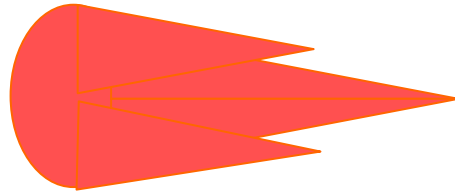


PERIHELION 141



***Comet Class Association
Newsletter***

Late Summer 2023

NEWSLETTER NUMBER

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Editorial

At the AGM I was very humbled to receive the thanks from our former chair Peter Mountford for my efforts in moving Communications within the Association forward.

The Committee now under Eddie Pope's guidance have managed to fill most of my role with one exception. At the moment no-one has stepped forward to continue editing Perihelion.

In many respects editing Perihelion is one of the easier tasks when compared to creating, editing and maintaining the website etc. So if you are interested in assisting the Association and thinking, with a bit of help, I could create this then please get in touch. I will provide the help.

If you look closely at Page 3 you will see that I am no longer within the table that is because the newseditor post is not a committee post!

Nigel Fern
Comet 845



Chairman's Report

It's an honour for me to take over from Peter Mountford as Chair for the next 3 years. Peter will be a hard act to follow - he has led the Committee through Covid and beyond in a thoughtful and enthusiastic manner, while overcoming his own health problems.

The Comet Committee is a very strong team and is a major contributor towards the continuing success of our fantastic dinghy. The RYA has given Lifetime Achievement Awards to Norah and Henry Jagers for their many years of "service" to the Comet, which is really well deserved. I also want to pay tribute to Nigel Fern, for his great work on the website, Newsletters and Perihelions. I am grateful to Chris Robinson for stepping in to take over much of Nigel's role to add to his existing Facebook responsibilities.



2023 has seen a huge range of Open meetings including new venues at Eyott and Shustoke and a well-attended National Championship at Ogston. Weather extremes caused 3 opens to be postponed or cancelled, but we were able to rearrange 2 of them for later in the year.

There has been much debate about the 2023 PY listings by the RYA for the Comet. Club data provided to the RYA is not on a consistent basis, which calls into question the PY figures. I will be raising this and other points with the RYA, with a view to having an agreed way forward for the 2024 PY listings. I will be liaising with Andy Simmons about my communications with the RYA, having received input from members at leading Comet clubs.

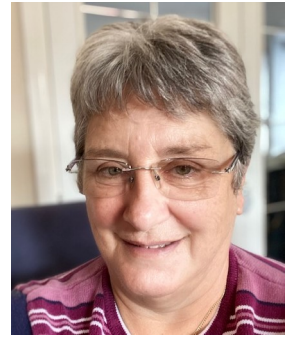
I am retaining my role as events coordinator, which I enjoy. I have made a start on the 2024 calendar, with both Championship venues already arranged. I am also keen to hear from clubs which would be keen to host a Championship event in 2025 - please get in touch if interested.

Eddie Pope

Secretary's Report

There will be no Secretary's report in this issue as Liz has far more pressing matters to deal with following the death of her father.

We thank Norah for stepping in at the AGM for Liz and preparing the AGM documents that will be in the member's area of the website.



Builder's Report

Just returned from the Bowmoor Association Championships, what a friendly club with a lovely stretch of water. Galley and bar one side of the club house, decking and seats just alongside and the water's edge just a couple of yards away from that. You will read all about it elsewhere (*in P142 - Ed*), but I decided to enter with a new boat I had in stock. I hadn't sailed one since last years Bala National Championships and what with being not 100% healthy, decided to reef for my first race. I also helped another mature sailor reef their Comet and let's say he did a lot better than me. The course seemed a bit "complicated", and I lost sight of the young lady in front of me so decided to retire rather than hold up the proceedings. I seemed to get a DNS rather than DNF.



After a lovely lunch, the wind abated and throwing caution to the wind, I sailed with full sail. Forgetting I was in a brand-new boat I somehow found myself almost on the line and up with the big boys! I seemed to point lighter than some and stayed out of trouble. I was quite chuffed to come tenth in that one race!

This week I've just built a new Comet for a lady who left the fleet many years ago and will be sailing at Bartley, near Birmingham.

We recently had a case of a missing tooth on one of the Zipper sails. Just one missing doesn't cause a problem but it is important to be careful, especially when lowering the sail. Always keep the zipper slider at head height and obviously have the boat head to wind, no kicker and ease the outhaul.

No more mast hole / tube problems since the last ones I reported on. Keep the boats bow up and drain plug out and try and keep the mast tube dry. If the tube has worn deeper downwards then the water can seep into the hull skin and when the frost comes it can expand and weaken the area. Those who leave their masts up should really have the hole drilled to drain the tube. More info is on the class website.

Feel free to get me to check your boat if I'm at your club.

Going back to my performance in that one race, it may of course be nothing to do with me and all to do with a rather fast hull and rig. It goes without saying, that Comet is available at a good price!
Andy

RYA 2023 Lifetime Commitment Award for Henry and Norah Jagers

The Comet Class Association (CCA) is delighted to announce that the Royal Yachting Association has conferred a Joint Lifetime Commitment Award on Henry and Norah Jagers in recognition of their achievements and commitment during 65 years of combined service to the CCA.

The RYA annual volunteer awards **celebrate the exceptional commitment and achievements of individuals who have made a difference** in helping others get on the water and in their contribution to the sport across the UK.

Henry established and built up the Comet fleet at Kingsmead Sailing Club and subsequently at Staunton Harold Sailing Club. He joined the Association's Committee in 1989 and served for 11 years as its Chairman from 1997. He still competes in the majority of Open Meetings and both Championships held every year. Norah joined the Committee in 1992, became its Secretary in 1993 and served in that capacity continuously for 24 years. During this period, she also organised the annual programme of Open Meetings and Championships and at various times, acted as the Membership Secretary and the Trophy Buyer. They played a key role in the growth of the number of annual Open Meetings from 12 at the start of the 1990's to a peak of 28 in 2005.

