Contendering

The Magazine of the British Contender Association - Spring 2002

SPECIAL SPRING BUMPER ISSUE!

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Contendering

Magazine of the British Contender Association

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Front Cover: Nick Grace of Castle Cove SC at the UK Nationals at Eastbourne

EDITOR'S BIT

Well, here we are. Another edition of Contendering, and another season nearly upon us. In this issue we have a full round up of the events of the 2001 season, together with details of the forthcoming one, and a report on the first fixture of the new season, the 2002 World Championships at Black Rock in Australia.

Yet again we have a busy season in front of us. Closer to home than Australia we have the European Championships at Hellerup in Denmark in July, our nationals at Penzance in August, to say nothing of our usual open meeting circuit. This year there have been one or two venue changes: Draycote makes its return after an absence of a few years, as does Hayling Island. Personally, I am sad to see that we're missing Porthpean this year, as it always seems to turn on some excellent sailing for us, but equally, I'm not sorry to miss the drive down…

This year we are sharing our nationals with the Hornet Europeans. This is something of an experiment for us: the idea is to keep down the cost of running the championship, and also to have someone else to blame for the carnage at the social events. Organisation of the event seems well in hand; the club are highly experienced championship organisers, the venue is renowned for both its excellent sailing and as a holiday resort, and a very full social programme is planned, so I expect to see a top turnout this year.

Speaking of turnouts and numbers, some of you might have spotted Malcolm McKeag's passing remark about "who still sails … an International Contender" at the end of a letter about international classes to Sailingsource.com's Scuttlebutt, implying that some classes (including the Contender) were less than active. Well, we couldn't let that one pass unremarked, so several UK members, including myself and our new secretary, Tony White, wasted no time pointing out that plenty of people around the world still sail the Contender. Sometimes it is worth reminding ourselves that the Contender IS the WORLD'S MOST POPULAR SINGLEHANDER. We have nearly 700 registered boats in the UK alone (genuine numbers, not started at some arbitrary marketing number to make the class look big!), and that number is still increasing at a healthy rate. Secondhand boats are still selling well – normally the BCA secondhand boat list needs little updating over the winter months, but this year has seen very high levels

SEND ANY ARTICLES, REPORTS, PICTURES & ADVERTISEMENTS TO JERRY DRISCOLL AT:

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Tel/Fax: 01962 711698
E-Mail: contendering@driscoll.globalnet.co.uk

Text on disk is greatly preferred, I recommend saving as a text file (unformatted), although I can import most word processor formats.

If you want pictures back, please put a label on the back: write in felt tip. Ballpoint impressions can show through when they're scanned.

of movement as new sailors have joined the class.

It should also be remembered that the International Contender is indeed a strong INTERNATIONAL CLASS, with real fleets across Europe and the rest of the world. The 2001 European Championships in France had over 70 boats, the 2000 Worlds in Medemblik well over 100, and despite the high costs of transport and travel, there were 63 boats at the 2002 Worlds in Australia this January. There are not many classes in the world, singlehanded or doublehanded, that can claim those sorts of figures!

Finally, as it's a while since I've bashed on about it, I'd just like to remind everyone about the Contender Association's activity on the internet. The BCA website is updated on a regular basis with up to date information about what's going on in the UK class: reports, results, event news, boats and gear for sale etc. If you want to keep up to date as the season progresses, it's worth checking out: **http://www.sailingsource.com/contender/gbr**. Also there is a Contender e-mail group on Yahoo! that is well worth joining. To register, go to: **http://groups.yahoo.com/group/contender/**. Discussions here cover pretty well any Contendering topic, and it's a great place to get answers to virtually any question you might have on how to sail the boat, set it up, improvements, repairs, systems, you name it. All the top sailors in the class worldwide actively contribute – its probably the only place you can ask a question and get a reply from 4 world champions!

So, have a great 2002 season, and see you on the water.

Jerry Driscoll
GBR 583

(EX) CHAIRMAN'S CHAT

YES!! what a result I had at the last nationals!!!

All without leaving the comfort of a cosy corner of the bar at Eastbourne. I refer of course to the handing over of the ceremonial tiller extension, to a new chairman of the association. As you can imagine, we had droves of applications to this much respected position..... No, you're right, we didn't. We really had to turn the screws until one of our intended victims finally caved in. Paul Walker being that man to whom I would like wish all the best. Make sure your delegation skills are finely honed, matey. Actually, I already know they are, as I have still got copped for a fair part of the organisation of the next Nationals, in Penzance, and our September 2003 Worlds in Plymouth (Hard to believe it's the next one). So you can still lay some blame on me, if you must.

During my tenure, I was much more than ably assisted, thankfully, by a number of members who actually did the real work on the commitee and the Sailboat stand etc. I won't name them all as that would be far too boring and I would be bound to forget someone, they know who they are and hopefully so do you. Without members willing to do their turn and give up some spare time there wouldn't be much going in the world of Contendering, so raise a glass and don't be shy when your opportunity comes up one AGM.

See you at an open next year, when you can stop giving me the respect I deserved as chairman and can treat me as a mere member again. Marvellous.

Stuart Jones
GBR 634

NEW CHAIRMAN'S CHAT

Well there it is! Ex-chairman Jones and his faithful sidekick Davies finally got their men (nothing to do with the vile rumours you understand). With the aid of an even more ex chairman Potter, Tony White and I were persuaded that we were going to be voted in whether we agreed or not. It wouldn't be so bad if I did not know that I was well down the list of preferred candidates for the role. To cap it all, BCA's answer to Rupert Murdoch, Jerry Driscoll sent me an email telling me to thank Stuart for his hard work and what an honour it is to be the new Chairman! Etc.etc...

But seriously, Stuart and Dave have done an excellent job over the last four years and I hope that I speak for everyone when I thank them for looking after the BCA so well and hopefully not leaving Tony and I too much work to do.

2002 has the potential for being another very good year to be sailing a Contender - we have a Europeans in Denmark in July and our National championships in Penzance from 10th- 16th August. For this event we are going back to the full weeklong event and have decided to share with the Hornets. This will hopefully help to keep costs down and give us more people to talk to and possibly persuade to sail a Contender. Stuart Jones and myself drove down to meet with the club and the Hornet people (Never travel long distances with Jones after going for a curry and a few beers the night before). The whole event promises to be excellent, with the shared socials and superb on water organisation. It is during school holidays and it's a great family holiday venue, so record turnout please! We also have a full open meeting programme with a couple of new venues to try out - keep an eye on the web site for this.

At the time of writing, we have a container full of twelve Contenders on its way to the World championships in Melbourne Australia during January 2002, so keep tabs on the progress of our intrepid team via the web site.

Before I go, you may have wondered who is this pratt that's writing all this drivel, so for those of you that don't know me, My name is Paul Walker, I currently sail Contender 681 and I run Bobs Boat Shop. We are the builders of the Bob Hoare Sailboats Contenders; so if you wish to speak to me about Contender Association business I can be contacted on 01202 736704 during the day or 07802 698157 at home. However if you wish to speak to me about work, new boats etc!. then please refer to the advert at the back of this magazine and phone me on 01202 736704 during the day or 07802 689157 at home.

See you all at the dinghy show in March.

Paul Walker
GBR 681

SECRETARY'S SCRIBBLE or WHITE'S WEIRD WORDS!

During the AGM at Eastbourne Sovereign Sailing Club [can we remember that far back to the sunny days of summer and a great National championships?] a scene reminiscent of Peter Sellars in the film "Doctor Strangelove" occurred. Try as I might my right hand would just not obey my otherwise [dubiously] sensible brain and remain hidden from view when a volunteer was required for the post of secretary. My left hand tried to grab it, but it was not to be… there it was, raised aloft and suddenly I became secretary. The spare bedroom at home is now full of large boxes of mysterious contents, the size of boxes only exceeded by the size of Dave Davies` grin as he handed them over at the Lymington open meeting. Dave… I think all of us in the class would wish to thank you for your sterling work as secretary for many years; a hard act which I will endeavour to follow.

Well, how do are we shaping up? Does the Contender still "cut the mustard" in the new millennium? We all know the answer, and that`s why we sail such a terrific boat. Just a glance at the silhouette of the hull and sails in full flight and you can`t help but be smitten. A common phrase, but used particularly in aviation, is "if it looks right, it is right". There are certain classics that are both timeless, graceful, efficient, emotive and … well, just bloody marvellous! Who can forget the sheer grace of a Spitfire, the elegance of a Hawker Hunter or the thunder of an F4 Phantom [ed: just in case you hadn't managed to guess our new secretary is a pilot...]. Every kid with the slightest interest in life would recognise them. In boat terms, the Contender is in this category. Look around you the next time you sail through a mixed fleet regatta; other sailors notice Contenders, usually with a look of admiration as you flex your muscles and wire past them to windward [OK, there are some of us short enough that when we are wiring, it looks like we`re hiking]. It is the sheer CLASS of the class that is our strength, and like classic aeroplanes that get updated for modern conditions, so it is with the evolvement of the Contender. The changes now happening [carbon masts, bigger booms, loose footed mainsail] are subtle improvements too. It is only the lucky few that get to fly a "spit", but we have a classic that more can [and should!] fly given suitable encouragement… so get out there and point out to our up and coming club members how much "bang for your buck" you can get with a Contender.

The events of 2001 were encouraging, but as usual we chase for more numbers. A suggestion has been to fire-off an email to everyone just prior to an event as a reminder. Our illustrious and tireless membership secretary Rodger White ["fast Rodger" to his friends] has an extensive email address list but that relies on keeping it updated [did you do that when renewing your subscription?]. Fire it off to me too. anton_blanc@hotmail.com. Also get on the E-group site on our web-page. Be in the know!

Some changes to the 2002 season open meetings have been made to increase numbers at slightly fewer regattas; these events are our "shop window". I know that petrol is expensive // the wife/girlfriend wants to go shopping // the kitchen needs decorating, but that is what winters are for! [life is TOO SHORT not to go sailing]. Pick up the calendar [now!]. Write in PENZANCE 10TH - 16TH AUGUST. Be there. And if you are reading this magazine wondering how good the events are, and maybe wishing you had attended a few more, or even your first, open meeting then this is YOUR year to do something about it. Don`t worry about your old boat, your skill level or whether we are "cliquey" [which we`re not], come along and find out. Contender sailing is addictive… and quite legal!

Tony White
GBR650

Busy business at the Nationals at Eastbourne - Stuart Jones leads at the first mark

News & Notes...

2002 Contender European Championship

The 2002 European Championship will be held at Hellerup Sailing Club, near Copenhagen, between the 15th and 20th July. There is a scheduled practice race on Monday 15th, with racing proper taking place from Tuesday the 16th through to Saturday 20th. Ten races are planned, with one discard after 5 races, and two discards if nine or more races are completed. Registration takes place from Sunday the 14th, and the entry fee is 1,800 DKK prior to the first of July, with a 200 DKK surcharge applying on late entries.

