleeve inserted in its lower half has fixed that.

Then it was just a matter of replacing all the missing parts - new ball-raced 8:1 kicker, new downhaul and outhaul lines, a new goose-neck peg and pin, half a dozen new shackles, some new fittings on the boom and rudder, and a new mainsheet with Allen 'classic' blocks (they're rounded plastic so they won't ruin the deck work) - and it looks like she's ready to go.

Might have to treat her to a new sail, now :-) A White-Xtra, I think.

Curious about the weight of this hull construction. We did a quick comparison on the scales against our standard Comet and surprisingly, she's just 1kg heavier.

We won't be racing, but my son and I will be using our two Comets for cruising around the Haven - usually from Dale. So if you're ever in Pembrokeshire, and you spot Comets 1 or 367, do say 'hi'.

Ian.

Since the report was written their plans have changed as No. 1 is up for sale.

Ed

Comet 1 - update

Earlier this year Comet 1 was sold, as it was hardly being used by the membership. Below is a report by the new owner on its restoration.

Ed

Comet 1 is the only composite instance of the class ever built, being the prototype. The hull shape is the same as all Comets since, but the deck is flat, not humped, and the cockpit is square-edged. The flat deck means that the mast step has a little less depth than normal.

The boat came to me a few weeks ago, in restorable condition but certainly not ready for the water.

She'd been re-decked several years ago, but unfortunately during storage, since then, the cockpit bungs had leaked allowing rainwater into the tanks. So much of the deck varnish was blown and some of the GRP tape which lapped the edges of the deck was delaminated. Fortunately the overlap of tape onto the deck seemed like it could be dispensed with, all the wood was high quality and still solid and the varnish on the bulkheads was mostly OK. Another year of sitting wet and the deck would probably have been ruined. But it seems to have been caught in time, so an easy job to blast over the whole top surface with a 4" belt sander to remove all the varnish and the flaking tape. Then half a dozen coats of Bonda G4 and the deck is back to a lovely deep mahogany colour - you'd hardly know it had been water-damaged at all. A final touch of matching mahogany paint around the GRP gunwales goes perfectly with the deck.



The bungs have now been replaced with new ones, seated in proper

Fishers Green Comet Open

The Comet class made their regular visit to Fishers Green SC in the Lea Valley Park on Sat 6th April as part of their Southern Area series.

Race 1 - While the breeze showed up on time, albeit not from the best direction, the sunshine failed to materialise and the dozen Comets made the best of a grey day, but with some quite competitive racing. Eddy Pope broke clear to win the first race fairly comfortably from Mike Ettershank.

Race 2 - The second race was turned around back to back as quickly as possible after a course adjustment, as the wind seemed to be veering to the east, with Bob Dodds beating Chris Robinson for the second race with Mike having to settle for 4th.

Race 3 - After a hot lunch, battle resumed with Bob taking the 3rd race and moving to the top of the score board with Annette Walters coming into the frame with a second place.

Race 4 - Annette continued in her ascendancy by winning the final race after a long battle with Bob.

Rank	SailNo	Club	HelmName	R1	R2	R3	R4	Total	Nett
1st	869	CMYC	B. Dodds	-8	1	1	2	12	4
2nd	323	WGCSC	A. Walters	-6	6	2	1	15	9
3rd	377	OSC	E. Pope	1	3	-6	5	15	9
4th	84	EySC	M. Ettershank	2	-4	4	3	13	9
5th	867	BuSC	C. Robinson	3	2	-8	7	20	12
6th	532	HSC	J. Coppenhall	4	-8	3	8	23	15
7th	800	BeSC	H. Jagers	5	5	5	-6	21	15
8th	57	FPSC	S. Gregory	-7	7	7	4	25	18
9th	582	EISC	I. Wakeling	-10	9	9	9	37	27
10th	41	FGSC	M. Smith	-11	10	10	10	41	30
11th	801	HSC	B. Welham	9	DNC	DNC	DNC	45	33

Comets Defy Storm Hannah at Burghfield Comet Open

Storm Hannah was forecast to coincide with Burghfield's Comet Open on Saturday 27th April. Consequently, there were only eight pre-registrations and only five Comets turned up. The Open was combined with the Solo and Streaker Open.