They continue to provide an active role in supporting and advising the Association. Norah always personally welcomes sailors new to Open Meetings and Championships, and provides a valuable shore side liaison in an unofficial capacity between the Association and the club hosting a Comet event. She acts as the Association's photographer, producing images incorporated by Henry into the literature he generates each year for members, and for display stands at Championships and at the annual RYA Dinghy and Watersports Show.

Through personal example, Henry and Norah continue to make a significant contribution to maintaining the reputation of the class as a friendly and welcoming fleet while maintaining a keen standard of racing, thereby helping to ensure that clubs have wanted to continue to host Comet events.

Peter Mountford

Redditch Comet Open – August 19th 2023

The much awaited Redditch Comet Open took place on August 19th delayed from its original date in July due to high winds. I was watching the forecast during the week which indicated that we may have to consider delaying again due to the same conditions. This contrasted with last year which was very hot and little wind. Unfortunately, it wasn't the weather that cancelled my sailing but an injury on the Tuesday before the race so I became a spectator for the event.

Come the day, although very breezy with anything between 10 and 25mph during the day the faithful Comet sailors braved the conditions. Arrow Valley Lake is a triangular lake with a couple of islands and surrounded by trees which bounce the wind causing peculiar wind patterns to challenge sailors used to large open lakes.

The first race started at 11.20am with Eddie Pope (Ogston) taking the lead which he held through the race followed by Ross Crawford (Redditch) in the first lap. With wild gusts abundant, there was plenty of entertainment for those in the club house watching Comets being bowled over like nine pins. One overturned Comet came back up adorned with fishing line and lead weight and Ross was a casualty in the first lap losing several places. With a nice long run between buoy 3 and 4, the wind was channelled between the island and the main shore resulting in an unforgiving jibe which many were succumbed to!

With Eddie in a comfortable lead, Chris Robinson (Burfield) and Dave Turtle (Shustoke) fought it out for second finally taken by Dave. The same was said for Alun Bevan (Methyr Tydfil) and John Coppenhaul (Hunts) who fought for 5th place which was taken by John.

Jacket potato lunch was next and the chat amongst the sailors was about the wind shifts, unexpected gusts and who went in and how many times.

The second and third races were back to back starting at 2.00pm. The wind had died slightly and we saw less capsizes in these two races.

But what was this, Eddie was still at the shoreline re-arranging his rigging with 2 mins to go. Surprisingly he got to the line just in time and although was not first across the line he made up in the first lap to sit in first position for the rest of the race. There was a battle for second place with Chris, Tim Higgs (Burfield) and Dave who finished in that order not far behind Eddie.

The wind dropped for the third race, which for me watching was the best race. This was like two races in one with two groups battling out for positions. Eddie again took an early lead but was strongly challenged by Chris who occasionally nudged ahead and Peter Mountford (Staunton Harrold) who added to the pressure.

John stayed in fourth place throughout the race between the race for the top three and the following group of Comets; Josh Bearshaw (Redditch), Dave, Alun, Ross and Tim who fought for fifth place. Tim succumbed to capsize at the end of the first lap leaving the four to use tactics to their advantage. The group thundered down the run for the last lap and swapping positions through the last three buoys before the finishing line where Josh dipped seconds ahead of Dave and Alun with Ross close behind.

The prize giving concluded the racing with Eddie, Chris and Dave awarded first second and third with Carol Evans (Redditch) given first lady.

I was pleased to see 16 competitors in all and we welcomed 10 travellers. It always good to see new faces at these events and was especially please to see Jacky Stagg and Caroline Doran from Bowmoor and also to Alun Bevan who brought his family up from South Wales to cheer him on.

The day ended with a BBQ for the hardy few before the Comet show headed to Carsington.

Although I could not compete, from my view point it was a good days racing thanks to the duty crew food and bar staff. I look forward to organising Redditch Comet Open 2024 and hope to see you then whatever the weather throws at us.

Roger Harrison

Redditch Sailing Club										
Club										
Date	19/08/2023									
Boat No.	Helm	Age Category	Club	Sail type	R1	R2	R3	Total	O/A	Pos
377	Eddie Pope	Ancient Mariner	OgSC	Xw	1	1	1	3	3	1
867	Chris Robinson	Veteran	BrSC	S	3	2	2	7	7	2
852	Dave Turtle	Ancient Mariner	SuSC	M	2	4	6	12	12	3
532	John Coppenhall	Ancient Mariner	HuSC	S	4	5	4	13	13	4
864	Peter Mountford	Ancient Mariner	SHSC	Xw	6	6	3	15	15	5
694	Alun Bevan	Adult	MTSC	Xw	5	7	7	19	19	6
765	Josh Beardshaw	Adult	RedSC	Xw	8	8	5	21	21	7
849	Tim Higgs	Ancient Mariner	BuSC	Xw	9	3	9	21	21	7
874	Ross Crawford	Ancient Mariner	RedSC	S	7	9	8	24	24	9
637	Carol Evans	Ancient Mariner	RedSC	M	12	16	10	38	38	10
639	Caroline Doran	Veteran	BoSC	Xw	10	16	16	42	42	11
600	Pat Lloyd	Am	RedSC	Xw	16	10	16	42	42	11
306	Will Noyce	Adult	RedSC	Xw	16	11	16	43	43	13
845	Nigel Fern	Ancient Mariner	SHSC	Xw	11	16	16	43	43	13
306	Mike Belenski	Adult	RedSC	S	13	16	16	45	45	15
894	Jacky Stagg	Veteran	BoSC	Xw	16	16	16	48	48	16

Redditch and Carsington Comet Opens

Redditch and Carsington held their Comet Opens on the same weekend; Redditch first on Saturday 19th August and then Carsington on Sunday 20th August. Both had very similar weather, but they were very different Opens.

