



BERMUDA: RACING AT ITS VERY BEST



FROM THE PRESIDENT'S DESK

After a long winter everyone should be preparing their Comets for another active season. Many of you have already been sailing and have your schedules set to compete in a few regattas. Check out the race schedule on the new web site that Tina Lauver has been busy working on. The site is under the same name: www.CometClass.com Be sure to send Tina the NOR for your regattas well ahead of the event and again afterwards with the complete results and pictures.

Wick Dudley is the proud owner of the NEW Comet 4148. As of this writing, it is near completion and will be racing this Spring. We all look forward to seeing the new boat on the Susquehanna River for the North Americans. Thanks to Wick for ALL his time and efforts working with Mathews Brothers. Overseeing the construction of the new deck and cockpit design has been a long, difficult task.

The Susquehanna Comet fleet is growing and they look forward to hosting the North Americans on June 22 & 23. They have great club house facilities and a large body of water for running our event. Everyone should register soon, either on-line or by mail, and make plans for your accommodations.

The more we talk to various sailors of other classes and sailmakers, the more we believe that Mylar sails will be a positive move for the Comet Class. Several impartial people have assured me that with the proper care that all sails should be rolled up after each use and avoid storing them in extreme temperatures; they will last as long, or longer than the Dacron. Further, unlike the Dacron sails that get worn out slightly each race, the Mylar sails will retain their quality throughout their life. They should be as fast as Dacron in most conditions, though in light winds they may prove harder to read because of the stiffer material. This already holds true for the heavier weights of Dacron currently in use. We will continue our Mylar research and keep everyone posted.

I wish everyone an active sailing season. See you on the water.

Be sure to check out Comet Class Association on Facebook and click on "Like"

Talbott Ingram
President, CCYRA

From the Treasurer:

A reminder that many Comet sailors have still not paid their 2013 dues.

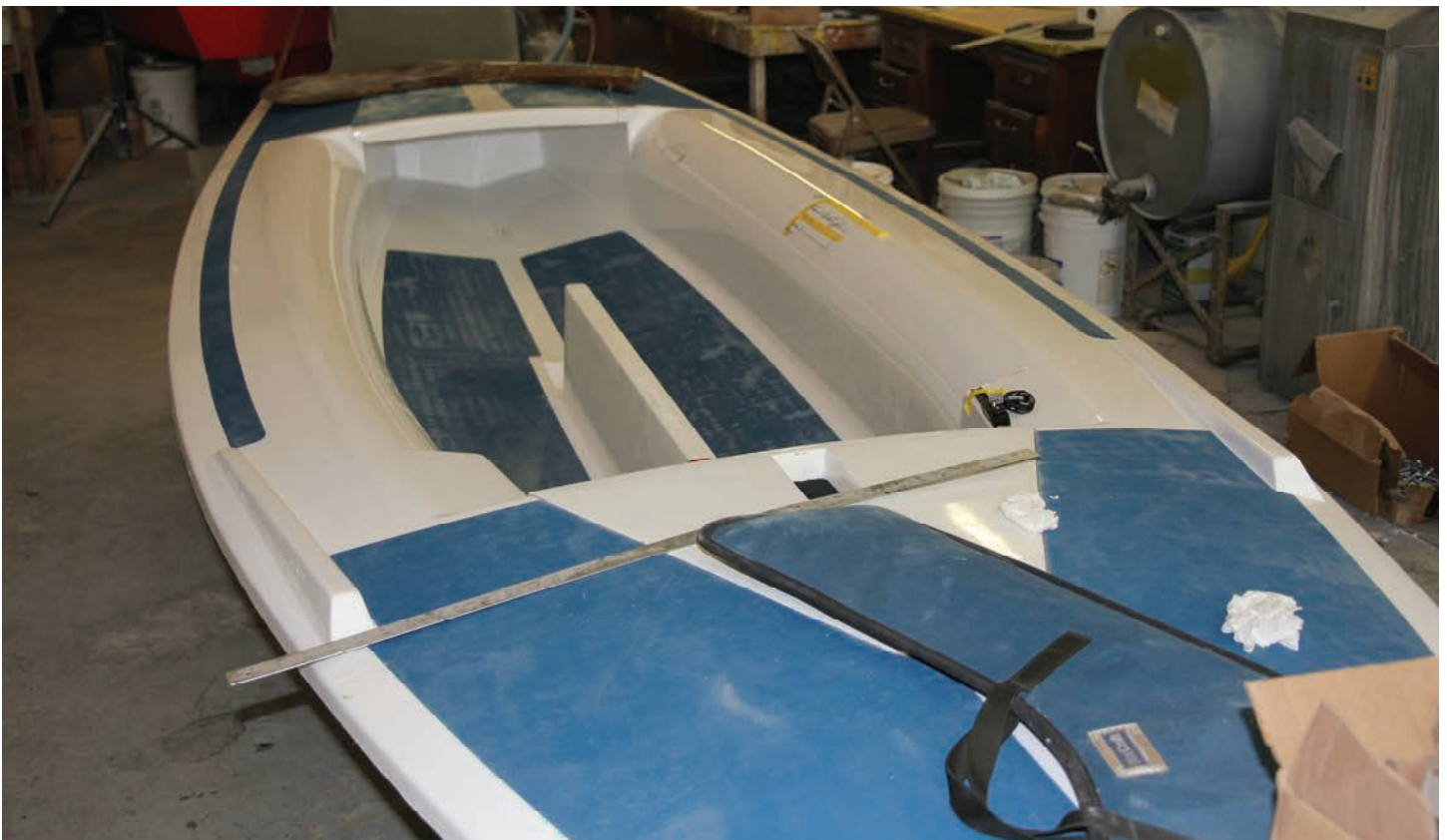
Everyone's support is necessary to maintain the financial strength of the Class.

