

COMBINED COMET CLASS ASSOCIATION

COMET TRIO CLASS RULES

1. INTRODUCTION.

- 1.1. The Comet Trio is a 2 or 3 person hiking dinghy used for cruising, training and racing.
- 1.2. The Comet Trio was designed by Phil Morrison and is a Single Manufacturer One Design dinghy. It was originally produced by Comet Dinghies (Sail Nos:300 to 495). It is now built solely by Peak Dinghies Ltd who changed the production method of the hull from chopper gun layup to chop strand mat in polyester resin and built one Comet Trio (Sail No: 500) and subsequently introduced a new rig using Seldon spars and North sails. Trios now sailing with this new rig are designated the Comet Trio Mk2.
- 1.3. Peak Dinghies provide not only the new Comet Trio Mk2 but also spares for all Comet Trios. Much work has gone into making the new rig that has been introduced compatible with the existing fleet of Comet Trios so that any existing Comet Trio may be converted to a Comet Trio Mk2 should the owner wish. The spars and sails can be replaced on an individual basis (ie. North sails fit the original spars and original sails fit the Seldon spars). It should be noted that because the North mainsails and spinnaker are larger than the original designs, it is the incorporation of these components that changes the designation of the boat from a Comet Trio to a Comet Trio Mk2 (see definitions at Para 5).
- 1.4. These Class Rules should be read in conjunction with the Constitution of the Combined Comet Class Association.

2. PROTECTION OF ONE DESIGN.

- 2.1. The intention of the Class Rules shall be to maintain the Comet Trio and the Comet Trio Mk2 as classes in which racing is a true test of sailing skill. The boats in each class shall be as alike as possible in all aspects affecting speed and ease of handling. The boat's characteristics of simplicity, safety, moderate cost and low maintenance shall be maintained.
- 2.2. To be a Comet Trio or a Comet Trio Mk2, the boat and its Major Components (see Paragraph 4) must comply with these Class Rules.
- 2.3. Only Builders who are holders of a valid licence from Mr P Morrison shall be entitled to build Comet Trio sailing dinghies.
- 2.4. Builders shall be required by their licence to produce boats and parts in accordance with the official plans and specifications issued by Mr P Morrison and in accordance with these Class Rules.

- 2.5. Each Comet Trio is issued with a sail number when built and shall be recognised only by that number whether sailing as a Comet Trio or a Comet Trio Mk2.
- 2.6. All Major Components shall be obtained from the Builder, who may themselves utilise components from more than one supplier.
- 2.7. The intention is that all Major Components shall be strictly one design. However, the builder may from time to time have to vary the specification of the Major Components. Should this be necessary the Committee of the Combined Comet Class Association shall be consulted prior to the changes but agreement of the Committee is not required. The Committee will notify members of any changes to Major Components when implemented by the builder.
- 2.8. No additions or alterations shall be made to Major Components as supplied by the Builder unless specifically authorised by these Rules.
- 2.9. It shall be the responsibility of the owner to ensure that their Comet Trio, whether sailing as a Comet Trio or a Comet Trio Mk2, complies with the Class Rules.

3 INTERPRETATIONS.

- 3.1. Interpretations of these Comet Trio Class Rules shall be made by the Committee of the Combined Comet Class Association. All interpretations shall be published as soon as practical.

4 MAJOR COMPONENTS

- 4.1. Hull. The GRP hull and deck shall be produced only from official moulds to the standards and specifications of the Builder. Note: the hull moulding around the mast foot was changed after hull 500 to facilitate the Seldon mast foot. Comet Dinghies parallel sided masts cannot be fitted to hulls 501 onwards.
- 4.2. Spars
 - i. Mast
 - a. Parallel sided (supplied by Comet Dinghies and on Trio 500 by Peak Dinghies)
 - b. Seldon tapered mast (supplied by Peak Dinghies)
 - ii. Boom
 - a. Same section as mast (supplied by Comet Dinghies and on Trio 500 by Peak Dinghies)
 - b. Seldon boom (supplied by Peak Dinghies)

iii. Bowsprit. Telescopic sections (supplied by Comet Dinghies or Peak Dinghies).

a. The bowsprit shall be retracted so that its forward end is within 300 mm of the forward most point of the hull at all times other than when the spinnaker is set or in the act of being set or recovered.

b. The maximum extension of the bowsprit shall be 1380mm from its end to the forward most point of the hull.