Redditch was just after Storm Betty, so the morning's race was windy. However, by the afternoon the wind had begun to drop and the final race was sailed in pleasant conditions. The sailors that dropped out after the first race due to the strong winds missed the best sailing of the day. *(It was alright for you, Chris but hand cramp made boat handling in that wind very interesting to say the least!!- Ed)*

The wind at Carsington followed a similar pattern with a windy morning race followed by a drop in the wind in the afternoon that left the fleet becalmed for a while on the last run of the last race. The range in wind conditions provided a good test of ability with those able to sail in all wind conditions getting the best overall results.

Redditch is a small triangular lake with a triangular island in the middle and the island and banks have trees on them. This results in plenty of gusts and wind shifts. The wind shifts were large – enough to put the boat through the eye of the wind when beating! The windy weather in the morning made this particularly difficult, requiring lots of physical effort upwind. When beating it was easy to spot the wind shifts. However, it was not necessarily possible to take advantage as it

might take you into a wind shadow or worse still into the bank! However, if you stayed on the header you would lose out to those elsewhere on the course who could get onto the preferred tack. In addition, as the lake is small the closest competitors were never far away, so keeping clear of them added another complication. This got worse as the race progressed as the legs of the course overlapped, so meeting boats on another leg became a problem and towards the end of the race lapping of boats also occurred. Overall, there was a lot to think about!

Compared to Redditch Carsington is not large, it's HUGE. The course set at Carsington wouldn't fit onto the lake at Redditch. In addition, the course was set away from the banks and even then, the area used was less than a third of the reservoir! The wind came over the dam, so it was constant in direction and there were no real gusts – the wind just slowly varied in strength. The large course meant the legs didn't cross, so there were no problems meeting boats on a different leg and the club handicap fleet, which shared our course, were barely seen.

However, the sailing was still challenging. With no wind shifts, there were few chances to overtake and it was difficult to pull away from the boats behind or catch up the boats ahead. Therefore, good boat speed was crucial and it was necessary to ensure that the boat was sailed at maximum speed at all times. This was actually quite tiring.

The start was also very important as the boats in the lead at the start were likely to stay there throughout the race. Although the line was long, it was also biased so everyone tried to start at the same end. This resulted in the favoured end being very busy, making starting there difficult, while the rest of the line was empty!

Despite the constant wind, position on the water was still important – to ensure you have the right of way at marks and also to keep clear wind. If another boat was close by giving them dirty wind was an option too. For boats further behind it was desirable to cover them in case they get that elusive wind shift, while breaking cover from the boat ahead might allow you to get past if you could get the right shift.

So overall, Redditch and Carsington were very different Opens despite the similar wind strengths. This is one of the reasons I enjoy going to Opens – the different waters you encounter, and the different sailing techniques you need. There are other types of water on the Comet Open circuit too – inland river sailing with very restricted width, such as Severn and Bristol Avon, is one example, while sailing on a tidal estuary, such as Up River and Eyott, where the water moves, is another very different type of sailing. I enjoy the waves at events on the open sea, although sadly there haven't been any of these events on the Comet Open circuit in recent years.

Chris Robinson

CARSINGTON SC COMET OPEN 20 AUGUST 2023

There was a disappointing entry of 7 boats at this wonderful large reservoir, which is on a much grander scale than our normal venues. The fact that the National Championship was due to be held the following weekend at nearby Ogston SC was probably a factor in deterring travellers.

We started 5 minutes after the club race, with one race in the morning on a triangular course and two back-to-back races on a windward/leeward course in the afternoon. The long courses and steady winds of mostly a good force 3 meant that pace and spotting pressure were vital. There were also some significant wind shifts, but not many. The Standard rigs used by Chris Robinson (Burghfield SC) and Ben Palmer (Baltic Wharf SC) were a match for the White Xtras used by the other 5 helms.

In race 1 Peter Mountford (Staunton Harold SC) led for the first lap, followed by Chris and Ben. Eddie Pope (Ogston SC) went further towards the right on the second beat, and was lifted into the lead. He held this position until just before the finish, when Chris took a very narrow lead in freshening conditions. Ben came 3rd.

In race 2 Ben started well and led until Eddie passed him on the run. Eddie covered Ben and came 1st. Chris was 3rd.

Eddie, Chris and Ben could all win the event by finishing 1st in the final race. Chris started very strongly, chased by Eddie and Ben. It took until the final downwind leg for Eddie to gain water at the leeward mark, and in the dropping wind he was able to hold Chris off on the beat to the finishing line. So overall Eddie was 1st, Chris was 2nd and Ben was 3rd.

Eddie Pope

Club

Carsington Sailing Club

Date 20/08/2023

Boat No.	Helm	Age Category	Club	Sail type	R1	R2	R3	Total	O/A	Pos
377	Eddie Pope	Ancient Mariner	OgSC	Xw	2	1	1	4	4	1
867	Chris Robinson	Veteran	BrSC	S	1	3	2	6	6	2
597	Ben Palmer	Adult	BWSC	S	3	2	3	8	8	3
864	Peter Mountford	Ancient Mariner	SHSC	Xw	4	4	4	12	12	4
694	Alun Bevan	Adult	MTSC	Xw	5	5	6	16	16	5
705	Martin Loud	Ancient Mariner	WFSC	Xw	6	6	5	17	17	6
904	Nick Baber	Ancient Mariner	NSC	Xw	7	7	7	21	21	7

GUIDE TO COMET SAILSETTINGS FOR BEGINNERS & INTERMEDIATES

The following is applicable to all wind strengths:

Traveller/horse - block just clears tiller

Rudder blade - fully down (only exception is if there is heavy weed, when blade being left part way up may help rid the blade of weed).