The wind was F6 gusting F8 so the Race Officer, Dereck Lovegrove, opted for four short races – 30 minutes maximum and set a simple triangular course for the two morning races.

Henry Jagers decided the best tactic was to conserve his strength for the later races when the wind was forecast to drop and did not set sail. The other Comets sailors gauged the conditions by watching the first Solos launch. They sailed away from the lee of the clubhouse and once out in the wind seemed to fair to OK, so Bob Dodds, Ben Palmer and Chris Robinson launched. Eddie Pope watched a second wave of Solos launch, and one suffered a wipe-out just off the beach. This persuaded Eddie that Henry's tactic was the right one and he stayed ashore!

Once out of the lee of the clubhouse the three Comets were hit by a big squall, but this turned out to be the normal wind strength! The wind was much fiercer than it looked from the clubhouse. The Comets tacked downwind to the start line. However, the Committee boat was dragging its anchor and the start had to be delayed. Chris took the opportunity to sail into the lee of an island and put two reefs into his standard sail. The Race Officer solved the anchor dragging problem by mooring to the island! But by now all three rescue boats were busy rescuing the Solos and Streakers and there was no spare boat to set the marks of the course. A fourth boat was deployed, but this too got involved in rescues. Bob followed Chris's example and headed to an island to put in two reefs, but his control lines came adrift and it took a while for him to complete the task. Ben was sailing an Xtra (black) rig and did not have the option to reef, so he headed back to the clubhouse. This left Chris as the only boat (Comet, Solo or Streaker) left on the start line so the Race Officer abandoned the morning racing!!

The Race Officer announced that two races would be held after lunch.

Race Three saw a dramatic shift in the weather as the wind dropped to one knot for the start and decreased from there to almost zero. First to windward mark was Bob Dodds followed by Steve Bellamy (WFSC) and Eddie Pope. Unfortunately the resulting procession ground to a halt with only two finishers, first place going to Bob Dodds and with another consistent performance from Eddie Pope for second place. Steve Bellamy was only 40 metres from the line when the race ended, cruelly robbed of a third place after a valiant effort in very challenging conditions. Some helms had chosen to retire before the race end while the remaining crews were classified as 'did not finish' - astonishing sailing from the two finishers in such still air!



Only one helm capsized, unfortunately, in both race one and two. Roy Symmers, WFSC, retiring for the day after the second capsize.

Comet Class Association Results Sheet

Event: WFSC
Date: 1st June 2019 Aphelion: North

Helm	Boat Number	Sail	Club	Race #1	Race #2	Race #3	Points	Final Position
Eddie Pope	377	Xb	OSC	4	1	2	3	1
Bob Dodds	869	STD	CMYC	3	4	1	4	2
Henry Jagers	800	Xw	BeSC	1	6	DNF	7	3
Alan Bennett	126	Xw	SHSC	6	2	DNF	8	4
Jonathan Latham	236	STD	WFSC	5	3	RTD	8	5
Peter Mountford	864	Xw	SHSC	2	7	DNF	9	6
Steve Bellamy	311	Xw	WFSC	7	5	DNF	12	7
Chris Robinson	867	STD	BuSC	8	9	DNF	17	8
Janet Gaukroger	697	STD	WFSC	12	8	RTD	20	9
Andrew Beaumont	556	Xw	AtSC	9	11	RTD	20	10
Carl Jefferies	175	STD	WFSC	10	10	RTD	20	11
Andy Cush	321	STD	WFSC	11	12	DNF	23	12
Derek Armstrong	235	STD	WFSC	13	13	DNF	26	13
Martin Loud	705	STD	WFSC	15	14	DNF	29	14
Claudie Black	98	Xb	WFSC	14	DNS	DNF	31	15
Roy Symmers	115	STD	WFSC	RTD	RTD	DNS	34	16

Winsford Flash Sailing Club Comet Open 1st June 2019

Sixteen Comets competed in this year's Winsford Flash Sailing Club Comet Open. We were delighted to welcome 7 travelling visitors to the Club from as far afield as Nottingham, Derbyshire, Berkshire, Sussex, Devon and Cornwall. Along with 9 home fleet boats, we enjoyed a warm, dry day on the Flash.