Hellerup Sailing Club has a membership of over 800, which makes it one of the biggest sailing clubs in Denmark. HSC boasts a total of 12 Olympic medals, more than any other club in the world: in 1948, Paul Elvstrøm won a gold medal in the Firefly class and Ole Berntsen won bronze in the Dragon. More recently, in 1998 Jørgen Bojsen-Møller won gold in the Flying Dutchman, and in 1992, again won bronze in the same class.

The club boasts excellent off-water facilities with pool, gymnasium, fitness centre, showers and sauna. The club also has an excellent restaurant with one of the best views on the Øresund coastline. A skilful chef provides delicious meals for members at very reasonable prices.

More details are available from the club website at http://www.contender2002.dk/ or:

Hellerup Sejlklub, Hellerup Lystbådehavn, Strandparksvej 36-38, 2900 Hellerup, Denmark. Tel: 3962 2934, Fax: 3962 1881

2002 UK National Championship

The 2002 British Contender Nationals have been arranged at Penzance S.C. from Saturday 10th to Friday 16th August with the first championship race on Sunday at 11.00. There may be a practice race on Saturday afternoon. A first for the class, we will be sharing with the Hornets for their Europeans, which should make the socials well attended at least!

Plans are well afoot but not firm *[ed: see also Official Notice of Race, page 9]*, but the basic format should be as follows:

The racing will take place on the west side of scenic Mounts Bay a short sail from the club which is situated on the harbour wall. 2 races are scheduled for each day except Wednesday and Friday when there will be one. The final start on Friday will be no later than 2.00 pm. Courses will be trapezoid on light days and olympic on breezier days, with the race officer making the decision on the day. Launching is into a sheltered harbour, accessible at all states of tide, from the car park which is fenced off for the duration of the event. The rest of the large car park is available for cars but does cost. A £20 pass can be bought for the week from the machines.

There is a very full social program intended with something on every night. There's various live bands, 3 at the last count, a barbecue, commodores reception, class dinner combined with the Hornets and even a disco with karaoke. Then of course who would want to miss the AGM?? Better not you might be voted in.

Added to all this, Penzance and the surrounding areas of Cornwall are a good place for holidaying and sightseeing. A tourist office pack is being sent to all BCA paid up members and the entry form and more details, like the cost etc. will be available soon. The Hornets appear to be ahead of us in the scramble for accommodation and they are expecting a good turn out as it's also their 50th anniversary. They already had 30 entries in November!! So book early.

£2 million in 3rd party insurance is required so check your policies and make sure you are there for the main event in 2002.

Stuart Jones

Results of Postal Vote on Rig Changes

The voting on the postal vote on the changes proposed at the ICA AGM was close enough to require a re-count, but the eventual result was that all three changes were approved. The measure to allow alternative materials (primarily carbon!) in mast construction passed by 68.33%, the rule change to allow larger diameter booms passed by 78.01%, and the consequent rule change to allow loose footed sails passed by 75.42%

These rule changes were ratified by the ISAF at their meeting in November 2001, and therefore come into effect as of the beginning of 2002. The wording of the submission was as follows:

Rule 13. MAST

New Wording: 31.1 The mast may be constructed of any material(s) and shall be of constant external dimensions up to band no.3. All sections of the mast must be permanently fixed together. The overall fore and aft measurement of the mast, including the sail track, shall not beless than 45mm nor more than 85mm and athwartships shall not be less than 45mm nor more than 70mm.

Reason: The trend in newer classes is to adopt alternative materials for the construction of spars. There are a number of reasons why adoption of these materials would benefit the International Contender.

a) The supply of aluminium sections for masts is getting limited and costs are rising. At the same time, the availability of well-constructed alternatives such as carbon fibre is increasing, and as it does so, the price is moving to compete with traditional materials.

b) The well-established trend towards alternative materials in newer classes is resulting in improved mast performance. Bend and strength characteristics can be more readily designed in.

c) The adoption of the new materials by the Contender should have no deleterious effect on the class. It will offer greater choice, and will ensure that the class is seen to be maintaining its modernity, without radically altering its characteristics.

d) Note that there are no changes in the tip weight or overall weight. This is to allow a period for incorporation of the new technology, WITHOUT GIVING TOO GREAT A PERFORMANCE ADVANTAGE. It is accepted that when, as expected, composite masts gain popularity, changes that will allow full use of the advantages of composite materials will be proposed. The overall dimensions of the mast have been relaxed to allow greater flexibility in the choice of sections that may be used.

Rule 15. BOOM

New Wording: 15.2 The boom, excluding fittings, shall be able to pass through a 120mm diameter circle.

Reason: It is proposed to allow larger section aluminium booms, which will help reduce the number of breakages currently being experienced using a restricted range of sections. Relaxing the size requirement will allow selection of a boom section from a wider choice.

Rule 17 SAIL

New Wording: 17.12 Double luffed sails are prohibited.

Reason: The current rule requiring an integral sail track restricts our choice of section to a relatively small number of proprietary sections. It would be beneficial to be able to use a simple tube without integral sail track, for which the sail needs to be of loose-footed design. This will benefit the International Contender by offering a choice of rig design, and will give the appearance of a modern class, while not impacting adversely the performance characteristics. The cost implication should be neutral. This relaxation of the rule also prepares for the introduction of booms of alternative construction in the future, if necessary. No provision to prevent large 'droops' in the foot is thought necessary at this time.

WAVELENGTH Designs

WAVELENGTH UPDATE - Graham Scott of Wavelength outlines his development work on the new rig allowed under the latest rule changes...

As many of you are probably aware the rule changes proposed by Alan Mollatt at the 2000 worlds have finally gone through, the final stage being ratification at the ISAF conference last November. The new rules take effect from January 1st 2002 so by the time you read this, carbon masts, larger section booms, and loose footed sails will all be legal and available. The changes took eighteen months to work through the system, and one advantage of this delay was that I could do some thorough testing to prove performance and reliability. The following is a summary of some of the development work carried out.

CARBON MASTS

The aim from the start was to produce a mast that reproduced as closely as possible the bend characteristics of the 7000 series Wavelength spar, while using the different material properties of carbon to improve the dynamic response of the tip. In other words, shorten the time taken for the tip to come back straight after bending off in a gust. I felt that it was important to start with a mast that could be used with the standard Wavelength sail, with any more radical experimentation waiting until later.

The mast should not only be strong and well engineered, but also be designed to keep the price as reasonable as possible. For these reasons I decided to stick with the round tube / tapered top section and glued on track formula. The tubes are laminated in New Zealand and have been well proven as they are used by Superspars in Europe and C spar in Australasia.

The first prototype was finished in the spring of 2001, and after testing with Stacey at Porthpean was used at the Weston grand slam. The results were very promising but I knew already that it was a touch stiff.

The second prototype was used during the summer at Highcliffe and Porthpean Opens to very good effect, and I decided that this section would provide a sound basis for a production mast with the desired bend characteristics.

Although happy with this mast's performance, I was a bit concerned with some of the fitting detail, including local internal reinforcement. I had seen too many breakages in other classes at spreaders, goosenecks, etc to take any chances, so I decided to beef up these areas in the final production prototype which I have been testing since the autumn. This mast was also class legal on tip and overall weight, which has meant adding a removable corrector weight inside the masthead fitting. This also allows for any possible future mast weight reduction changes in the rules.

The first production masts will start going out in February and will be useable with the standard Wavelength sail. My view is that they will be very similar in performance to the 7000 series Wavelength or Goldspar, with maybe a tiny advantage upwind in waves due to the slightly different tip response. They are also on minimum weight which gives a small weight saving over the old alloy section.

BOOMS

The new rules also allow a much larger boom section. The ubiquitous Superspar B1 section is actually nearly perfect except for the fact it occasionally breaks! The B2 section is a fair bit stronger (and about 15mm deeper), but is 300gm heavier. This is a slight handicap not only in all up weight, but more that it will close the sail leech a little on a light air run. On the other hand the extra stiffness may give the rig a touch more power.

My view is if you are over 85 kilos, want a boom that will not break, and can handle 15mm less room under the boom when tacking, go for the newly allowed B2. If you are a lighter helm or are prepared to change your boom every 2 years then the existing B1 may still be your choice.

LOOSE FOOTED SAILS

With hindsight it would have been better if the proposal to allow loose footed sails had been tied in to the one about carbon booms. The main reason for allowing loose footed sails was to enable the use of the cheaper round tube carbon boom. However the carbon boom rule was thrown out at the 2000 AGM while the sail rule went through! The result is that we now have the option of sail type but on aluminium section booms only. [Ed: The carbon boom rule was re-presented at the 2002 AGM in January, and this time was voted through, and in due course the class will have the opportunity of a postal vote] The round section alloy boom is actually no cheaper than the conventional sections and at present is not as stiff. I built a loose footed sail in August which I used in the Saturday race at Rutland and have tested several times since. The only differences to the standard sail in use are that a) it is quicker to rig onto the boom, b) it can be made fuller when the outhaul is eased on a reach, and c) the foot flutters upwind when tensioned hard. There is no real increase in sail area and in my view the standard sail is still the better option unless you are hell bent on a tubular boom.

For more information on the new rig options, you can contact Graham at:

Graham Scott
Wavelength Designs, Unit 5a, The Stamps Industrial Estate, Rising Sun, Callington, Cornwall, PL17 8JE
Tel/Fax: 01579 351628
E-mail: gscott@wavelengthdesigns.com
Website: http://www.wavelengthdesigns.com

2002 FIXTURES LIST

PROVISIONAL as at 7th February 2002. Strongly recommend checking for confirmation closer to each meeting!
No starts before 12.00pm Saturday unless otherwise noted
To take part in Travellers Trophy BCA Membership is required. Penalty for non-membership is hanging from masthead followed by ritual disembowelling. Alternatively, payment of £25 membership subscription to Rodger White might suffice...