The tables below relate to all sail types. They do however represent a simplification, because there are differences between the sail types (Standard, White Xtra, Xtra, Mino), and the helm's weight is an important factor. They only relate to sailing/racing where waves are not a major feature. Sea sailing and exposed large inland waters require use of wave techniques, which I will leave others to advise about (I don't claim to be an expert wave sailor).

Force 1 - 2

	Body	Daggerboard	Kicker	Outhaul	Downhaul	Boat Trim & Notes
Beat	Slightly forward in cockpit (equal weight fore/aft)	Fully down	Tight ropes when fully sheeted in	Hand's width away from boom	Enough to take out any creases	Keep boat as flat as you can unless very light wind, when boat can be heeled to leeward to promote effective sail shape. Maintain speed - do not over-sheet Worn sails require more kicker than new sails.
Reach	At or slightly back from beat position	No higher than upper deck	Same or slightly less than beat setting	Slightly looser than beat setting	Enough to take out any creases	Keep boat as flat as you can unless very light wind, when boat can be heeled to leeward to promote effective sail shape. Worn sails require more kicker than new sails.
Run	Further forward than beat position	As high as you feel comfortable with	Loose	Loose - hand's length away from boom	None	Heel to windward with sail at 90 degrees to boat. Run by the lee when wind shifts unless a major shift when gybe should be made

Force 3-4

	Body	Daggerboard	Kicker	Outhaul	Downhaul	Boat Trim & Notes
Beat	Slightly forward in cockpit (equal weight fore/aft)	Fully down unless over-powered when it can be raised a bit	Tight ropes when fully sheeted in, or pull in a bit more	Hand's width away from boom	Enough to take out any creases	Keep boat as flat as you can. If fully hiked and still heeled try tighter outhaul and downhaul. If that does not work let out some mainsheet, but try to maintain same pointing angle. Worn sails require more kicker than new sails.
Reach	Slightly back from beat position, even further back if planing	No higher than upper deck	Same as beat setting	Slightly looser than beat setting	Enough to take out any creases	Keep boat as flat as you can. Move back if planing. In gusts try bearing away a bit to keep flat. Worn sails require more kicker than new sails.
Run	Same as beat	No higher than upper deck	Slightly less than beat setting	Loose - hand's length away from boom	None or take creases out	Heel slightly to windward with sail at around 80 degrees to boat. Only run by lee if confident in your ability. In gusts pull mainsheet in a bit and maybe put more kicker on, but maintain direction.

Force 5 & up

	Body	Daggerboard	Kicker	Outhaul	Downhaul	Boat Trim & Notes
Beat	Forward in cockpit (equal weight fore/aft)	Pull up to upper deck level	Tight ropes when fully sheeted in, then let off a bit	Tight	Tight	Keep boat as flat as you can. Let mainsheet out a bit if necessary to keep flat, but try to maintain pointing angle. Worn sails require more kicker than new sails.
Reach	Towards rear of cockpit	No higher than upper deck	Same as beat setting	Slightly looser than beat setting	Tight	Keep boat as flat as you can. Move back - you will be planing. Bear away in gusts to keep flat. Worn sails require more kicker than new sails.
Run	Towards rear of cockpit	No higher than upper deck	Same as beat setting	Same as reach setting	Tight	Keep boat as flat as you can. Put a knot in the mainsheet to stop the sail going past 75 degrees. Pull mainsheet in more if over powered but maintain course

Comet Nationals 2023 – Ogston Sailing Club

Ogston provided the perfect venue for the 2023 Nationals. Set in the beautiful Amber Valley in Derbyshire

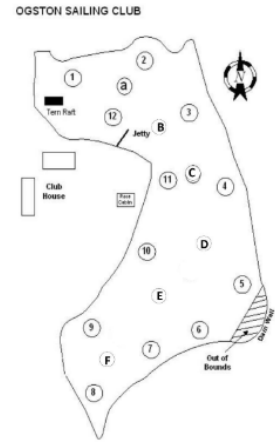
35 boats entered with a strong competitive fleet featuring 5 previous National Champion winners!

Day 1 started with sunshine and light variable winds making it very challenging for the race officer to get the regatta under way.

With a South Westerly wind direction, the racetrack was moved to the South part of the reservoir.

Ogston is blessed with a dog leg shape sailing area which enables a favourable sailing area to be found for most wind directions.

In shifty and variable light winds Pete Coop (Winsford Flash) came out on top followed by Eddie Pope (Ogston) and Guy Wilkins (Chipstead) All 3 are ex – National Champions.



Race 2 – Following lunch Race 2 got under way, again light, variable and challenging conditions for both the race team and the competitors.

Eddie came out on top with Pete second and Alan Bennett 3rd (Staunton Harold)

Approx 10 boats (mid fleet) sailed the wrong course, missing a small leg out. By the time they had corrected their error many on the edge of the top 10 places found themselves at the back! John Copenhall took the credit for the scenic route!

No more races were possible so day 2 was all to play for with 4 races scheduled and a lot more breeze in the forecast.

Race 3 – produced a different winner with Guy followed by Eddie and Pete.

Race 4 – Wind built to 15 knots (occasional 20 knot) gusts making for fast off wind legs and tough



© OgSC

beats. Pete secured another win, Chris Robinson 2nd (Burghfield) and Guy was 3rd.

Following lunch conditions ramped up again – big breeze and plenty of very strong gusts. Many people described being in ‘survival mode’ with multiple capsizes, especially at the gybe marks. Avoiding upturned boats became the new skill!



© OgSC

Race 5 – Start and first beat dominated by Toby Hancox, led the first full lap before an unfortunate capsize on a gybe – huge gust. Pete won again closely followed by George Coop (Pete’s Son) in second with Guy third.