It is necessary for everyone racing in either their local fleets or any regatta, to be a paid member.

THE STATUS OF THE NEW MATHEWS COMET- AS OF 5/24/13

Progress has been slower than we hoped for. Each important change or addition slows the process. In the middle of March, Talbott, Lee, Brad, Andy, Elliott, Jim and Wick met with Pete Mathews in Denton Maryland to review the new deck. Some difficulties in releasing the deck component from the mold, put a hold on completing the hull. Mathews has now corrected the deck mold and produced the new deck, which has been joined to the hull bottom!

Brad measured the boat hull to determine the proper centerboard pin placement. The major changes to the centerboard trunk were its' shape, strength and stiffness, by placing supports between the hull and the double bottom floor. The CB trunk changes have been completed as well as the stringers between the floor and hull. The two deck inserts were made this past week. These go at the mast partners and at the rear deck, between the tanks. The final piece (of this puzzle) to be made is the cap for the centerboard trunk. As you can see a lot of time, effort and thought has gone into this project. We need to get it right and are close to completion of the hull. We will be ready to install the hardware in early June. We now have the mast and boom, sails and most of the hardware needed. The plan is to have the boat ready to race at the North Americans at Susquehanna yacht club in June. See you all there!



MYLAR - A NEW LOOK FOR OUR CLASSIC BOAT



**STAYING
OF THE
OTHER
CLASSES!**



MARK BEATON: ON THE FUTURE OF MYLAR SAILS FOR THE COMET CLASS

The Comet Class has a long history of innovation in the sailing world. It was one of the earliest lightweight planing sailboats. Our relatively open rules with regard to rigging have encouraged Comet sailors to experiment with all the latest trends. Our class was an early adopter of highly adjustable rigs and one of the first to experiment with and adopt polyester woven sailcloth, replacing cotton. The Class leadership, in an effort to boost the appeal of the Comet, has chosen this moment to propose a rule change allowing the use of laminate sailcloth.

Laminate sailcloth, commonly referred to as "Mylar", is a type of fabric frequently used in bigger boats and more recently in smaller boats. This technology has been in common use for over 30 years. The fabric consists of two thin Mylar films with reinforcing yarns laid in various patterns and quantities between them. The films are then glued together under heat and pressure.

The yarns provide stretch and tear resistance to the laminate. Different types of yarn are used to reinforce Mylar sailcloth. Examples of yarns used today are; Carbon, Kevlar, Dyneema, Spectra, and Tenara. These yarns can be characterized as exotic. The Class proposes using only Polyester yarns, the least expensive of the commercially available options.