DATE		VENUE	TRAVELLERS				CONTACT	COMMENTS
Date	Days		Nat.	Nth	Sth	Scot		
March								
29	3	Weston Grand Slam					Andrew Mason	01489 891002
April								
13	2	King George SC			X		Mick Keates	0208 556 6372
20	2	Highcliffe	X		X		Paul Walker	01202 736704 (Daytime)
27	2	Brightlingsea	X		X			
May								
9	4	Loctudy (Brittany)					Henri Chemineau	contact@chenineaucomposites.com
11	2	Royal Tay				X	Stewart Murdoch	01382 477133
18	2	Oxford	X		X		Chris Mitchell	01367 243563
25	2	Grimwith		X			Sandy Clapham	0113 2610131
June								
1	2	East Lothian	X			X	Gavin MacKinnon	SCOTTISH NATIONALS
3	1	Felpham			X			Jubilee BH Monday, included in Felpham Regatta. 11.00am start
8	2	Hayling Island	X		X			
22	2	Draycote Water	X	X	X		Club Sec	01788 811153
28	3	Dutch Nationals, Mulden, Ijsselmeer					Evert-Ben van Veen	ebveen@bart.nl
29	2	Largo Bay				X	Gavin MacKinnon	
July								
6	2	Burton		X			Bill Hooton	01530 813317
13	2	Filey		X			Sandy Clapham	0113 2610131
14	6	EUROPEAN CHAMPIONSHIP, Hellerup, Denmark						http://www.contender2002.dk
August								
3	2	Lyme Regis	X		X		Jerry Rook	01460 240644 - Part of Regatta
3	2	Chanonry				X	Gavin MacKinnon	
5	5	Italian Nationals, Campione, Garda						
10	6	NATIONAL CHAMPIONSHIP, Penzance	X					Sharing with Hornet Europeans
16	3	Swiss Nationals, Silvaplana						
24	3	Derwent Reservoir - NORTHERNS		X			Sandy Clapham	0113 2610131
September								
7	2	Datchet Water	X		X		Stuart Jones	01344 301286
14	2	Port Edgar				X	Gavin MacKinnon	
21	2	Lymington	X		X		Nigel Walbank	01590 677166
October								
5	2	Weston	X		X		Andrew Mason	01489 891002 - First Start 10.30 Saturday
26	2	INLAND CHAMPIONSHIPS, Rutland	X	X	X		Club Sec.	RWSC: 01780 720292

Fixtures Secretary: Tim Holden, 34, The Ghyll, Fixby, Huddersfield, HD2 2FE. Tel: 01484 320940

BOB HOARE SAILBOATS

BOB HOARE SAILBOATS UPDATE: Paul Walker dons his boatbuilder's hat to give us the latest news on recent developments at top UK Contender builder Bob Hoare Sailboats

For those of you that have read this before, I apologise. For those of you that have not, I also apologise!

Construction techniques for the Contender have changed very little since the class first came into being in the late sixties, however in recent years the materials used have improved vastly. The uses of foam sandwich and vinylester resins have resulted in potentially lighter and stiffer boats, and as a result, a durable boat that remains competitive for much longer.

During 2001 we began tweaking the laminate specification to try and improve the boat, and now feel confident that the current boats are as close to the stiffness of the Italian Bonezzi boats as not to notice the difference.

We made a decision at the beginning of last year to mould all of our Contenders using vinylester resin; we had found that it had better wetting out properties and was subsequently producing a stiffer laminate. During discussion with our suppliers, Marineware, they suggested that in conjunction with the vinylester resin we should use a different fibreglass cloth. This would enable us to reduce the amount of chopped strand matt that was used, and this has resulted in the boats coming out approximately 1-2 kg lighter, thus offsetting some of the increase in the cost of the resin.

Rather than piling lead on the ends of the cockpit (which has a negative effect) to compensate for this, we then decided to increase the amount of stiffening under the cockpit floor. Due to the relatively flat hull sections in this area, any increase in stiffness should have a significant effect on the competitive life of the boat and potential performance gains.

At the dinghy show last year, Graham Scott of Wavelength Designs ordered a new boat from us. Graham, in conjunction with Ian Ridge, originally came up with the design of the Wavelength Contender. Graham's idea was always to produce a Contender that would rival the Bonezzi for its hull stiffness, and while he felt that they had achieved this (the success of the Wavelength boats speaks for itself), he felt that there was the potential for further improvement. We subsequently agreed that his new boat would be of composite construction (foam sandwich hull / wood decks) and the hull would be constructed using 8mm foam core instead of the standard 5mm.

The use of the thicker foam core in the hull carries a small weight penalty of about 1kg over the use of 5mm, so we felt that for standard specification boats of either all glass or composite we would use 8mm foam up to the waterline and then 5mm foam up to the gunwales. Nigel Walbank used one of these all glass boats and sailed to a very creditable 3rd place overall at the 2001 World championships in Canada. The feedback from this boat was very positive and this specification will, for the foreseeable future, be the standard.

The choice of wooden decks combines the practicality of GRP with the aesthetics of wood. The composite construction allows much of the weight of the deck reinforcement to be concentrated under the cockpit floor, keeping the ends of the boat proportionally lighter than an all wood boat, and making the flatter centre sections very stiff. The result is not only a highly competitive boat, but one that is also beautiful to look at.

Ironically in an age of all glass boats we have sold a disproportionate number of these composite boats, either fully completed or for home completion. I am sure that this has been fuelled in part by the arrival of some very pretty Italian boats, triggering a desire to be sailing a piano, and partly by the cycle that exists within fleets like the Contender that swings from the functionality of glassfibre (minimal maintenance, treat it like dirt), to spending your waking hours of the winter locked in the garage with your boat, getting stoned on the varnish fumes with all thoughts of a normal family life consigned to the spare room with your sailing kit.

Still, it's nice to be sailing a class where you can be fully competitive and still have complete freedom of choice, not only of builder but also method of construction and layout. This is still the best single handed trapeze boat in the world, if you ever had any doubts just ask any one that attended the recent World championships in Australia...

For more information you can contact Paul at:

Bob Hoare Ltd, 248 Bournemouth Road, Parkstone, Poole, Dorset, BH14 9HZ
Tel: 01202 736704, Fax: 01202 388704
E-Mail: paul@bobsboatshop.co.uk
Website: http://www.bobsboatshop.co.uk

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BCA NATIONAL CHAMPIONSHIPS - OFFICIAL NOTICE OF RACE

Contender Class 2002 National Championships

11th – 16th August 2002.

To be held at Penzance Sailing Club

Hosted by - The British Contender Association and Penzance Sailing Club

Rules

Racing will be governed by the rules as defined in the Racing Rules of sailing (2001 - 2004).

Event Classification

The 2002 Contender Class National Championships is designated as a Category C event. The organising authority may require competitors to display Event Sponsors advertising material as prescribed under Appendix G3.1(f) and G4.2(a).

Eligibility

Each boat must have third party insurance cover of not less than £2,000,000 whilst competing in any race of the programme.

The helms-person of each boat shall be a full member of the British Contender Association.

Measurement

A valid measurement certificate shall be held and produced at the Race Office on registration.

Spot check measurements may be taken.

Proposed Schedule of Events

Sat 10th August	Registration & Measurement from 12.30pm
Sun 11th August	Race 1 & 2
Mon 12th August	Race 3 & 4
Tues 13th August	Race 5 & 6
Wed 14th August	Race 7
Thurs 15th August	Race 8 & 9
Fri 16th August	Race 10

Very full social program included – Commodores reception, Discos, Jazz band, barbeque, dinner and lots more.

The Championship venue is being shared with the Hornets and all socials are combined for extra effect.

The warning signal for Race 1 will be made at 11.00 hrs on the day indicated.

It is the competitors responsibility/discretion to allow enough time to sail to the start area of the race course. No redress will be given for those arriving late.

Races not completed as scheduled may be sailed at a later time or day during the championships

Entry

An entry form as supplied must be completed and the entry fee paid to the British Contender Association before competing in the Championships. The entry fee will be: £110 (an entry form is included on page 29 of this magazine. Additional forms are available from: Tim Holden, 34 The Ghyll, Fixby, Huddersfield, HD2 2FE, Tel: 01484 320940)

Sailing Instructions

Sailing Instructions will be available on registration from the Race Office at Penzance sailing Club. from noon Saturday 10th August 2002.

Scoring

Three races are required to be completed to constitute a series.

a. When fewer than 4 races have been completed, a boat's series score will be the total of her race scores.

b. When more than 3 but fewer than 8 races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

c. When 8 or more races have been completed, a boat's series score will be the total of her race scores excluding her two worst scores.

ENTRY FORM ON PAGE 29

International Contender Association

Draft Minutes of 2002 Annual General Meeting

18 January 2002, Black Rock Yacht Club, Melbourne, Australia

The meeting was opened at 7:45 P.M.

Minutes of the 2001 AGM at Kingston were approved with one correction.

Apologies: None

Election of officers

The following persons were re-elected to the following five offices. There were no nominees proposed in opposition to the incumbent officers.

President: Arthur Brett
Chairman: Søren Andreason
Technical: Chairman: Alan Mollatt
Treasurer: Manfred Kieckbusch
Secretary: Gil Woolley

Officers Reports:

President's report:

Arthur stated that due to his short time in the job he had little to report except, smilingly, he had attempted to introduce adjustable checkstays.

Chairman's report:

The Report from the Chairman this year will be very short. This is due to the fact that I have only been Chairman since the Kingston worlds 4 months ago.

Not much has happened so far, but we have decided make a new rule book and some new brochures.

Kingston Worlds was overall a very good worlds, the race committee was there and the sailing and weather was very good. Such a shame not more people showed up, we had a very disappointing number of boats from Great Britain, USA and Holland.

In the coming months I will be contacting each of the National Contender Associations for ideas how to get more people in the class. If the NA has some good Ideas the ICA might sponsor them. Could be local advertising.

Technical Report:

Alan stated it has been a busy year with the completion of the postal balloting for the measures approved at the 2000 Worlds at Medemblik. This was followed by a submission to the ISAF for their meeting in November. All of the rule changes previously approved by the ICA at the AGM in Medemblik and by the following postal ballot were approved by the ISAF.

Alan pointed out that our rules change process requires a 2/3 majority both at the AGM and following that, by a 2/3 majority of the votes cast by postal ballot.

Treasurer's report:

Separate written report provided information that there are 20,109 Euro in the bank. An income statement was not included. Later in the meeting, David Davies asked that the ICA committee take an action item to prepare a income statement with annualized income and expenses and present it to the membership.

Secretary's report:

Gil reported that he has been gathering information about the size of the class, the growth of the class and the exchanges of boats.

ISAF have supplied the ICA with recent figures of numbers of plaques being bought and paid for by amateur and licensed builders. Presumably the vast majority of plaques issued are affixed to Contenders that are completed and sailed by the owner or sold to a buyer.

1998 - 20, 1999 - 33, 2000 - 18, 2001 - 50

Used boat sales

We have been informed of the sale of boats that were listed on the 2nd Hand Contender Market web page. We started keeping statistics on used boat sales during the year 1999.

1999 - 19, 2000 - 47, 2001 - 39

[Editors note: this is the ICA web page, not the BCA web page. Sales through the BCA web pages have not been monitored, but a quick tally up reveals at least 25 secondhand boats sold over the last year, including 12 in the last three months. This also does not include boats sold privately through clubs, or via the yachting press.]

Since inception, there have been 2247 plaques issued. In the records from ISAF, there are no gaps in plaque numbers.

The secretary writes at least two required reports to ISAF. The first essentially is a report on the health of the class and its conformance to rules regarding International classes. Failure to report would possibly cause ISAF to delist the Contender as an International class.

The second report regards World Championships. The secretary and the organizers of the World event supply the information. Failure to report would result in the ISAF denying us the right to use the name "World Championship" in our promotional material.