© OgSC

Race 6 – Very challenging conditions –

Pete got out in front and built up a substantial lead to win the race.

Ben Palmer (Baltic Wharf) moving up the field took 2nd with Alan getting another podium in 3rd.

The strong winds took their toll as the day progressed with only 25 boats finishing,



© OgSC

With 4 firsts, a 2nd and a 3rd, Pete Coop had secured the championship with a day to spare.

Day 3 – The race officer did a great job in getting 4 races on Sunday which meant just 2 scheduled for the final morning.

Race 7 – Despite a lighter wind forecast the conditions were still a lively 15knots with 20 knot gusts. By the finish 3 boats crossed the line within 30 seconds of each other. Ben came in first (clearer enjoying the stronger winds), with George and Pete completing the podium. George's first victory over his Dad!

Race 8 – After a battle with Andy Dale (Eyott Sailing Club), Pete got into the lead and extended to take the win. Andy and Eddie had a great fight to the finish with Eddie just taking 2nd and Andy 3rd.

So final podium scores –

1st Pete Coop – Winsford Flash SC

2nd Eddie Pope – Ogston SC

3rd Guy Wilkins - Chipstead SC

Local sailor Isobel Hedley Fenn finished a very credible 9th overall to take out the Ladies Trophy.

The team Trophy went down to the wire with Winsford Flash coming out on top.

The Comet chair thanked Ogston Sailing Club for their great effort in producing a memorable and exciting championship in particular Andy and his race team, Craig the commodore, all the rescue crews and Andrea's team for keeping everyone well fed throughout the regatta.

Pete Coop also thanked Ogston for putting on a great regatta in challenging conditions and shared some final tips with the fleet before a final whole of regatta photo shoot.

Pete Coop



Pete Coop receiving the Championship awards
© Norah Jagers

Club Comet National Champions Ships Ogston SC

Date 26/08/2023 to 28/08/2023

Boat No.	Helm	Age Category	Club	Sail type	R1	R2	R3	R4	R5	R6	R7	R8	Total	O/A	Pos
610	Pete Coop	Ancient Mariner	WFSC	Xw	1	2	3	1	1	1	3	1	13	7	1
377	Eddie Pope	Ancient Mariner	OgSC	Xw	2	1	2	4	4	9	7	2	31	15	2
886	Guy Wilkins	Ancient Mariner	ChSC	Xw	3	5	1	3	6	4	8	4	34	20	3
597	Ben Palmer	Adult	BWSC	S	5	6	5	14	5	2	1	10	48	24	4
437	George Coop	Adult	WFSC	Xw	16	28.5	7	5	2	5	2	12	77.5	33	5
788	Andy Dale	Veteran	EySC	S	6	4	9	6	8	8	6	3	50	33	6
126	Alan Bennett	Ancient Mariner	SHSC	Xw	10	3	8	12	10	3	4	8	58	36	7
867	Chris Robinson	Veteran	BrSC	Xw	7	15	13	2	3	15	5	13	73	43	8
804	Isobel Hedley-Fenn	Adult	OgSC	S	13	14	4	7	9	6	15	11	79	50	9
311	Stephen Bellamy	Ancient Mariner	WFSC	Xw	9	7	10	13	11	12	13	9	84	58	10
869	Bob Dodds	Veteran	CMYC	Xw	18	13	6	9	7	7	DNC	DNC	132	60	11
380	Mike Heap	Ancient Mariner	OgSC	S	21	17	11	8	13	11	10	7	98	60	12
358	Tobias Hancox	Youth	EySC	S	15	RET	14	11	12	10	9	6	113	62	13
894	Jacky Stagg	Veteran	BoSC	Xw	11	8	18	21	15	14	17	5	109	70	14
864	Peter Mountford	Ancient Mariner	SHSC	Xw	12	9	20	10	26	RET	14	15	142	80	15
221	Sarah-Jane Critchley	Veteran	ChSC	Xw	8	27	25	15	19	13	16	14	137	85	16
694	Alun Bevan	Adult	MTSC	Xw	30	30	15	17	14	16	11	17	150	90	17
433	John Hancox	Veteran	EySC	S	20	16	22	16	17	17	12	20	140	98	18
800	Henry Jagers	Ancient Mariner	BeSC	Xw	19	12	16	19	16	18	20	19	139	100	19
532	John Coppenhall	Ancient Mariner	HuSC	S	4	19	21	20	25	20	23	23	155	107	20
845	Nigel Fern	Ancient Mariner	SHSC	Xw	23	11	23	23	20	DNC	18	18	172	113	21
877	Charlotte Coop	Veteran	WFSC	Xw	25	26	12	24	18	21	21	21	168	117	22
108	Ken McKenzie	Ancient Mariner	OgSC	S	24	18	27	22	RET	22	19	16	184	121	23
123	Louise Curry	Veteran	ChSC	Xw	26	21	26	18	21	19	26	24	181	129	24
849	Tim Higgs	Ancient Mariner	BuSC	Xw	17	20	24	26	23	DNC	24	28	198	134	25
208	Matilda Harrison	Youth	OgSC	S	32	22	17	25	22	RET	27	25	206	138	26
895	Chris Fowler	Ancient Mariner	OgSC	Xw	27	23	19	29	29	DNC	22	22	207	142	27
705	Martin Loud	Ancient Mariner	WFSC	Xw	22	25	28	28	27	25	29	29	213	155	28
531	Craig Harrison	Veteran	OgSC	S	29	31	32	30	24	23	25	26	220	157	29
190	Lee Purslow		OgSC	Xw	DNC	32	30	RET	28	24	28	27	241	169	30

Severn Sailing Club 2nd September 2023

13 competitors arrived to compete for the Severn Sailing Club comet Open trophy, of which 7 were visitors. The weather was fine albeit with only a 2 - 5 knot breeze shifting through up to 45 degrees.