4.3. Foils

i. Centreboard.

ii. Rudder.

4.4. Rudder Stock and Tiller

4.5. Sails

i. Jib

a. Made by Rowsell (supplied by Comet Dinghies and on Trio 500 by Peak Dinghies)

b. Made by North (supplied by Peak Dinghies)

c. Jib furling gear.

i. Jib furling top swivel and jib furling drum shall always be fitted.

ii. No rope or fittings shall inhibit or prevent the furling of the jib while afloat.

ii. Mainsail

a. White Dacron, panel cut and reefable, made by Rowsell (supplied by Comet Dinghies and on Trio 500 by Peak Dinghies).

b. White Dacron, panel cut and reefable Mk2, made by North (supplied by Peak Dinghies)

c. Laminate, radial cut, not reefable Mk2, made by North (supplied by Peak Dinghies)

d. No rope or fittings shall inhibit or prevent:

i. the lowering of the mainsail while afloat.

ii. the reefing of the Dacron mainsails while afloat.

- iii. Spinnaker
 - a. Made by Rowsell (supplied by Comet Dinghies and on Trio 500 by Peak Dinghies)
 - b. Asymmetric. Made by North (supplied by Peak Dinghies)
 - c. Code Zero. Made by North (supplied by Peak Dinghies)
- iii. Repairs. Sails shall not be recut, resewn or altered other than for bona fide repairs. Sails shall not be fitted with stiffening patches or additional cringles.
- iv. Proof of compliance with Rule 2.6 for sails will be as follows:
 - a. Sails purchased after 31 Dec 2020 will carry a North Sails mark.
 - b. Rowsell Sails purchased before 31 Dec 2020 will, at the request of the owner, be marked by the CCCA Committee.
 - c. After 31 Dec 2020 only sails carrying either a North Sails mark or a CCCA Committee mark will be considered to be compliant with these rules.

4.6. A spinnaker chute launch and retrieval system.

4.7. Toe Strap Mountings.

5. DEFINITIONS OF ACCEPTABLE COMBINATIONS OF SAILS AND SPARS FOR COMET TRIO AND COMET TRIO MK2

Comet Trio

Spars:- Comet Dinghies mast and boom or Seldon mast and boom

Jib:- Rowsell (bought through Comet Dinghies) or North Sails (Bought through Peak Dinghies)

Main:- Rowsell (bought through Comet Dinghies)

Spinnaker:- Rowsell (bought through Comet Dinghies) or Code Zero by North Sails (Bought through Peak Dinghies)

Comet Trio MK2

Spars:- Comet Dinghies mast and boom or Seldon mast and boom

Jib:- Rowsell (bought through Comet Dinghies) or North Sails (Bought through Peak Dinghies)

Main:- Mk2 laminate or dacron North Sails (Bought through Peak Dinghies)

Spinnaker:- Rowsell (bought through Comet Dinghies) or Asymmetric or Code Zero by North Sails (bought through Peak Dinghies)