Future World Championship Arrangements:

2003 Great Britain, Plymouth, 3rd Week of August. Approved.

2004 Italy, Lake Garda. Approved

2005 Germany. Jan von der Bank presented information regarding three possible venues:

Votes

1 vote: Kiel, during Kieler Woche, 3rd week of June. Sort of early and cold. Excellent sailing

18 votes: Travemünde. Inexpensive camping, good social place

8 votes: Warnemünde. Long waves, cheap accommodation

Despite the votes listed, a final decision was not made.

2006 Western Australia in January at Freemantle at Freemantle Sailing Club. Large sailing club, parking for 500 to 600 cars. Ramps, rock groins provide wave protection whilst launching. Windy. Containers are stored right on the site. Club is 1.5 km from the shipping port. Sea is fair, unbiased. Full Bistro. Morning races. Cheap accommodation.

European Championship Arrangements:

2002, 13th-18th July.

Dinner Thursday, Camping close by, 5 to 15 minutes away. Possibly able to park in the harbour and sleep. 2 basketball courts.

Championship Rules

Chris Mitchell reported:

We have been sailing different procedures at our championships than the old rules provide for. They state for instance, that the chairman and the president may not sail the World Championship. Søren and Arthur would probably resign if we held them to that rule!

New championship rules:

Permit 2 races per day

Defines the championship committee

Junior is less than 25

Master is over 50

After discussion, some problems were identified so a vote was deferred until the class is more ready to accept the provisions.

Other business

Treasurer Manfred Kieckbusch presented a suggestion that instead

of collecting dues per person each year, instead we charge a "Button" fee for each sail purchased.

After discussion, the vote was 16 in favour, 19 against. Several people felt that this was unfair to certain Contender owners in various ways.

Chairman Søren talked about what we might do with the large bank account we presently have and stated that he will be talking to national associations looking for groups with good ideas needing some money to expand the class. The discussion was too free ranging for the secretary to record all the interesting ideas shouted out!

Brochures, the need for them etc were discussed. An interesting suggestion from the members suggested the alternative of CD ROMs instead of a brochure. The membership generally agreed to the expenditure of monies by the ICA officers to develop and print a new brochure. The Secretary pleaded inadequate skills to execute such a task and asked for a project manager for such a project.

No one stepped forward as a volunteer at the meeting but shortly afterwards some interested parties have spoken to the secretary. This will proceed.

New rigs: Tim Hill led a discussion about the creation of a new rig having a much more modern appearance. The membership clearly wants the ICA officers to proceed with the expenditure of funds through interested and competent sailmakers who presently support the Contender class.

Proposed Rules Changes

The Secretary received a number of rules change proposals during the regatta and typed up and posted the suggestions received. The sailors present had an opportunity to translate these proposals into their native tongue and to consider further improvements.

At the AGM, a total of 45 members signed the sign up sheet. In order to pass a rule change must have at least 2/3 of 45 votes (30 votes!) or if some members leave the meeting, then we counted those in favour and those opposed. A thumbnail description of each proposal is presented here. *[Ed: There are links to the exact wording of the old rule and the new proposed rule on the ICA website. In accordance with the IC class rules, any passed resolutions require a postal vote of all members. Final wording of any rule changes will be provided to ICA members in due course]*

Proposal 1

Rule 17.4. Changes the maximum width of letters and numbers from 45 to 40 mm. All other dimensions in the present rule are unchanged. This passed unanimously.

Proposal 2

Rule 13.8. This change would decrease the mast tip weigh from 3 kg to 2.5 kg. This particular rule change would be made as of January, 2004. The measure passed with 25 in favour, 7 opposed.78% in favour.

Proposal 3

This proposal was to permit builders and owners to install up to 10 kg of lead weight compared to the present limit of 6 kg. Builders such as Paul Walker and Chappi Harprecht spoke against the practicality of the idea. The measure failed with 17 in favour, 14 opposed. 55% in favour.

In discussion of the proposal, frustration was expressed that boats that are deemed to be at the correct hull weight at one championship are found underweight at another. The ICA committee received an action item to do something about solving the problem such as purchasing calibrated scales.

The ICA committee received an action item from Tim Holden asking what will be done to prevent the construction of any more Contenders which require more than 6 kg in corrector lead weights. Tim discovered this discrepancy in the boat chartered to Chris Mitchell.

Proposal 4

Rule 16.2. The rule presently requires that lead weights be evenly divided and installed on the fore and aft cockpit walls no more than 50 mm below the deck. The proposal permits the lead to be installed lower in the cockpit but still at the cockpit ends. The measure passed with 30 votes, 66.67% in favour.

Proposal 5

This would have lowered the hull weight below 83kg but the officers elected to not discuss the measure or ask for a vote as the mood seemed to be opposed to such.

Proposal 6a

This measure replaced a proposal 6. The goal was to find an acceptable way to include the centreboard weight in the hull weight measurement at a major championship. The discussion indicated that the members do not feel this is a goal worth pursuing. The measure failed.

Proposal 7

Rule 2.3 This measure legitimizes the existing practice of permitting amateur builders to build not only timber boats but also from a kit where the glassfibre hull has been built by a licensed builder. This measure passed with 30 votes. 66.67% in favour.

Proposal 8

Rule 15.1 This measure permits materials other than aluminium in the construction of booms. This was rejected previously at the AGM at Medemblik in 2000. This time the measure passed with 25 votes in favour, 6 opposed. 80.1% in favour.

Proposal 9

Rule 13.1. When the recent change was made to rule 13.1 permitting materials other than aluminium to be used in the construction of masts, the words "inherently straight" were inadvertently omitted from the new rule wording. The measure is to put those words back into the rule. The measure passed with 29 in favour, none opposed.

The meeting was closed at 10:30 P.M.

Gil Woolley

Secretary, International Contender Association.

Former National Champion Neil Wilson on the run at Eastbourne

E-MAIL FORUM...

The e-mail forum had to be sacrificed for reasons of space in the last issue, so this time around we have a double helping of tips...

I have recently purchased GB579 and am steadily getting to grips with sailing a Contender again.

Originally the boat (Ridge/Daniel) had an interesting continuous looping system for outhaul, downhaul and kicker controls, but owing to a broken mast a few years ago, these had to be cut. The system, although complex, looks quite good and I would like to replicate it. The trouble is that I have no idea how to neatly join/splice the rope ends together to form the loop.

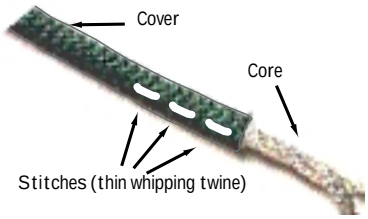
I know it is possible because I took off the 2.5mm rope that was originally used, but I cant do it and I'm using 5mm. I am told that you have to take back the rope's outer core, reef knot the inner core together before pulling back and sewing the outer core, but I am not having any luck.

Any help would be much appreciated.

Thanks

Simon Forbes, GB.

Because you have to be able to take all the control lines off for check weighing at major championships, what some people do is to cut back to outer cover to expose say 5 cm of core, then stitch the cover in place so that the core is exposed, and reef knot the cores together. It looks a bit unsightly but it will run through the various blocks and cleats, although its probably better not to cleat the knot itself. When you need to take the lines off, just undo the reef knot. Sketch diagram might help explain:



I guess that the original system had blocks somehow attached to the foot of the mast which got round the removal problem. I don't know any trick for getting the cover over the reef knot (tho I'm sure there is one and probably a fancy little tool that does the job too) and then sewing in place and I think it would be quite bulky.

Chris Mitchell, GB.

Hi, It would be great if anyone out there could me information on how to point higher upwind. At the moment my pointing is shocking and I don't know what else I can do about it. I've racked my mast back but that didn't help much.

Does raking the centreboard back help? In 15 knots or so, what the best set up for cunningham, vang, and outhaul, is it best to have them all off?

Thank you for your help.

Matt Hosie, Melbourne, Australia

Make sure your centreboard doesn't move much in the case, and pull the vang more.

Andrea Bonezzi, Italy

Hi People,

Further to my request for help regarding applying Pro-Grip a couple of months ago, I would like to say thank-you to everyone who provided advice.

Some lessons learned are:-

1) Progrip expands around 5% to 7% when Evostick glue is applied.

2) Pro-Grip curls up into tight cylinders when Evostick is applied (due to glued side stretching more than dry side I suppose) so put a weight or a pin on the edges while waiting for the glue to go touch dry, before applying the Pro-Grip to the boat.

3) I found the best tool to pressure the Pro-Grip onto the deck was a 25mm wide wallpaper seam roller, the roller is hard plastic with a strong handle and you can really push down hard on the roller, to get a good bond.

4) To remove the old Epoxy & sand non slip from the edge of the wooden side deck I had to use an angle grinder (carefully) with a metal grinding disc fitted, I finished off with a belt sander... Chris Mitchell suggested a Random Orbital sander and scraping with bits of glass... I tried this and have worked out that Chris must have a lot of spare time and no finger tips left!

Once again thanks for the advice, the boat looks and feels great... It must have been good because I went out and bought another newer boat in a fit of enthusiasm…

Neil Rosie, GBR 647 & 302

Hi all contender sailors... This year I bought a used contender, so this is my first season with this ship, and I had to learn a lot, but I think it is going better and better.

But I have a question... My Tiller Extension isn't taped with anything, so on heavy (wet) days the extension slips out of my hand.

I decided to tape the extension, but I doesn't have no idea what tape I should use. My first idea was to take a tape from a tennis racket. I looked for some tapes but it seems to me that they aren't useable.

So my question: what tape are you using for your extension? Are you using a tape or bandage ?

Thanks, Bowo, Germany

Hi: I just wrap a few layers of plastic tape around at points, spaced out by about 100 mm.

Ian Renilson, GB

You can just use any kind of tape. I prefer "Ducktape". Its a grey one with some kind of fabric in it. Just turn around a few layers in a distance of 100 to 200 milimeters. It will give you enough grip on your tiller extension

Sebastian Munck, GER 488

The tape I use is a type for bicycle handlebars. There are different types, I prefer the plastic tape with a small foam layer inside.

Walter Ratgar, GER

I superglue one turn of 4mm rope round the tiller arm every 20cm, then wrap that tightly with stretch plastic tape. I find this much better than anything else - you can let the tiller slip through your hand and it stops at each "ring" until you reach the comfortable one. I have about 5 rings in total.

Philip Ireland, GBR 507

I use an excellent carbon tiller extension that Ovington Boats make for 49ers at a competitive price. It is so rough when you get it that a rub with sandpaper is needed to stop it hurting your hands. I was worried about the cost of a carbon tiller extension as I thought that I would be bound to break it in one of my many clumsy manoeuvres but I have not broken one in the 4 years I have been using carbon. Before that I would bend and break aluminium tiller extensions and have to replace them regularly.

Gavin MacKinnon, GBR 631

Hi Contender Sailors, What gear ratio is mostly used (resp. sufficent) by the experienced Contender sailors? I have to work on this on my boat and would appreciate any suggestions.

Where is the point on the boom in distance to the mast where the vang is usually fixed? I think on my system the angle is about 45 degrees, but I think in heavy winds I would need more power on the vang, but the system is at its ends.