Race 1

The anticipated busy start line with 13 boats across a narrow river did not occur with most competitors caught out in the intermittent breeze and nowhere near the start line. Dave Peacock and Dave Turtle got away well with Peter Mountford following some way behind. Apart from a couple of tail-enders finding the reeds on the leeward bank the race was uneventful and finished in this order

Race 2



For the start of race two the breeze dropped to virtually nothing with the occasional zephyr coming through. The fleet were again spread out some way behind the line. Dave Turtle had a good start with Dave Peacock playing catch up this time, and Mike Weaver following. The breeze did not recover and after a tacking battle approaching the finish line Dave Turtle held on by a margin of 1 second to take the win from Dave Peacock, Mike Weaver finishing third.

Race 3

A chaotic start in a slightly fresher breeze as this time the fleet pushed the start line. Trisha Peacock was over the line aided by David Peacock. With a first and second place each, David Peacock and Dave Turtle started to match race each other allowing Mike Weaver, Ben Palmer and Jon Cooper to get away at the front. These three swapped positions for the lead but as the race progressed the breeze diminished and Dave Peacock found more speed than those in front to come though into first place with Jon Cooper second despite having not sailed a Comet for 10 years and Mike Weaver again in third place.

Despite the disappointing wind conditions all the competitors had an enjoyable day keenly contesting for honours throughout the day. An excellent tea with nibbles and cakes was enjoyed during the presentation before setting off home.

Severn Sailing Club Bredons Norton, Worcestershire							
Name	Sail No	Club	R1	R2	R3	Points	Position
D. Peacock	902	SeSC	1	(2)	1	2	1
D. Turtle	815	ShSC	2	1	(5)	3	2
J. Cooper	271	SeSC	(6)	4	2	6	3
M. Weaver	393 (Std)	SeSC	(9)	3	3	6	4
B. Palmer	597 (Std)	BWSC	(8)	5	4	9	5
P. Mountford	864	SHSC	3	(11)	8	11	6
M. Carpenter	865	SeSC	4	7	(10)	11	7
C. Robinson	867	BuSC	(7)	6	6	12	8
T. Peacock (L)	885	SeSC	5	10	(DNF)	15	9
J. Coppenhall	532 (Std)	HuSC	(11)	9	7	16	10
J. Stagg (L)	894	BoSC	(13)	8	9	17	11
M. Parnell	830 (Std)	BASC	10	(13)	11	21	12
J. Parkinson	782	SeSC	12	12	(DNF)	24	13

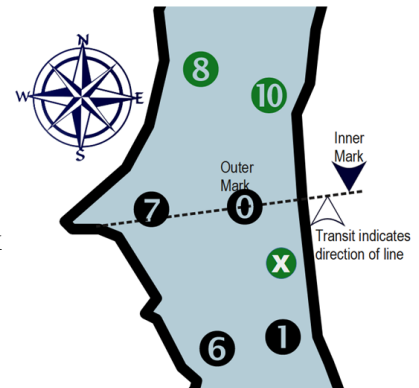
Alan Hatton, Vice Commodore, Severn Sailing Club

Comet Class Open Meeting Merthyr Tydfil Sailing Club 3rd September 2023

The forecast was for very light winds turning from the north to the south with bright conditions. When I arrived at the club, there was near zero wind in places on the reservoir. I wasn't too worried as we had over three hours until we were scheduled to brief and race. We had a small turnout for our event with just seven entrants this year including three visitors; maybe the light winds forecast has kept people away; but after such a washout summer we were hoping for more. However, for those who came and took part, we enjoyed slow motion "nip and tuck" racing and one sequence of capsizes by myself, maybe I just had to cool down.

Race 1

The wind had filled in at about F1, maybe 2 if you were optimistic, from the south. A short course was set with X placed as a short windward mark, rounded to starboard then running back through the line, keeping the outer mark to port and on towards 8 and across to 10 and back. (see chart). The briefing held and everyone launched.



© Alan Cridge

The wind remained fair for the start and first away from the line was Alun Bevan (694, Merthyr Tydfil SC), he soon tacked away on port while Peter Mountford (864, Staunton Harold SC) and others stayed on starboard tack for a little longer. Alun was off down the run, but as is the way in light and variable winds, was soon caught up. Ben Palmer (597, Baltic Wharf SC) slipped away clear of the rest on the reach/fetch leg and stayed out front. On the second lap, the only micro-drama was Alun just clipping the downwind mark and then struggling to complete his penalty turn. Peter and Chris Robinson (867, Burghfield SC) battled it out for second and third, with Peter securing second at the line.

After lunch the course was reset to be X, 8, 10, Line (8 moved up slightly and the outer mark dropped on the run back down). This gave a course with possibly other options for downwind overtaking and a "freer" fetch/reach.

Race 2

The wind virtually died as the start sequence began. This time Alun Bevan got away from the line first (about four minutes after the start signal) and rounded the X mark first, but the wind was filling in a little and similarly to the first race he was caught by the following boats heading downwind. This time Peter caught him and slid past, and Chris was close behind. On the second downwind leg, Peter was clear ahead, but Alun didn't leave enough room for Mark Govier (667, Merthyr Tydfil SC) to gybe and dropped back doing his penalty turns, allowing Chris to secure second place in this race but only just holding off Ben with a sequence of strategic cover tacks (in relative slow motion) right before the



line.

The fleet stayed out on the water to enable a back-to-back race over the same course.