Race One started with a gentle southerly breeze fluctuating between 2 and 5 knots, building to gusts of up to 8 knots mid race, dry but overcast. First boat to the windward mark was Henry Jagers in 800 followed by Peter Mountford in 864 and Eddie Pope in 377. The fleet then split into two distinct groups, with good battles up and down the course. First place went to Henry Jagers, who had travelled all the way from Beer SC, had built up a commanding lead from the start and was to eventually win by over two minutes from Peter Mountford (SHSC) in second and Bob Dodds (Crawley Mariners) in third. The leading club boat was Jonathan Latham coming in fifth place after a good battle all the way with fourth placed Eddie Pope (Ogston SC).



Race Two commenced after lunch, the wind dropping initially at the start to around 4 knots, but with gusts up to 10 knots. First to the windward mark was Eddie Pope closely followed by Jonathan Latham and Peter Mountford. The field was more spread out as the wind kept rising and dropping throughout the race. The wind gradually shifting from southerly to northerly, although at some points it appeared to be trying to come from both directions at the same time! First place went to Eddie Pope, finishing nearly two minutes ahead of Alan Bennett (SHSC) in second, with Jonathan Latham in third. An extremely close duel had taken place between Janet Gaukroger of WFSC and Chris Robinson of Burghfield SC, the boats finishing 8th and 9th respectively with just 3 seconds between them.

However, the Solos and Streakers decided enough was enough and went home. This left the three Comets to race. This time the Race Officer set all the marks before the fleet launched. The course was shortened and moved to the quietest part of the lake and three rescue boats were also put on the water. Chris and Bob kept in their two reefs, while Ben continued with the Xtra sail.

Race 1

The three Comets started close together. Ben capsized half way up the beat trying to avoid Bob who, being on starboard, was right-of-way boat. This left Chris leading Bob at the first mark. On the reach when the first gust came through Chris opted to play safe and luffed and spilled wind, while Bob used it to full effect and planed into the lead. At the gybe mark Bob elected to gybe, but didn't quite make it and capsized, allowing Chris, who wore round, to take the lead. The second reach was almost a run and Chris opted to tack downwind and Bob, following a further capsize, opted to do the same. However, Ben took the direct route to the mark and this propelled him into a large lead. On the second and final lap the three stayed up right and they repeated the same downwind tactics so there were no further changes in position.



Race 2

By now a few "lulls" started to appear. The second race started in a lull, and all three started a little late at the Committee boat end. Chris had the perfect track close to the Committee boat, which forced Bob to drop behind him to avoid being pushed the wrong side of the Committee boat. The wind rose again and Chris headed left in search of less wind, while the other two headed right. This proved to be the faster side and Ben reached the mark first ahead of Bob. Bob capsized on the first reach letting Chris through. Chris followed Ben on the direct route to the leeward mark, but was unable to close the gap on Ben. Bob capsized at the leeward mark and this time he got tangled in the mainsheet and had to take off his buoyancy aid to free himself, so he retired. On the final lap Chris would only be able to catch Ben if he capsized. This was most

likely to occur on the final run, but Ben sailed this leg in a lull. Chris followed, but the wind built again half way down and he broached and capsized, giving Ben the win by a substantial margin.

The Race Officer offered a final race as a decider, but there was nothing to decide! Ben's two firsts gave him an unassailable lead, and Chris with two seconds couldn't be caught as there was no one left on the water to catch him. Therefore, the racing finished and the two boats returned to shore for an early, and extremely well deserved, tea!

Chris Robinson C63

Comet Class Association Results Sheet

Event:	Burghfield SC	Aphelion:	
Date:	27th April 2019	West	South

Helm	Boat No.	Sail	Club	Race #1	Race #2	Points	Pos.
Ben Palmer	597	Xtra	BWSC	1	1	2	1
Chris Robinson	63	Comet	BuSC	2	2	4	2
Bob Dodds	869	Comet	CMYC	3	DNF	9	3
Eddie Pope	377	Xtra	OSC	DNC	DNC	12	4=
Henry Jagers	800	Mino	BeSC	DNC	DNC	12	4=

(Continued from Page 16)

As we approached the finish line I had managed, more by good luck than skill, to remain in 2nd place in fleet 'B' but Tricia C885 was gaining and gaining too fast as with a few yards to go she came by!

Race 2 was in many respects the exact opposite of Race 1, I could not get into clear water and had a start to finish battle with Tricia, Mick C830 and John C400.