Klaus Eiermann, GER 449

Hi Klaus, 1:16 is standard- a double block (1:4) and two cascades. Expect a total load of at least 600 kg- the block of the last cascade needs to take this load without developing excessive friction. The biggest Holt Allen High Tension Block (S/S ball bearing) will do the job (or other 'wire' blocks). Schappi sells nice Gleistein spectra (4mm; 1350 kg breaking load) for 2 DM/m.

Cheers, Gabriel Wicke, GER

I'm a novice to the class having moved from Lasers. I'm enjoying sailing the boat but I'm curious as to whether the Contender sail suffers from becoming overstretched with age. I was out last night in force 3 - 4 and felt a little over powered with maximum cunningham and outhaul and a fair bit of kicker (perhaps I needed more kicker?).

Any tips for a beginner?

David Woakes, GBR

Hi David: I know your sail (its one of my old ones) and there should be no problem. Obviously older sails are not as good as newer ones, but you normally notice it most downwind and in marginal to full trapezing - the leech does not hold up so well.

Older sails are generally flatter and possibly better in a breeze. I have an old sail that has been thrashed-about similarly to yours and I won a race with it at the Nationals in a strong breeze.

It's likely that you are not using nearly enough kicker - if you can get under the boom without too much difficulty it is not tight enough! It's all down to technique and time on the water.

Ian Renilson, GBR

Martin Tubb, GBR 534 wrote:

Are there any setup tips when using a Proctor Epsilon Rig with a Wavelength sail? My boat seems to be setup in accordance with Graham Scott's tuning guide, but presumably this is aimed at a Wavelength rig. I am only lightweight (70kg).

I guess short, reasonably angled spreaders and a loose rig (100kg shrouds) should release the pain a bit. A real step forward would be to buy a secondhand Wavelength or Goldspar mast.

My rudder seems a bit heavy compared to another Contender I've sailed. Should the blade be angled at all?

Most keep it straight down, some angle it slightly *forward*. Anything else reminds me somehow of sailing this crazy boat called Laser...

My boat has a cleat on each side-deck opposite the mainsheet tower, to take a rope from the centre of the boat. What are they for?

I don't know :-) Well, most are using a centreboard adjustment system which uses these cleats. My personal opinion is that centreboard adjustment ist only necessary if there is too much seaweed- therefore I only have a basic uphaul.

Are there any tips for sailing in very blustery conditions- other than practice makes perfect?

Get a mast that suits your weight somewhat better (and allows you to use standard sails and setups). Take a look at the fitout of one of the new boats- it's crucial that everything works reliable and smooth. Buy two sheets of progrip and stick it on the gunwhale, aftdeck and cockpit (Graham Scott should be happy to supply some). Keep your setup simple.

Cheers, Gabriel Wicke, GER

Also:

Hi Martin, Those cleats were part of the standard Rondar centreboard downhaul of the time, which was led out to each side (the uphaul was shockcord). I had a boat of the same era (536) and in my experience, those cleats only served to give you a cleat-shaped pain in the arse when you came in too quickly! I'd recommend that you take a look at the newer setup taking the downhaul forward (there's an article on it in one of the Contenderings on the BCA website) and change to that. And get rid of those painful cleats!

Jerry Driscoll, GBR 583

And Tony White, GBR 650 had something to add on the rudder rake issue...

Had a slight accident returning from Inlands at Rutland:- front fitting of trolley [the pin] holding it to road trailer came undone, and double lashings gradually freed off. Came off M23 within 5 miles of home, heard a bump or two, looked in mirror to see bow of boat in window. Bump was transom dragging along road. Now need a bit of winter work!!! Moral of story is re: rudders:- keep 'em fitted for towing, preferably with a skateboard lashed to the bottom. When used in this mode, angled forward/backward is irrelevant!

Ian Renilson - UK National and European Champion

CHAMPIONSHIPS! Sail a Contender, Travel the world...

Spring in Brittany - European Championships at Loctudy

Contender European Championships
Loctudy, France
23rd to 27th May 2001

Former World Champion Ian Renilson retained his European Championship title at Loctudy in Brittany over the Bank Holiday weekend of 23rd to 27th May. This was the Contender class's first major event in France, but hopefully not the last. The regatta was very well organized by the CN Loctudy, although the event suffered a little from a stable high pressure system, which provided better weather for holidaying than sailing.

With a high quality fleet of 70 boats from across Europe, the USA, and Australia competing, more than anything this light wind regatta emphasised the need for consistency. Quite extraordinarily, there was only one race winner in the top six boats overall, Stuart Jones, who finished in 3rd. Even more astonishing maybe is that four race winner Franck Suchanek of Germany could only manage tenth overall.

For the first day the seabreeze filled in a bit better than expected, but the wind pattern and tide made it a tricky day. In the first race, it always paid to avoid the incoming tide by going as far as possible to the right, inshore. Frank Suchanek led the race from start to finish, mainly due to good boatspeed. Ian Renilson (GBR), Giovanni Bonzio (ITA), Jan von der Bank (GER), sailing a new Schappi boat, and Tim Holden (GBR) followed him.

In the second race the tide eased gradually. On the first two upwind legs the right side was again the place to be. Von der Bank and Arthur Brett (AUS) led for most of the race but stayed on the right on the last beat. There, the wind died away while a group around Stuart Jones (GBR) opted for the left side. The stronger wind on the left, and the now weakened tide proved them right - Jones sneaked his win, followed by Rodger White (GBR), Renilson, Christian Brandt (GER) and Tobias Abarbanell (GER/Scotland).

The former leaders Brett and von der Bank had to be happy with eigth and fifteenth places respectively.

Day two saw current world champion Gabriel Wicke of Germany stake his claim, winning both races. As on the previous day, it took a while for the wind to fill in. In the morning there was a lot of fog around, lifting first on the opposite side of the peninsular. There, the southwest seabreeze started and slowly expanded over the land until it reached the racing area. After two hours of drifting around, and two general recalls, the fleet got underway at 1400.

With the tide starting to come in most had opted for the right, landward, side. Initially the starters on the

left end of the line had more wind, and also profited from a lift after tacking towards the land. At the windward mark Wicke led the fleet followed by Claus Staffe (DEN) then extended the gap to the rest of the fleet to two minutes at the finish. Ian Renilson overtook Stuart Jones on the last run and also won the subsequent tacking duel to finish second. Neil Rosie (GBR) completed a good Scottish result in this race taking fourth, and Christian Brandt finished fifth.

In race four, Rodger White led at the windward mark. He later said he really enjoyed that first reach looking back at the whole fleet. He was later passed by Claus Staffe who had had a magnificent port tack start (which later turned out to be an OCS), who led the race until just before the finish where he was passed by Wicke, who had worked his way up from fifteenth at the first mark. Due to the shifting wind, the last beat again provided a lot of position changes with White being passed by Neil Rosie, Chris Mitchell (GBR) and yet another former World Champion, Andrea Bonezzi (ITA). Wicke was perhaps fortunate to retain his race wins as the International Jury could have taken a far less lenient view of his failure to sign on for the day, and it is a sign of the spirit in which the class races that no other competitor decided to complain.

Day three was Frank Suchanek's day, where he demonstrated superior lightwind speed to win all three races by considerable margins.

After a foggy and drizzly morning, and a postponement, the fleet was called out at 11:00. The wind was a southerly onshore force 1-2, and the tide was still running out which led to two general recalls. After the blackflagged start, Suchanek went for the right side and constantly built a lead by simply being faster than everybody else on all points of sailing. The main game was running in the group behind him, with Ian Renilson finishing second, and Neil Rosie third. In the next two races Suchanek did exactly

the same thing again, and pulled out a big lead in each race. In the second race Ian Renilson again made it to second, followed by Soren Andreasen (DEN) and Giovanni Bonzio (ITA), and in the third race of the day Christian Brandt continued to put together a very good series by finishing second, followed by Bonzio. Renilson's fourth made him the overall series leader, discarding nothing worse than a sixth place, with Brandt (GER) second and Giovanni Bonzio (ITA) third.

However, if the two sceduled races of the final day were sailed, second discards would come into play, Frank Suchanek could possibly discard both his bad results and make proper use of his four race wins so far. The scene was set for a grandstand finish.

For the final day the wind was the lightest yet, with no trapezing at all, meaning that in all likelihood only the one race would be sailed. Renilson took no chances, attacking Suchanek, covering him and sailing him down to 32nd place, ending any chance of being overtaken for the championship. The last race was won by Jan von der Bank followed by Graham Scott (GBR) and Matt Aston (GBR).

Second overall came Christian Brandt who sailed very consistently throughout the series. Stuart Jones finished fourth in the last race which secured him third place overall.

Overall results:
1st Ian Renilson (GBR)
2nd Christian Brandt (GER)
3rd Stuart Jones (GBR)
4th Giovanni Bonzio (ITA)
5th Arthur Brett (AUS)
6th Graham Scott (GBR)

Gabriel Wicke
GER 466

Summer in Canada - World Championship in Ontario

Contender World Championship, Kingston Ontario, 4-11th August 2001.

The 2001 world championship for the Contender Class was held at the Olympic Centre in Kingston Ontario. There were 31 entries from the USA, Canada, Italy, Britain Germany and Australia, including past winner Andrea Bonezzi and hot tip Arthur Brett from Australia. Kingston is famed for its reliable thermal breeze and so the competitors were looking forward to a good weeks racing, with 9 races spread over 5 days. The air temperature on shore ranged from 30-36 degrees C with water temperatures of 22-24 degrees C, and wind usually around 15-20 knots. Race management was excellent with square lines, long true beats, and very audible countdowns to the signals.

Brett (AUS) and Bonezzi (ITA) served notice in the practice race, match racing up the final beat, to finish 1, 2, with the rest of the fleet trailing in their wake. Serious racing got underway the following day, with three back to back races resulting in about 7 hours on the water and a few cases of sunburn. Race 1 started in 10 knots of wind with a tangle at the pin end of the line. Bonezzi limped off the line in a poor position as Arthur Brett managed a port tack start. The left side of the first beat paid; the positions at the first mark were Brett, Giovanni Bonzio (ITA), Bonezzi and Nigel Walbank (GBR). During the race the wind slowly built, and at the finish, after some more match-racing between Brett and Bonezzi, the order was Brett, Bonezzi, Bonzio and Walbank, with "contender legend" Keith Paul in 5th. By the start of race 2 the wind was up to about 12-15 knots with a lumpy sea. Bonezzi led from start to finish with a close tussle behind between Brett and Walbank for second place with Walbank passing Brett on the final upwind leg. Lars Schroeder (DEN) was fourth with ICA chairman Chris Mitchell (GBR) fifth. The wind had increased to 15-20 knots for the start of race 3 with some remarkably big waves. Walbank was OCS but returned and restarted. After lots of capsizes on the first leg, the order at the first mark was Brett, Paul, Soren Andreasen (DEN) and Bonzio. After the two reaches Bonezzi had climbed to 2nd. Walbank was fighting his way back through the fleet, but fell in at the gybe mark, delaying his progress. Bonezzi passed Brett on the windward leg, but then turned his boat over to remove some seaweed which was sadly, nowhere to be seen by the time the boat was on its side. By the finish the order was Brett, Bonezzi, Andreasen, with Walbank sneaking past Bonzio on the final leg to grab 4th.