Race 3

The wind had filled in just a little better (at the start at least). Ben had a great start, clearing the fleet and staying there over the two laps. But it was all happening behind, Alun had been in second, but was overtaken by both Chris and Peter on the beat back towards the line, Chris now in second place. On the second run down, there was a “reforming” of the chasing (if it can be called “chasing”) fleet, after rounding the gybe mark, Mark Govier (667, Merthyr Tydfil SC) immediately tacked away onto port to “try something different”, it worked, being windward to catch the next gust early, he managed to slide past the others into second place, but then managed to be the only sailor to capsize on the day; to windward, being caught by sudden shift, ending up on top of the 10 mark. Losing all the advantage gained on the penultimate leg of the race. Whilst Mark was tangled up with the final mark of the course and then trying to find wind enough to perform a penalty turn, the other three nearby sailors cruised past. Ben clearly well ahead, followed by Chris, then Alun and Peter.

Congratulations to Ben for a patiently won open meeting in occasionally frustrating wind conditions.

Well done to Thomas Bevan (420, Merthyr Tydfil SC) for taking part in his first open meeting and completing three races, and Sarah-Jane Thomas (460, Merthyr Tydfil SC) who sailed her first races today.

Tea and cakes were then enjoyed by all in the recently refurbished clubhouse.

Thanks

Thanks go out to the visitors, organisers, caterers, and safety boat crew (not needed except to move marks) and all who helped at the club on the day and earlier.

Merthyr Tydfil Sailing Club are proud to be hosting the Comet National Championships in August 2024, full details of this will be posted on the club and class association websites.

Mark Govier (Comet 667) and Assistant Secretary MTSC.



© Alan Cridge

Rank	Sail No	Club	Helm Name	R1	R2	R3	Total	Nett	Sail
1	597	BWSC	Ben Palmer	1	3	1	5	2	S
2	800	SHSC	Peter Mountford	2	1	4	7	3	Xw
3	867	BuSC	Chris Robinson	3	2	2	7	4	Xw
4	694	MTSC	Alun Bevan	5	5	3	13	8	Xw
5	667	MTSC	Mark Govier	4	4	5	13	8	S
6	460	MTSC	Sarah Thomas	DNS	6	6	19	12	S
7	420	MTSC	Thomas Bevan	6	7	7	20	13	S

COMET SPARES PRICE LIST - SEPTEMBER 2023

Payment can be by credit or debit card, bank transfer or cheque.

This list doesn't include everything! Please phone if you are unsure of the parts needed.

Postage and Packing – Royal Mail at cost
Overnight Delivery for sails

P.O.A

SAILS (including numbers and battens!)

Comet - Original Standard 440.00

Standard Sail with Zipper 460.00

Zipper Sail Conversion Kit - This includes halyard, cleat, top extension & block 49.00

White Xtra Dacron Sail 460.00

White Xtra Dacron Sail with Reefing (sail only) 475.00

White Xtra Dacron Sail with Reefing (including extra fittings) 520.00

White Xtra Conversion Kit - This includes halyard and parts needed to convert your top mast with the top extension & block and shorten your bottom mast and boom. 55.00

White Xtra Mast Top Conversion. New top extension & block(for current Mylar Xtra rigs) 22.00

To continue to be able to sail as a standard Comet you will need a Xtra bottom mast. The original top mast may fit and can have a small block shackled on for use as an Xtra or White Xtra.

You will not be able to fit the new mast top extension as the mast will not then fit through the

standard sail sleeve. A standard boom can be used with Xtras and White Xtras.

SPARS – Black Anodised

Mast Plug (state if bottom mast plug required)	1.00
Standard and Mino Top Mast	100.00
White Xtra Top Mast - with top extension & block	125.00
Standard Bottom Mast	90.00
Standard Bottom Mast – Race Rig	195.00
Mino Bottom Mast	190.00
Xtra & White Xtra Bottom Mast – Race Rig	200.00
Xtra Halyard - 4mm Dyneema 10m	17.00
Boom – Race Rig, Standard or Xtra or White Xtra	170.00
Extra Charge for Centre Mainsheet Boom	20.00
Daggerboard - GRP foam filled	265.00
Rudder Blade – GRP foam filled	220.00
New Style Stock & Tiller – Silver or Black	245.00
Sea Sure Black Telescopic 28”-40” Tiller Extension	69.00
RWO Black Standard 36” Tiller Extension	39.00
Tiller Extension Joint, Sea Sure - Silver Ext. RWO-Black Ext.	6.50
Rudder Uphaul/Downhaul Rope & Shockcord	7.00
Daggerboard & Toestrap Shockcord & Plastic Tube	5.00
Rear Toestrap Shockcord & Plastic Eye (as fitted to new Comets)	5.00
Mast Loop & Plastic Tube. Single for standard, twin for race kicker	5.00
<u>DECK CLEATS</u>	
Allen Deck Camcleat inc. mounting wedge, front & rear fairleads, screws – each	35.00
Standard Deck Clamcleats (now black anodised, sharper) – each	8.19
New Fairlead Cage for above Clamcleat – each	12.80

BAILERS

Plastic Bailer	59.00
Small Metal Bailer	69.00
Large Metal Bailer	89.00
Drain Plug	3.12

BLOCKS

Allen Automatic Ratchet Block (Including bow shackle) 75.29
(No becket available! For rear mainsheet use a new becket block on bottom & put ratchet block on boom with small bow shackle)

Selden Large Ball Bearing Becket Swivel Block – for lower rear mainsheet 37.78

RWO Large Ball Bearing Becket Block – for lower rear mainsheet & centre main 19.10

RWO Large Plain Bearing Becket Block – for lower rear mainsheet & centre main 14.90

Allen Medium Ball Bearing Block to fit boom for 14-1 Race Kicker & Race Deck Blocks
15.62

RWO Medium Plain Deck Block 10.98

RWO Medium Old Style Deck Block (Comets up to 517) 7.85

RWO Medium Swivel Block for Standard Riley Ratchet Block & Central Deck Block 14.11

Allen Small Ball Bearing Block to fit lower mainsheet blocks (fits 5mm Mainsheet Horse)
12.52

RWO Small Plain Bearing Block to fit lower mainsheet block (fits 5mm Mainsheet Horse)
10.98