Race 3 went from bad to worse. Eventually I was so far back the race team didn't really know who was in last place - I did - me! Why did the race team need to know, they wanted to move the last mark back up the river to effectively shorten the course. I tried to persuade them to do it before I got there but to no avail. I had to suffer the ignominy of being chased up the river by the final mark!!

Roger has quite rightly praised the food and entertainment provided, the beer wasn't too bad either!

Sunday arrived all too early around 5.30a.m. in my case - noisy trains plus the dawn chorus combined to prevent further sleep. Fortunately Paul soon arrived and a welcome cuppa ensued.

I was looking forward to the day's racing with a determination to attempt to do better by being, at least, a lot closer to the pack! I was nearly ready, one boot to put on when a muscle in my back decided enough was enough and I could not move! End of racing for me.

Will I be back to SeSC in the future, it all depends on the weather? In a blow my skill level would make me a real hazard but you never know!

Nigel Fern
C845

Election of Officers and Committee

Paul Hinde stands down as ex retiring Chairman. Peter Mountford was proposed by John Sturgeon, seconded by Liz Hossell. Norah Jaggars proposed and seconded by Paul Hinde, the committee be re-elected. All agreed.

The Committee for 2018/2019 is

Chairman – John Sturgeon
Secretary – Liz Hossell
Treasurer – Rhiaian Bevan
Results – Michael Ettershank
Trophies – Nigel Austin
Events Co-ordinator – Steve Gregory
Membership – Mark Govier
Website & Perihelion – Nigel Fern.

Chris Robinson and Peter Mountford.

Appointment of Auditor.

The meeting thanked Helen Leivers for acting as Honorary Auditor. Helen was reappointed as Auditor for the coming year.

Any Other Business

Steve Gregory asked for suggestions for venues for Championships for next year. Discussion took place on early discount for Championships and also Junior member entry fee for Championships to be considered. To be discussed at Committee.

Proposed by Paul Hinde for the AGM next year that all rigs start on the same start line.

There being no other business the meeting closed with a vote of thanks to Staunton Harold Sailing Club

Liz Hossell. September 2018

Comet Association Championships Severn Sailing Club 18th & 19th May 2019



10 visitors travelled to Severn Sailing Club on the River Avon on the weekend of 18th & 19th May to join 3 home boats.

It was worthy of note that there were 8 boats using the new white Xtra sail, 1 boat using the Xtra sail and 5 using the standard sail.

Unfortunately, the wind forecast proved correct with an average of 2 knots north-easterly on the Saturday with a maximum gust of 8 knots. Sunday was only slightly better.



Because of the narrowness of the river, the entries were divided into 2 fleets A & B, (see Results) and 2 starting lines were established, one at the usual race officers' hut and



one about 300 yards downstream. Both fleets started at the same time and therefore also hopefully in the same wind conditions. Elapsed times were taken for every boat and the times for both fleets compared to give the overall positions for each race.

A simple course was set by the race officer, Alan Utteridge, with just 2 marks both to be left to port.

Race 1

In the first race, fleet A started at the race officers' hut. Although the wind was Force 1 or less, Alan Bennett (126) still managed to capsize, but recovered quickly without getting wet.



In fleet B starting from the downstream start line, Martin Carpenter (865) got well way from the rest of the fleet, but unfortunately only managed 6th place overall, being unable to match the elapsed times of the first 5 in fleet A, namely Bob Dodds (869), Eddie Pope (377), Chris Robinson (867), Ben Palmer (597) and Alan Bennett.

Race 2

The second race was held after a welcome lunch and the start lines were reversed, fleet B starting from the race officers' hut line.

Again, Martin in fleet B got well away and this time managed to beat Fleet A on elapsed times. He was followed by Bob, Eddie, Ben and Chris.

Race 3

For Race 3 fleet A returned to the race officers hut line. At the end of 2 laps, Eddie and Bob had a tacking duel for the last 20 yards along and close to the jetty, Bob narrowly beating Eddie. They were followed by Henry Jaggars (800), Martin and Chris.



After an excellent tea, entertainment was provided in the form of The B Flats Ukulele Band, which performed well-known songs suiting the, mainly, older generation.

Sunday dawned with the same windless conditions, which improved slightly during the day.