Day 2 saw 2 more races, initially in much quieter conditions than the previous afternoon. Race 4 started in a gentle breeze, which barely allowed trapezing. The pin end and the left side of the beat paid, with anyone going up the middle or to the right well down. Christian Brandt (GER) led the fleet round the top mark. Brandt continued to lead the fleet all the way round, but with a diminishing lead as the wind began to build. Brett led Bonezzi over the line for 2nd and 3rd places, followed by Schroeder. The start of race 5 saw the fleet heading left off the line in a steady 15-knot breeze, which continued to

increase throughout the race. Brett was OCS and had to return. First to the windward mark was Paul, followed by Walbank and Mitchell. Down the two reaches the leading group closed up with the two Danish boats sailing particularly fast. At the end of the next round Mitchell just squeezed into the lead followed by Walbank, but with the chasing group very close behind. At the lee mark, Walbank, Harprecht (GER) and Schroeder were close together, until the latter got stuck with his tiller extension under his life jacket when he tacked to control the rest of the fleet, and promptly capsized. Up the final beat the leading group went left, finding themselves behind Bonzio and Mitchell who came from the right. Brett had managed to recover from his early start to cross the line first, followed by a very tight group of Bonzio, Walbank, Bonezzi and Mitchell.

Races 6 and 7 were held in very similar conditions to the previous day with medium-light wind in the first race and strong wind in the second one (20 knots). The wind was very variable on the first beat of race 6, with some sailors sitting in their boats while others were trapezing. The race was quite long so that at the finish most of the leading sailors had recovered. The finish order was Brett, Andreasen, Bonezzi, Bonzio and Walbank. The second race was windy throughout. Brett and Bonezzi began match racing before the start. The racing was very close for the first lap, but the wind then strengthened so that Bonezzi and Brett were able to stretch a considerable gap over the rest of the fleet. Schroeder lost 3rd place to Walbank by capsizing near the finish. Fifth place went to American Gil Woolley, displaying amazing upwind speed.

The last two days saw a race each day. Race 8 was the final battle for the championship between Bonezzi and Brett, with having a worst result of 3rd, but Bonezzi's worst a 4th. In the event, this race determined the first 4 places overall. The wind again was around 15 knots, and Andrea Bonezzi motored off into a huge lead. Bret worked his way up to second place with Walbank some way behind. Second place was enough for Brett to win overall, and so Bonezzi was forced to wait and attempt to sail him down to at least third place. Unfortunately for Bonezzi, he could not slow Brett sufficiently to push him behind Walbank, and so at the finish the order of Bonezzi, Brett, Walbank and Schroeder gave Brett the title.

Race 9 was in the lightest breeze, a bit more westerly than previously. Bonzio and Mitchell led up the first beat until the wind began to swing, bring Jo Rosler (GER) to the fore. Down the first reach the fleet found it very hard to pick up the gybe mark, obscured against the background of an island, and eventually had to fetch towards it having all sailed too low. By the last leg, Bonzio was in the lead followed by Andreasen, and five boats behind scrapping for third. By the finish it was Bonzio and Andreasen, followed by Paul, Brandt and Harprecht.

Arthur Brett had trained hard for the event, and displayed good speed, boat handling and tactics in all conditions. Bonezzi and Walbank pushed him hard all the way, but in the end Brett was a worthy winner. He now defends his title at his home club, Blackrock Yacht Club, on Port Philip Bay, in January 2002. This event, despite a small fleet, was a great success, with excellent sailing conditions - the best winds at a Contender World Championship for quite a few years - and flawless race organisation.

Chris Mitchell

Winter in Australia - World Championship in Melbourne

Black Rock Yacht Club, Melbourne, South Australia

January 2002

The International Contender Australian and World Championship regatta carnival kicked off with an exhilarating day of measuring. The measurement team led by Grant Robinson and Ron Duffield was well assisted by Marty Bennett in the boat and foils weighing department, Damien ("Pounder") Pound, Marcus ("Hamo") Hamilton in the spar measuring department and Tim Hill in the sail measurement department. And who could forget Stephen ("Golly") and Jenny Fries at the registration desk, Matt ("Hanno") Hannaford – Project Manager for Transport and assistant measurer and the Aussie girls on the beach putting on a show for the boys.

After some mad scrambles for lead weight, re-adjustment of black bands, discussions over the accuracy of the scales and some interpretation of the statement "this equipment doesn't measure, you will need to fix it!" everyone seemed happy enough. Amazingly, there were very few incidents of kickbacks – very unAustralian like (only joking Ron).

Australian Open Championship

Heat 1 and 2 – As an introduction to Port Phillip Bay, a "cool change" overnight presented us with 22 – 32 knots of wind. With the wind blowing all night from the West, this equated to a massive sea. Result: races were deferred to the next day.

***Heat 1:** Finally they're off and racing. The opening morning for the Australian championship saw 15/20 knots from the west with a rather large swell. First to the top mark was 3 time world champ Andrea "The Italian Stallion" Bonezzi followed by a hot bunch of sailors including Arthur Brett. On the first lap there were many place changes due to capsizes - notable wipeouts were Grant Robinson and Phil Dubbin. Second lap saw places change with the wind oscillating. Steven Grimes took a windward swim in the delightful Melbourne summer weather (approx. 18 degrees C), and in the end it was Arthur that got the gun followed by The Italian Stallion.*

***Heat 2** started with 15 knots from the south west after one general recall. The fleet split with the majority going*

to the starboard side and a small bunch heading port. At the first mark, Arthur Brett led from Andrea and Steven Grimes with Tim Hill and Simon Dubbin in pursuit. They had a small break on the rest. The two reaches were long and exhilarating for the competitors as the wind had increased in strength. Many found their mast hitting the water including Arthur and Andrea. The downwind leg greeted all with 2-3 metre waves getting many boats to 'terminal velocity'. The last upwind beat to the finish was in an increasing wind and high seas with Arthur taking the gun from a persistent Steven Grimes and Tim Holden.

***Heat 3** commenced with a building seabreeze and clearing squalls with the sun finally showing up. The start got underway in 20 knots, with breaking seas up to 3-4 metres. From the start the fleet split, with the left hand coming out in front. Johnny Lindholm led to the first mark with The Italian Stallion (Andrea Bonezzi), Phil Dubbin, and Tim Holden in hot pursuit. Arthur made ground on both reaches to arrive at the bottom mark fourth with The Stallion leading. The second beat saw the wind building to 20-25 knots and shifting 15 degrees right. Arthur improved to second place with Steven Fries sailing a blinder to reach the top mark fourth. Arthur broke through to lead on the run and win the race.*

***Heat 5** was as close to Hollywood as Black Rock can get. Bright blue skies, warm water, and 25° air temperature greeted whose sailors who made it to the start on time. The Race Committee were obviously getting the fleet ready for the more serious racing coming up next week by starting the race on time as notified at 2:30pm.*

From a clean start with no recalls (the first for the regatta so far) Tim Holden blazed away to what seemed like a race winning lead at the top mark. Brother Brett who rounded second quickly caught and overtook Tim on the 2nd reach. The battle for third was on with Tim Hill, Phil "Dubbo" Dubbin and Andrea Bonezzi making up ground quickly. Tim Holden regained the lead at the top mark the 2nd time around but was quickly rounded up and passed by Arthur Brett on the run. On the final beat to the finish, Arthur Brett closely covered Tim Holden (2nd) to maintain his lead to the finish. Tim Hill sailed a clever final beat to finish 3rd with Dubbo 4th and Andrea Bonezzi 5th.

Australian Open Championship Overall Results:
1st Arthur Brett (AUS)
2nd Tim Holden (GBR)
3rd Steve Grimes (AUS)
4th Andrea Bonezzi (ITA)
5th Tim Hill (AUS)
6th Phil Dubbin (AUS)

World Championship

***Race 1:** The regatta opened with 15 knots and half to 1 metre waves and a slightly overcast sky. The 65 competitors were well behaved with a clean first start. The wind started at 210° backing to 195°. Boats starting at the Port end and coming back across on the port lay-line gained from a lift into the mark. First to the windward mark was Phil Dubbin closely followed by Briton Simon Mussell. Others in the leading group included Arthur Brett, Andrea Bonezzi, Tim Holden and David Davies. By the end of the first reach Dubbin was still leading, but Mussel had slipped back, with Arthur Brett second, Andrea Bonezzi third and Holden fourth.*

Arthur Brett retained his World Title at Melbourne

Tim Hill came through to 3rd at the leeward mark. At the next windward mark. Arthur Brett was leading followed by Andrea Bonezzi and Tim Holden – Dubbin had dropped to 5th. Steve Grimes came fast past Davies on the run, but this was reversed on the final beat with the leading positions remaining unchanged. The race was won by Arthur Brett, second Andrea Bonezzi, and Tim Holden from Britain third.

***Race 2:** Great day for sailing; Sun Shining, lots of wind (about 15 to 18 knots) and fun waves for riding down wind. Surprisingly, with a bit of a committee boat end bias on the start line there was a relatively clean start with only one individual recall. The first beat was a drag race with very few wind shifts, but plenty of waves to look out for otherwise you could be swept off the boat (as many experienced). The reaches saw some big splashes especially at the marks. There were more shifts to be had on the second and final beats with lots of close sailing and tactics making it interesting. The top five were close on the first lap with Arthur and Andrea getting a bit of a break by the last. With only a few boat lengths in it the whole way round it was going to be tough to split Arthur and Andrea but a poor final mark rounding saw Andrea slip past Arthur and that was how it finished.*

***Race 3:** Another magic sunny day with a gentle 12 knot southerly seabreeze building to 18 knots during the race. The waves were again huge with the downwind legs full of nosedives and wild planing. The wind was shifting consistently throughout the race with good gains and losses made on each of the beats. Some times hard left worked but generally the right side of the course seemed like the place to be. Andrea showed a good turn of speed upwind and controlled the race from the start to finish a very comfortable 1st. Tim*

Tim Holden was the "best Brit" in 2nd place. Look closely and you can see the new Wavelength carbon mast in action...

Holden continued with his excellent form upwind to finish 2nd although he struggled to keep up with the lightweights on the 60 degree reaches. Arthur finished a solid 3rd but didn't ever look like winning. Jan Von Der Bank put in a great race for 4th showing great downwind speed whilst hanging in with the big boys upwind. David Davies sailed a consistent race for 5th.