6. PERMITTED ALTERATIONS, ADDITIONS & REPAIRS.

6.1. The following may be replaced by parts from any manufacturer or supplier, provided they perform the same function:

- a. blocks.
- b. tiller extension.
- c. shackles, pins, swivels.
- d. centre mainsheet swivel.
- e. spinnaker bag.
- f. Standing Rigging
 - a. Shrouds.
 - i. **Parallel section mast** - Length overall between bearing surfaces 4650mm +/- 10mm. Wire diameter 3mm.
 - ii **Seldon tapered mast** - Length overall between bearing surfaces 4660 mm +/- 10mm. Wire diameter 3mm
 - b. Forestay. Length overall between bearing surfaces 4840mm +/- 10mm. Wire diameter 3mm. The forestay shall be fitted at all times the mast is in place unless a suitable mast gate is fitted to prevent the mast falling when jib tension is removed.
 - c. Shroud adjusters. Multi hole type. Distance between shroud attachment and deck fitting hole centres. Maximum 82mm. Minimum 18mm.
 - d. No additional shackles or rigging links etc. shall be fitted.
- g. Jib Halyard-
 - a. **Parallel section mast**
 - i. Shall be of external type, maintaining buoyancy of mast. Flexible, stainless steel wire diameter 3mm.
 - ii. Length overall between bearing surfaces 4740mm +/- 10mm.
 - iii. Jib halyard hook. Length between bearing surfaces Maximum 65mm. Minimum 55mm.
 - b. **Seldon tapered mast**
 - i. Length overall between bearing surfaces 5000 mm +/- 10mm. Flexible, stainless steel wire diameter 3mm.

- ii. The jib halyard tensioner shall not have a velocity ratio in excess of 6:1.
 - h. Main Halyard, of synthetic rope construction only.
 - i. Running rigging, mainsheet, jibsheet, kicking strap & lashings.
 - j. Self bailers.
 - k. Jib sheet fairleads, adjustable tracks and cleats etc. may be fitted anywhere on the forward end of the side seat moulding. Jib fairlead shall not overhang the side seat when viewed vertically from above.
- 6.2 The following additions and alterations are permitted and may include parts which can be obtained from any supplier:
- a. non slip material may be added to the internal mouldings.
 - b. an additional purchase may be incorporated in the jibsheet system (maximum velocity ratio 2:1) (see rule 6.1.k).
 - c. an additional purchase may be incorporated in the mainsheet system.
 - d. additional block and cleats may be added to lead outhaul, kicking strap and Cunningham sail controls aft.
 - e. the total velocity ratio of each individual control line system shall not exceed outhaul 8:1, kicking strap 16:1, Cunningham 4:1
 - f. any number and design of mechanical wind indicators may be fitted.
 - g. any compass may be fitted.
 - h. any additional equipment relating to safety purposes may be fitted.
 - i. additional hatches may be fitted provided they do not compromise the watertight integrity of any hull compartments.
 - j. rowlock sockets.
 - k. A wide mainsheet horse rope may be fitted to two eyes or two drilled holes positioned on corner of side deck and top of transom. The holes shall not compromise the watertight integrity of the hull compartment.
 - l. A spinnaker halyard bungee and block take away system to prevent tangling can be added.
- 6.3 The following additions and alterations may be permitted as long as they are fitted by the builder:
- a. a rear storage locker.

6.4 The following additions and alterations may be permitted as long as they are supplied by the builder and fitted in the standard position as indicated by the builder:

- a. jibstick and two eyes on mast.
- b. asymmetric spinnaker kit comprising extending bow sprit.
- c. a maximum of two transom flaps.
- d. outboard pad on transom.
- e. spinnaker chute.

7. REPAIRS & REPLACEMENTS.

7.1. Repairs shall be permitted to damaged Major Components provided that such repairs do not alter shape or characteristics of the component so that its strength or performance is materially affected.

8. CREW

8.1. A minimum of two and a maximum of three people shall be in the boat when racing.

9. ASYMMETRIC SPINNAKER

9.1. The Comet Trio or Comet Trio Mk2 may be raced as a two sail dinghy without spinnaker or as a three sail dinghy with spinnaker, depending on individual events and race instructions.

9.2. The Comet Trio or Comet Trio Mk2 will race on handicap with two different Portsmouth yardstick ratings. Additional Portsmouth Yardstick ratings may be allocated by clubs to reflect performance as a two sail dinghy or three sail with spinnaker.

5 Dec 19