Race 4

Race 4 was held with Fleet A again at the race officers' hut start line.

reducing membership income and rising costs and that we have been running a deficit for the last couple of years I propose raising membership to £20 per individual and £26 for family membership. There hasn't been a rise since 2014.

There was a discussion between all present on the cost of mementoes and engraving. It was decided to itemise these separately on the accounts in future. Also the membership present voted on the giving of mementoes. It was decided as from 2019 mementoes would only be given for the Championships and the Orbital.

The accounts were adopted. Proposed. Henry Jaggars, Seconded Paul Hinde

Consideration of Motions:

Future of Comet No. 1

Brian Herring sent in a quote of what Comet No.1 needed doing to it to bring it up to sailable condition. A discussion took place of the future of the boat and if The Isle of Wight Museum doesn't want it then the membership present decided to offer it and the double trailer for sale. All where in agreement.

Increase in subscription.

Proposed in committee by Mark Govier and seconded by Rhian Bevan. Increase agreed.

White Xtra sail to be adopted into the Class Measurement Rules.

After much discussion the White Xtra Sail was adopted into the Class Measurement Rules. Discussion took place on the White X sail being included with the other sails already adopted into the rules. This was a item not included in the motion. The sail to be monitored during this year.

Honorary Membership

It was proposed by John Sturgeon seconded by Chris Robinson that Norah Jaggars be offered Honorary Membership. All agreed. Norah accepted.

opening trapping Andy in Devon. Luckily he managed to get out and although our stand had been handed to another exhibitor the organisers gave him a bigger and better location so we were able to have a stand which was busier than usual.

The Secretary - Liz Hossell thanked Steve Gregory for making her job a lot easier and the rest of the Committee for all their help. She thanked all the clubs who have had an event and welcomed Arden Sailing Club back to the circuit. She also thanked Paul on his final year of the committee, although he is still behind the scenes on the Website.

Membership Secretary Liz read out a report from Mark Govier in his absence. The summary, as of just before the Nationals, was **89** Members, three Honorary, seven carried over from 2017 (joined at the Nationals 2017 or later) and ten new members this year. Thanks for Mark's hard work.

Builders Report - Andy Simmons reported his reasons behind the new White X Sail. In March 2017 he brought together thoughts and ideas for the sail. He produced two prototypes and Peter Mountford helped test them. He used one at some Open Meetings last year. The first production batch arrived in November and there are 20 in use, plenty in stock. The Dinghy Show back in March saw him snowed in at home and managed to make it for Sunday. His plans for next year are to pay the RYA to be on the Class Association stand with just one Comet and take plenty of spares with him. For the future he is happy to continue to providing spares etc and occasional new boats and repairs but would like to eventually pass the business on ideally to a Comet owner as a "hobby business".

Treasurers Report and Adoption of the Accounts.- Rhian sent her apologies and Helen read out her report. The accounts show a deficit of £1,053 for 2017. As Membership has dropped we have less subscriptions coming in despite reducing to 3 times per year. The costs for Perihelion continue to rise.

Included within 'Other expenses' is the entry fee for the Endeavour Trophy 2017. Despite the deficits made over the last couple of years the Association still maintains a healthy bank balance of £5,637. Due to the

After a very close start, on the first downwind leg, Eddie was protested under Rule 42 for repeated gybes unrelated to changes in the wind. He attempted to exonerate himself by doing turns. After the race it was pointed out to him that a Rule 42 infringement could not be exonerated in this way, and he promptly retired. The race was won by Bob who was now unbeatable, followed by Martin, Chris, Henry and Ben.



Eddie causing mayhem as he does his unnecessary turns!

Race 5

Race 5, with down to 10 starters, saw Fleet B on the race officers' hut line. Tricia Peacock (885) from the home club got away well and led Fleet B on the first downwind leg, but this was short-lived as she was overhauled at the leeward mark. The race was won by Ben, followed by Henry, Martin, Eddie and Alan.