Selden Large Ball Bearing Top Mainsheet Block 31.49

RWO Large Ball Bearing Top Mainsheet Block 16.30

RWO Large Plain Bearing Top Mainsheet Block 10.98

Outhaul Block and S Hook (including clew tie down rope) 24.00

As above with Race Block 29.00

KICKING STRAP BLOCKS

Allen Ball Bearing Triple Block 46.21

Allen Ball Bearing Triple Block with Becket 51.17

SeaSure Plain Bearing Triple Block 29.07

SeaSure Plain Bearing Triple Block with Becket	31.25
<u>SHACKLES</u>	
Small Bow shackle	2.58
Captive Pin shackle	2.50
Twisted shackle	4.74
Deluxe Key Pin shackle	4.61
New Allen Inspection Hatch with "O" Ring & Screws – Grey / White	22.24
Storage Bag for above Allen Hatch	19.42
RWO "O" Ring	3.89
Boom Pin	8.50
R Clip for Boom Pin	1.50
Doorstop Kit for Daggerboard (Doorstop, nut, bolt & bush)	9.50
Gelcoat Kit (one colour)	17.50
Gelcoat Kit (two colour)	22.50
Praddle, Single-handed Paddle	15.00
Little Hawk Wind Indicator – Mast Top	14.00
Little Hawk Wind Indicator – New Type fits at boom height	18.00
Padded Toe Strap	25.00
<u>COVERS</u>	
Comet Flat Top Cover	129.00
Comet Xtra Mast Up & Overboom Cover	159.00
Bottom Cover	139.00
Spar Bag	75.00
Daggerboard and Rudder Bags (pair)	100.00
<u>TRAILERS & TROLLIES</u>	
Combination Road Trailer - including trailer board	825.00
Launching Trolley - to fit above	320.00
New Lightweight Aluminium Trolley – to fit above	420.00

Comet Trailer Board Bracket 49.00

ROPES (price per metre, phone to check latest colours available)

7mm New Lightweight Mainsheet – white/silver	2.30
9mm New Lightweight Mainsheet - white/silver	2.95
8mm Black Polypropylene Mainsheet (rear main 10m, centre main 12m)	1.80
6mm 8 plait Matt Polyester (black)	1.35
6mm Pre-Stretched Colour Polyester (black, red, blue, yellow)	1.65
5mm Pre-Stretched Colour Polyester (neon yellow with - black, blue, silver or red flecks)	1.45
4mm Pre-Stretched Colour Polyester (yellow, neon yellow with black flecks)	1.10
5mm Dyneema - Grey with - blue, red or green flecks	2.50
White with – blue & red flecks	2.50
Blue	2.50
4mm Dyneema - Grey	1.70
6mm Shockcord (black)	1.45
50mm Toestrap Webbing (black)	2.40

CENTRE MAINSHEET - please ask for more details

CONVERSION KIT from approx. £80.00.00 - £130.00

NEW SIDE DECK CLEATS Large camcleats, wedges and fastenings 65.00

NEW SWIVEL JAMMER with adaptor and fastenings (excludes block) 175.00

DECK RACE BLOCKS Allen Ball Bearing (Kicker, Outhaul & Downhaul) 70.75

MAST & BOOM RACE BLOCKS Allen Ball Bearing (Boom & Mast Outhaul) 34.30

RACE RIGGING KIT (New Kicking Strap, Outhaul & Downhaul)

All blocks are ball bearing, control lines in 5mm Dyneema,
14:1 Kicking Strap, 4:1 Outhaul and Downhaul, Shockcord on Boom 185.00

ECONOMY RACE RIGGING KIT (New Kicking Strap, Outhaul & Downhaul Ropes)

Same idea as above but with extra plain blocks and 5mm pre-stretched smooth polyester rope. Uses existing kicker blocks. Full instruction diagram included. Add more power to your controls and smarten up your Comet!

If you are not sure about the state of your existing rigging, you are welcome to send us photos, or even send it to us and we will advise on what needs replacing. We will also re-thread your kicking strap correctly!

Kit for Comet up to 517

3 x Single Blocks, 1 Becket, all Rope & Shockcord 75.00

Kit for Comet 518 and later

Shackle, 1 Becket Block, 2 Small Blocks all Rope & Shockcord 70.00

**Comet Dinghies, Unit 4, Valley View Farm, Ashreigney, Chulmleigh, Devon. EX18 7ND
Tel.01769 520545 / 07860 847845**

email: cometdinghies@outlook.com

website: www.cometdinghies.com

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COMETS FOR SALE & WANTED



Comet 219

Comet 219, Post Office red hull and silver grey deck, built 1988 and in very good condition for year. Spars, dagger board, lifting rudder stock and tiller extension and sail all in very good condition. As new sheet and ropes set. Little use recently.

Road trailer with spare wheels, Banks top cover and Bramber



Comet 706

Light blue and silver grey deck, built 1996 and in very good condition for year. Spars, dagger board, lifting rudder stock and sails all in very good condition. Two sails available Little use recently.

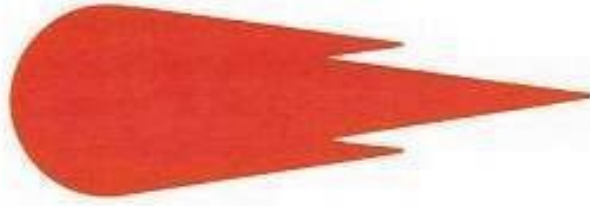
Launching trolley, Rain and Sun cover .



Comet 653

Standard rigged comet with launching trolley in very good order. Buyer to collect (located in Shropshire). £850

email emmalwoods2011@gmail.com



Comet Class Association

Affiliated to the Royal Yachting Association

Perihelion 142

Please send your contributions for the next issue of Perihelion by

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