The Mylar film provides the yarns with a surface, holding them in place. All of the yarns referred to above use the same films with various thickness depending on the application. Obviously a genoa used on a big boat in under 8 knots of breeze will require a lighter/ thinner cloth compared to a sail used in 25 knots of wind.

There are many styles of Mylar sailcloth available that are appropriate for the Comet. Consultation with our sail makers and cloth suppliers will furnish us with guidelines to help us designate cloth parameters that will provide long racing life without a weight penalty.

Surprisingly, laminate sailcloths, comparable to the currently used wovens, are far less costly (about 20 to 30%). However these savings will be offset by higher labor costs and waste, but the laminate sails will, in all likelihood, retail for about the same price as woven Dacron sails.

Because the weight of the Mylar sails will be comparable to Dacron, there shouldn't be any measurable difference in performance and their competitive life will actually be longer. Further, Mylar sails do not stretch and blow out like woven ones. As a result they will hold their designed shape far longer. A test set of sails has been used at a few Fall regattas and one Spring regatta with positive results and good feedback. They are performing as expected and will be made available for inspection to anyone interested.

The test mainsail has a full length top batten which supports the roach better and extends its competitive life. If approved, full length top battens can be retrofitted on existing sails for minimal cost, in the neighborhood of \$75. Additionally, the test mainsail incorporates a loose foot, similar to a Laser sail. This will not affect performance, but will help our sail makers hold the line on the price of the new sails while still making a profit.

This change in the specifications is important to the life of the Comet Class. Clearly small boat sailing in the U.S. is in a downturn. We are competing for people's free time in a crowded market. New enthusiasm for the Comet must be fostered and was very evident at the Fall Annapolis Sailboat Show. Along with our new builder and attractive new ergonomic deck design, the new laminate sails will help the Comet project a modern image for sailors looking for a fun two person boat. Visually, the laminate cloth has great impact. It just looks very cool!

*Now, the Comet Class must decide to continue its leadership . . . through innovation-
by allowing Mylar laminate fabric and a transverse upper batten and
a loose foot mainsail to be used in the construction of their sails.*

2013 BERMUDA INTERNATIONAL RACE WEEK

There were fourteen competitive Comets in the Bermuda International Race Week. On Saturday April 27 the winds were very light from the ENE. Then the conditions became very challenging for Sunday with winds blowing from the NE at 15 to 20 mph. There were several capsizes and a few breakdowns to make for a very interesting series. Rockal Evans was pushing for a second place in "High Yella", but was nosed out by Dimitri Stevens.

Congratulations to the winners, Stephen Dickinson and crew Pat Young, for winning the six race series with five bullets and a 2nd place drop.



Exciting racing between Dimitri Stevens, Stephen Dickinson and Rockal Evans.

Sail #	Skipper & Crew	Race No.	1	2	3	4	5	6	T
1	4109 Stephen Dickinson & Pat Young		1	1	2	1	1	1	5
2	4122 Dimitri Stevens & Tremaine Bean		7	3	1	2	3	2	11
3	4130 Rockal Evans & Christina Barnard		2	6	3	3	2	3	13
4	4126 Gladwin Lambet & Greg Proctor		3	4	5	5	5	4	21
5	4113 Ellie Wollman & Peter Dill		4	2	6	4	9	7	23
6	4052 Tre Joinville & Ralph Lampano		8	10	4	8	4	9	33
7	4062 Maxwell Burgess & Stefan Furbert		10	8	8	6	8	8	38
8	4119 Antonie Wingood & Fred Bulfold		9	9	9	9	7	5	39
9	4071 Dale Brangman & Shawn Smith		11	11	7	7	dnf	dnf	50
10	4128 Scott Fox & Wesley Tucker		5	5	dns	dns	dnf	dnf	52
11	4106 Anthony Smith & Zaniko Hendrickson		dns	dns	dns	dns	7	6	55
12	4129 Martin Finegan & Michael Finegan		6	7	dnf	dns	dnc	dnc	55
13	4007 Ross Smith & Sean Smith		dns	dns	dns	dns	dnc	dnc	70