After an again excellent tea, the prize giving took place and every competitor received a memento. The results were as follows:

Rank	Fleet	SailNo	Sail	HelmName	Age Group	Sex	Club	R1	R2	R3	R4	R5	Total	Nett
1st	A	869	Xw	Bob Dodds	VET	M	CMYC	1	2	1	1	(DNC)	19	5
2nd	B	865	Std	Martin Carpenter	AM	M	SeSC	-6	1	4	2	3	16	10
3rd	A	377	Xb	Eddie Pope	AM	M	OgSC	2	3	2	(RET)	4	23	11
4th	A	597	Std	Ben Palmer		M	BWSC	4	4	-9	5	1	23	14
5th	A	800	Xw	Henry Jaggars	AM	M	BeSC	7	-8	3	4	2	24	16
6th	A	867	Std	Chris Robinson	VET	M	BuSC	3	5	5	3	-6	22	16
7th	A	126	Std	Alan Bennett	AM	M	SHSC	5	7	-11	6	5	34	23
8th	B	864	Xw	Peter Mountford	AM	M	SHSC	-12	6	6	8	8	40	28
9th	B	830	Std	Mick Parnell	VET	M	BASC	10	-11	7	7	9	44	33
10th	B	400	Xw	John Sturgeon	AM	M	HLSTC	-11	9	8	9	7	44	33
11th	B	885	Xw	Tricia Peacock		F	SeSC	8	-12	10	10	10	50	38
12th	B	845	Std	Nigel Fern	AM	M	SHSC	9	10	12	(DNC)	DNC	59	45
13th	B	844	Xw	Paul Hinde		M	SeSC	(DNF)	DNC	DNC	DNC	DNC	70	56

1 st Ancient Mariner	Alan Bennett	SHSC
1 st Veteran	Chris Robinson	BuSC
1 st Lady	Tricia Peacock	SeSC
1 st Newcomer	Mick Parnell	BASC

After the speeches, Severn Sailing Club was presented with a memento by the Association.

Roger Lemmon

A view from the rear - as usual!

Over the past few years Paul, Helen and Liz have ganged up on me demanding to know when I would grace SeSC with my presence. Therefore I could hardly refuse to attend the Association Championships at SeSC.

So with tent and Comet packed I journeyed down the M5 - quiet for once, except for the idiots who think lane 2 or 3 or even 4 is the correct lane to stay in for mile after mile!

On arrival I was taken aback by the narrowness of the river compared to the relative wide open spaces of SHSC, but if you don't try you never find out!

The two fleets and overall elapsed times were explained. I found myself in the 'B' fleet together with fellow SHSC (long distance) member Peter Mountford.

Race 1 was eventful in that I had, for once, a reasonable start and managed to keep up with the rest of fleet 'B' as we attempted to overhaul fleet 'A'. By the turn having successfully negotiated fleet 'A' coming back towards and through us I found myself in the unexpected position of 2nd in fleet 'B'. As we ran, reached, and beat back down river, yes - the wind was that fluky, I fell back and back as Martin C865 quite literally disappeared into the distance.

(Continued on page 21)

COMET CLASS ASSOCIATION

ANNUAL GENERAL MEETING

held at
Staunton Harold Sailing Club
Sunday 26th August 2018

The meeting was attended by 20 members and the Builder.

Apologies:

Apologies were received from Keith Lamdin, Roger Lemmon, Mark Govier, Andrew Beaumont, Tim Higgs, Roger Harrison, Rhian Bevan, Peter Blundell, Mary Starkey and Nigel Pepperdine

The minutes of the AGM held on 28th May 2017 had been circulated prior to the meeting . The minutes were approved.

Reports.

Chairman – John Sturgeon reported that this year has been very active with some committee members adopting new roles. The principal change being that of Secretary with Norah stepping down after 26 years and Liz taking on the role. Steve Gregory taking over the role of liaising with Clubs and making contacts within the clubs that have provided Opens and Championships and making a successful season so far. The Association Championships were at Gunfleet, the home of our President. Keith was there to give advice on all things Comet, especially to newcomers in the fleet.

This year also saw Brian Welham's retirement and Nigel Fern taking on the dual role of Webmaster and Perihelion Editor. With Mark Govier's monthly newsletter, communication on the website has been able to keep the members much better informed and John thanked them on behalf of the membership. Paul Hinde was co-opted to the committee as ex Chairman to assist the new Chairman. This has worked very well and we will continue with an overlap in future years.

Finally John mentioned the Dinghy Show in March. It was thought it was going to be a total wash out for us as the heavy snow happened just before