Race 4: *Race 4 started in 15-20 knots with a building sea breeze and waves. From the start the fleet split evenly with Andrea going right and Arthur left. The boats from the right did best, with Tim Holden leading to the first mark. The reaching legs saw Tim lose the lead to Andrea and Arthur. Jan von der Bank, Callum Burns and Tim Hill followed in close company. The second beat saw the right hand side heavily favoured with the wind and sea beginning to build to 20 knots. Andrea led to the top mark again, but his lead was severely reduced. Arthur followed with Callum and Phil Dubbin. Just before rounding the top mark, Andrea broke his vang and stopped to make the necessary repairs giving Arthur the lead going onto the run. The wind freshened to 25-28 knots down the run and on the final beat conditions became extremely difficult with 2-2.5 meter rolling waves.*

The final beat saw Arthur's lead challenged by Tim Holden and Phil Dubbin. In extreme conditions Arthur crossed the line first; Tim Holden second; Phil Dubbin third; Soren Andreasen fourth, and Steven Grimes fifth.

Race 5: *Approaching the third last race in the event, the competition between Arthur and Andrea now seemed to be really on. They could be seen chasing each other through the mass of boats ready to start in about 15 Knots. After a general recall the second start was good, and the fleet got going, soon splitting to the right and the left. For a while the left seemed favoured, but then the breeze set in from the right seeing a bunch of boats around Grant Robinson and Phil Dubbin first around the Mark. Andrea and Arthur soon closed the gap on the reaches, then fighting each other hard down the second run. The battle seemed hard enough that after the race Arthur lodged a protest against Andrea. Andrea, not one to stand back, handed in a protest against Arthur in return. What really happened hardly anybody outside the protest room knew for sure, but the case was dismissed and everybody was happy that the championship wasn't decided on the "green table", for should Andrea have had a second discard then Arthur would have not only won a protest, but most likely the whole thing. On the water, Andrea won, well ahead of Arthur, who also had a short swim at one stage, Grant secured his remarkable third ahead of "Mr. Consistency" Phil Dubbin. The next group was pretty tight with Soren from Denmark coming fith. Tim Holden managed to struggle home in 8th with a broken trapeze.*

Race 6: *Race 6 was started in 14-16 knots which gradually built to about 16-20 knots by the end of the race. Britons Simon Mussell and Richard Batten had their noses too far ahead and were counted OCS. Arthur rounded the first mark first followed closely by Andrea, but down the reach Andrea got ahead and never gave away that position. Grant Robinson was smoking on the second upwind, and it seemed like nobody could get to him, but Tim "Hold-it" Holden eventually managed it. Soren Andreasen again showed good speed on the reaches and got through to 6th, closely followed by Tim Mountain and Jan von der Bank. At the end it was Andrea, Arthur, Tim, Grant , and Jan.*

Race 7: *This left everything set for a grandstand finish. In the lightest conditions of the regatta so far, around 7 knots, Brett engaged Bonezzi at the start, taking the pair of them out on the right of the course while the rest of the fleet went left. This left them at the back of fleet, although they eventually worked their way back to mid fleet by the finish, with Andrea in 36th and Arthur 38th. This was easily enough to secure the title for Arthur, but not enough for Andrea to hold on to 2nd. Despite the lighter conditions, and despite being a bit bigger than most, Tim Holden had maintained his fleet average to finish 2nd in this race and the 2nd overall slot. Jan von der Bank won the race to take fourth overall from Phil Dubbin.*

Full results on Page 21...

WHITE'S WACKY WORLDS!

New BCA Secretary Tony White tells us the story of the British contingent. Suppose someone might find it interesting...

Having done all the spadework to organise the container and all the paperwork, Tim Holden and Paul Walker joined the rest of the British contingent in Poole, early on a November Saturday, to load 12 Contenders into the shipping container for the boat's 6 week transit to Oz. Under the watchful eye of loading guru Nigel Walbank (now sailing an RS700....spit) the boats were slotted-in on the pre-formed racks and secured for the long sea transit. Space left over was utilised for stowing 5 "treddlies", an item that is known outside Australia as a bike! Once the lorry with our boats had departed, a convoy of 12 cars and trailers caused havoc with Poole`s shopping traffic as we followed Paul`s car to "Bob`s Boat Shop" where he had offered trailer stowage in his yard. Having drunk all the coffee in the shop and not spent anything (except Rodger, who bought a shackle) we departed with cries of "see you in Oz!!"

Some 2 months later, the "team" began to assemble in Oz, initially at RONSTAN`s yard where the container was

unloaded under the watchful eye of Australian Customs and Port Health, who tried to ensure that the current well-known British exports of C.J.D., Foot and Mouth, Sandy Clapham, etc. did not enter the country, by chemically "bombing" the container interior. At least our wetsuits now smelled sweeter! Aussie Contender sailors had organised cars and trailers to ferry the boats to Black Rock 6 kms away (thanks, guys), whilst Alan Mollatt and Paul attempted to convert their pale English complexions into blistered red, the Aus sun being unbelievably powerful.

The Australian National and Open Championships commenced on Mon 7th Jan, with 6 races back to back over 3 days. Some of the British contingent (as reported elsewhere) braved the Oz "summer" strong winds, big waves, and jetlag to put in very creditable performances. All found that post-racing beer and food accelerated the onset of "the wall". The wall occurs at about 8 or 9pm for the first couple of days after arrival, when one stops dead in mid sentence, mid mouthful or mid slurp of beer and falls instantaneously asleep. It`s sometimes called jetlag, and easy to spot in Sandy by the un-explained sudden silences!

Thurs 10th & Fri 11th were R+R days, most of the contingent electing for a long drive down the "Great Ocean Road" for some spectacular ocean scenery (via Torquay, Lorne and other familiar names) to the "12 Apostles" and then back via ferry across the mouth of Port Phillip bay to Sorrento and then to the Fairy Penguin colony [whatever happened to the "no poofters" rule then?] on Phillip Island, which is shaped like the IOW complete with Cowes in the right place. The penguins looked and waddled like Contender sailors with too tight trapeze harnesses; it was considered enlisting them onto the team.

By the weekend all the contingent had arrived, and were variously sharing rooms in the friendly Beaumaris Bay Motel, an energetic 10 min ride away on the "treddly". Breakfasts were great, served by the irrepressible waiter Ange (short for "Angel"... you work it out) whilst the banter had to be heard to be believed. Tony White and Rodger White shared a room, and had to explain to Ange that, no, they were not "partners", but were twin brothers. The weekend regatta at Mordiallic [mor..dee..al..ick] was not attended as planned, the even bigger seas and strong winds keeping the fleet in the dinghy park whilst the sunshine, bar and nearby fish and chippery (Flake and chips a speciality... that`s shark!!) helped while away a pleasant social weekend. Ron Duffield , International Measurer and rules guru, had by now finished all measuring, the only contentious point being Arthur Brett`s adjustable lower shrouds. Arthur`s argument was that the lowers are "stays", as ruled by ISAF, not "shrouds" as in the ICA rules, and can therefore be adjustable. They were thrown out!! By later Sunday afternoon many Contenders enjoyed a brisk practice sail in the abating conditions.

By Tuesday afternoon, 63 total entries were raring to go for the first race of the World series, which were held over 5 days with a racing format of heats 1+2 back to back on Tuesday, heats 3+4 on Wednesday, heat 5 Thursday, heat 6 Friday and finally heat 7 on Saturday.

As we soon learned, 2 back to back races were hard work, the thermal wind building for the start each day

Left to Right: Andrea Bonezzi, Arthur Brett, Tim Holden

at 1400, accompanied by big short, sharp seas by the second start. Wednesday's 2nd race was particularly memorable, the last triangle being close to survival conditions as we slammed to the windward mark in very short sometimes breaking waves with up to 20 upturned Contenders littering the course. (Score 20 DNF this race). Chris Mitchell's chartered and locally built Australian boat suffered shroud plate failure, when the plate ripped out of the deck taking a large chunk of foredeck with it. The hull promptly went "down the mine" nearly taking Chris with it. The hull became waterlogged and submerged, the sail and boom disappeared. Chris nearly suffered the same fate as a pick-up was attempted by a high-sided glassfibre "rescue" boat. Rodger White in GBR 646 finally did the rescue and amused many on the beach when a 2 handed Contender returned from racing. The run back in from the course was quite awesome with many capsizes and "YEEE..HAAAs" as we planed back in down ski-ramp waves. Alan Mollatt also returned to the beach in a 2 handed Contender, with a young blonde lady as crew. His story was that she helped him right the boat after an inversion, and stayed onboard to the beach. A likely story that only partially explains his exhaustion... you'll have to do better than that, Alan!!

Tim Holden was by now dominating the fleet with his powerful windward sailing, scoring 3,3, 2,2 in the four heats. Although quicker to windward than Arthur Brett and Andrea Bonezzi, they had the edge down the fast and manic reaches, probably due to several months of practice in the prevailing conditions. Dave Davies also

2002 World Champion Arthur Brett from Australia

revelled in the strong winds, scoring a 6th and 5th whilst Simon Mussell (in his beautiful home-built GBR 686) showed consistency with 8/12/14/12 in the four races to date.

It was with relief that only one heat, race 5, was sailed in strong conditions on Thursday, Tim scoring 8th, the position being a temporary and unlucky blip when his trapeze lines parted and had to be jury-rigged to finish.

Heats 6 and 7 were sailed in lighter winds, Rodger scoring a creditable 8th in the lighter stuff in the final race. Tim remained consistent with a further 3rd and amazing 2nd in the final in light and most un-Tim like conditions. In the rest of the fleet we were treated to the match racing techniques of Arthur sailing Andrea down the fleet, to deny Andrea the 6th or better that would have won him the championship. So Arthur won, in emotional style dedicating his title to his late father, whilst "Our Tim" was 2nd, beating Andrea Bonezzi who was 3rd.

A maniacally busy Sat evening followed, stripping down the boats ready for transportation, followed by a busy, noisy and great social and prizegiving. An indication of the seriousness of Arthur's preparation to win the event was evident when Arthur thanked his personal trainer (John Bertrand's brother, no less) and his physio/ masseur for their daily attention to his training and well-being, as helping with his success. Tim Holden can be justly proud as being the only truly "amateur" sailor out of the first three. Every nations' contingent put on a barrel, the contents of which were duly consumed to help with the accumulated de-hydration, whilst the club laid on yet another great buffet. Amazingly most of it was eaten rather than thrown (we're all getting old and responsible!)

It was a great event with superb sailing water and conditions, a friendly and welcoming club environment (sausage sizzle and free beer after every race) with well laid courses and good race management; efficient on the water, and friendly off. The race officer, Kevin, felt so guilty at OCS'ing Tony from race 2, he bought him a beer to say sorry. We all look forward now to our season at home; our opportunities for sailing will increase when the boats arrive back in March. Bit of practice prior to the Europeans in Hellerup, more for the Nationals at Penzance, then the Big One of 2003 when it is our turn to run the World's at Plymouth. Don't we just love this sport. Roll on summer.

Tony White, GBR 650

Trapeze low, keep it flat, and you too can be World Champion...