2013 BERMUDA COMET CLASS OFFICERS



GLADWIN LAMBERT
Regional President
WESBC

COLIN CLARKE
Past Regional President
EEMYC

GEORGE HAYWARD JR.
Executive Member
MASB

CORSICA RIVER YACHT CLUB



Wind conditions started in the 15-20 knot range, but quickly abated to 10-15K with frequent gusts and plenty of shifts to take advantage of. The shifts were a major factor in the results, which yielded huge gains . . . or huge losses. By Andy Wood

RACE RESULTS

Andy Wood	1	1	1	2	= 5
Wick Dudley	2	2	2	1	= 7
Mike Hillis &	3	3	3	DNS	= 13

FUTURE CLASS ACTIVITIES AND REGATTAS

May 26 – Comet Masters @ Shrewsbury Sailing & Yacht Club

June 1 - Randall DeLeeuw Regatta @ Green Pond
Comet Class North Americans

June 22nd and 23rd Susquehanna Yacht Club Wrightsville, PA

July 28 – Annual Regatta @ Corsica River Yacht Club

Comet Class North Americans June 22nd and 23rd Susquehanna
Yacht Club Wrightsville, PA

GOOD NEWS!!!

Please join the reactivated Fleet 145, for the North Americans Regatta at Susquehanna Yacht Club (SYC) on the beautiful Susquehanna River. The official Notice and online registration is available online at www.CometClass.com/regattas and must be received by June 19th. We are anxious to get a good turnout to help the Susquehanna grow our local fleet and invigorate the class.

We promise good beer, great food and excellent company!

EIGHT BELLS FOR TWO PROMINENT COMET SAILORS

JOHN R. "JACK" BOEHRINGER, 82, of Wynnewood, PA. died on Tuesday, March 5, 2013 from cancer. Jack was founder of Boehringer Laboratories, Inc., a biomedical engineering firm which designs and manufactures medical instruments in the surgical, anesthesia and respiratory fields. Jack was the holder of 45 patents. He also founded Boehringer Associates in 1967, a consulting firm specializing in cost-control management in manufacturing and hospital operations. Jack was born on June 5, 1930 in Drexel Hill, PA. He grew up in Upper Darby and spent summers in Stone Harbor, New Jersey. Jack loved to sail and at age 16 built his own boat which he raced with his brother Gill in Comet regattas throughout the region. Years later he was successfully making his own sails. Jack and his wife Carol raced together for years winning many regattas until their son, (Bobby), became old enough to take over the crew position. Jack ultimately achieved his crowning success on the race course by winning the 1970 Comet Internationals in this beloved boat.



Territory I Champion Jack Boehringer in Action at Canandaigua, 1967

DAVE ROGERS died on Friday, April 12, 2013 from complications associated with advanced Diabetes. He is survived by his brother Ronnie, his daughters Jennifer and Emily and his son Andrew. Dave was born in Philadelphia, but grew up and attended schools in Toms River, New Jersey. After graduating from high school in 1963 he attended King's Point Merchant Marine Academy for one year and transferred to Maine Maritime Academy from which he graduated in 1967 when he began his career in the Merchant Marine. He also served our country during the Vietnam War as well as during various subsequent conflicts and interventions. During the mid to late 1970's he worked for Ingersoll-Rand. He held several patents for ship mechanical components and maintenance tools. During his career he acquired a total of 8 marine engineering ratings including one for nuclear propulsion. He professionally raised Wire Fox Terriers for many years and won numerous dog show prizes for his own and others dogs. He first crewed on a Comet circa 1955 and, after his father bought one for him, raced Comets until the mid 1960's. He sailed 470's and Stars intermittently for many years before getting back into Comets circa 2001 with Comet 3864 which he beautifully restored. Although he no longer could sail due to his health, he served as Vice President of Championship Regattas from 2002 until 2012 selecting wonderful venues and coordinating the great food, prizes and racing for which he will be remembered. He donated the David Rodgers Trophy for 3rd place overall at the Internationals and, in 2007, he was made an Honorary Life member of the Comet Class.

COMET E-NEWS is produced monthly, June - October. We need the results of local fleet racing with articles and photography. Racing at other venues improves your skills and extends your sailing friendships. Help young sailors to crew and develop skills afloat. They are the future crews and skippers of our class!

Contact Peter D. Tasi, V.P Championship Regattas and editor of COMET E-NEWS: pdtasidesign@gmail.com
or snail mail:
1608 Margaret Avenue Annapolis, Maryland 21401