2002 Contender World Championship. British Positions:

2. GBR 679 TIM HOLDEN. Consistent sailing and great in a blow; phenomenal to windward. Best looking boat award. Our Dad. Comes from "Up North" (not his fault)

13. GBR 616 DAVE DAVIES. Good strong wind positions, although was quicker when porkier. Best profile when photographed from left. Will be strong force in new boat.

17. GBR 673 GARY LANGDOWN. Dark-horse of the fleet. Leader of the fast Highcliffe mafia. Not to be messed with.

18. GBR 686 SIMON MUSSELL Shows promise and boatspeed in a blow. Skilled with hands and recent convert in appreciating shape and form (created own boat). Highcliffe's debt collector.

24. GBR 681 PAUL WALKER. Had better results in Ozzie Nationals; several high 30 in Worlds. Great source of boat bits. Highcliffe Mafia trainer in on-water use of unusual English Language.

31. GBR 636 NICK GRACE. Good in survival conditions, fast in the light stuff. Photogenic when on the wire. Great guy socially around the course, meeting middle and back fleet players.

32. GBR 684 SANDY CLAPHAM. Not yet found true boatspeed in new boat, but getting on form. Aussies liked his "go for it" attitude. Being head-hunted for British Diplomatic Corps.

33. GBR 662 RICHARD BATTEN. Race winner in Oz Nationals. 2 OCS and 1 DNF spoilt worlds result. Fast when not fiddling with boat. Is advertising for personal organiser. Needs one.

36. GBR 663 JONATHAN WARD. Ex Fireball world champ crew. Knows his way around the race course; tactics good. Occasional wobbly boathandling dropped places. Mast should point up.

39. GBR 646 RODGER WHITE. Disliked the heavy stuff; too light. Part-time rescue boat. Poor overall position boosted by 8th in last race during light winds. No opportunity for "flyers".

42. GBR 650 TONY WHITE. Record for least capsizes (1 during a race). More aggression required. Found form on last beat of last race. Drank no beer (during a race) Team humourist and joke teller. Bit of a comedian alround.

44. GBR 685 CHRIS MITCHELL. Poor result belies skill at sailing borrowed dung heap of boat. Missed 2 races after sinking/ repair and team effort on re-rigging. OCS last race. Tch.Tch.

49. GBR 640 ALAN MOLLATT. Premier member of swimming team, with good speed between in-water events. Gained 20 places up penultimate beat (form at last!). Brought own trolley-dolley and team trainer (hi Pat).

STOP PRESS: CARBON MASTS UPDATE!

With the new rule on carbon masts almost certain to be ratified at the November ISAF meeting, Tim Holden prudently packed Graham Scott's 1st prototype mast in his suitcase for the trip.

He tried it out during the Aussie nationals, and happy with its performance, went on to use it in the Worlds. He reports that a) yes, they are strong enough!, and b) the performance was very similar to the Wavelength alloy mast. Tim tells us that he felt the mast was no different from his metal mast in a breeze (15 knots +), but he felt it seemed better for him in the lighter stuff. This was possibly because that particular prototype is a little stiffer than the alloy mast, and he had to use a slightly different setup (a little more pre-bend) resulting in a better light wind sail shape.

He also reports that 6 Australians, including Arthur Brett, were using carbon masts. Development of the mast in Australia seems to have started from a different point: the Aussie masts were produced from 40mm tube which then had to be considerably customised to suit the particular helmsman, and the resulting rig was far more flexible than current Contender rigs. Time will tell!

CONTENDER WORLD CHAMPIONSHIP 2002 - BLACK ROCK SC, MELBOURNE, AUSTRALIA										
Pos	Sail No	Skipper	Agg Score	Race 7	Race 6	Race 5	Race 4	Race 3	Race 2	Race 1
1	AUS279	Arthur Brett	11	-39	2	2	1	3	2	1
2	GBR679	Tim Holden	15	2	3	-8	2	2	3	3
3	ITA11	Andrea Bonezzi	16	-36	1	1	10	1	1	2
4	GER507	Jan Von Der Bank	29	1	5	6	8	4	5	-10
5	AUS237	Philip Dubbin	34	-15	9	4	3	7	7	4
6	AUS280	Tim Hill	43	-14	6	13	6	9	4	5
7	AUS247	Steven Grimes	44	5	10	9	5	8	-16	7
8	DEN44	Soren Andreasen	47	7	7	5	4	11	-14	13
9	AUS251	John Lindholm	55	-34	8	14	7	6	9	11
10	AUS252	Grant Robinson	68	21	4	3	11	15	(64.00F)	14
11	AUS281	Stephen Fries	72	9	11	12	(64.00F)	13	10	17
12	AUS260	Callum Burns	77	10	14	-18	15	16	13	9
13	GBR616	David Davies	86	23	12	15	(64.00F)	5	25	6
14	AUS238	Dan Kohlman	88	-37	13	19	14	10	6	26
15	AUS286	Mark Phillips	95	11	22	17	16	-27	8	21
16	AUS250	Darrell Faulkner	96	-27	18	16	9	24	11	18
17	GBR673	Gary Langdown	106	3	19	10	27	18	29	-36
18	GBR686	Simon Mussell	106	28	(64.000)	32	12	14	12	8
19	AUS217	Andrew Turner	112	(64.00F)	26	20	20	12	15	19
20	GER456	Karsten Jarke	113	26	16	11	17	17	26	-27
21	AUS272	Paul Green	115	-24	15	23	19	20	22	16
22	AUS264	Marcus Hamilton	131	22	-32	29	18	22	20	20
23	GER499	Karsten Kraus	133	17	20	26	-28	23	24	23
24	GBR681	Paul Walker	134	-38	21	22	30	28	18	15
25	ITA313	Virgilio Frau	148	33	17	21	(64.00F)	26	19	32
26	GER495	Frank Lammerskitten	155	13	23	25	31	29	(64.000)	34
27	NED217	Rene Heijnen	156	4	34	31	32	34	21	-38
28	AUS219	Andrew Barney	162	31	28	30	22	21	30	-40
29	GER483	Joachim Harpprecht	169	6	24	-42	39	30	31	39
30	AUS261	Alan Griffith	179	43	33	27	21	31	(64.000)	24
31	GBR636	Nick Grace	182	12	37	35	(64.00F)	42	28	28
32	GBR684	Sandy Clapham	182	16	39	33	24	33	-46	37
33	GBR662	Richard Batten	183	64.000	64.000	7	(64.00F)	19	17	12
34	AUS234	Simon Dubbin	190	47	(64.00C)	28	13	38	35	29
35	NED225	Jaap Walter	193	(64.00C)	31	34	26	37	34	31
36	GBR663	Jonathan Ward	202	29	29	39	25	45	(64.00S)	35
37	AUS271	David Williamson	204	40	30	43	(64.00F)	32	37	22
38	AUS253	Damien Pound	205	35	42	36	23	36	33	-43
39	GBR646	Rodger White	211	8	-54	37	38	43	39	46
40	AUS257	Robert Roel	220	18	43	24	64.00F	41	(64.000)	30
41	GER439	Bodo Riesen	224	25	38	45	(64.00F)	35	36	45
42	GBR650	Tony White	225	32	35	41	36	39	(64.000)	42
43	NED218	Mark Thorborg	226	20	40	47	35	40	44	-53
44	GBR685	Chris Mitchell	228	64.000	27	64.00C	(64.00F)	25	23	25
45	AUS245	Matthew Hannaford	241	46	44	40	33	46	32	-47
46	AUS226	Ian Bowman	243	30	46	48	34	44	41	-50
47	USA204	Gil Woolley	243	45	41	38	37	-47	38	44
48	AUS206	Simon Spalding	244	51	25	44	64.00F	(64.00F)	27	33
49	GBR640	Alan Mollatt	251	19	36	(64.00F)	42	58	47	49
50	AUS243	Peter Murphy	261	52	45	46	29	49	40	-52
51	AUS266	Marty Bennett	262	42	47	(64.00C)	40	50	42	41
52	AUS241	David Clayton	279	50	49	-50	41	48	43	48
53	AUS283	Ian Kirkwood	308	41	50	52	(64.00F)	54	50	61
54	AUS144	Andrew Mattinson	321	48	48	51	64.00F	55	(64.00F)	55
55	GER447	Fritz Selb	324	44	55	64.00F	(64.00F)	57	48	56
56	AUS270	Gerard Bini	330	49	53	53	64.00F	60	(64.00C)	51
57	AUT31	Gerald Richtarski	335	64.00C	51	64.00F	(64.00F)	52	45	59
58	AUT25	Andreas Keber	340	64.00C	52	49	64.00F	51	(64.00F)	60
59	AUS168	Rob LeMan	341	64.00F	64.00C	54	(64.00F)	53	49	57
60	AUS185	Tristan Bennett	359	53	64.00F	55	64.00F	61	(64.00F)	62
61	GER330	Ratgar Walter	360	64.00C	64.00F	64.00C	(64.00F)	59	51	58
62	GER400	Peter Zoernack	366	64.00C	64.00C	64.00C	64.00F	56	(64.00F)	54
63	AUS27	Amanda Aylward	384	64.00C	64.00F	64.00C	64.00C	64.00F	64.00C	(64.00C)

Minus race scores signify Discarded result.

UK National Championships at Eastbourne

Eastbourne Sovereign Sailing Club
5th to 8th of July 2001

Hot Scot Ian Renilson continued his formidable run with a convincing win at the Contender National championships.

The four day format championship held at Eastbourne Sovereign Sailing Club between the 5th and 8th of July attracted fifty Contenders and the full ten races were completed despite some light winds. This was in no small part due to race officer Maggie Macdonalds no-nonsense approach!

The first day saw a glassy sea and several hours postponement. Eventually the lightest of sea breezes arrived and the fllet were called out to race. The Contender sailors however decided to send Chairman Jones to negotiate by radio and a further reprieve ensued. This fleet apathy was to come back and haunt everyone later! The only race of the day finally started at four o'clock and within minutes the wind was fading away.

After two hours and one lap the race officer finally ended the misery and shortened course. Ian Renilson must have thought the long drive from Edinburgh almost worth while as he drifted accross the line first, followed by only another nine boats within the twenty minute time limit. Fellow Scot Neil Wilson was second and Graham Scott third.

Day two started with a short postponement due to fog and lack of wind. However a light breeze soon settled in and increased slightly throughout the day. Despite the strong current, early use of the black flag meant that three races were completed. Current European Champion Renilson won all three in style leaving Rodger 'Pyjamas' White and Tim' Furniture Polish' Holden to take the seconds. Scott and Jones collected the thirds.

Day three arrived and so did a little more wind! A gruelling four race schedule was planned and the race officer had a very determined look on her face. Renilson had a nightmare and only managed three seconds in the first three races. Nigel 'Three Boats' Walbank won the first showing great speed in his latest vessel and the now ex-Chairman Jones the next two. Andrew 'Smiler' Potter finally popped up at the front with a third.

Renilson decided to stop messing about and won the last race of the day. With only two races left to sail on the final day and two discards to come this meant he had successfully defended his National title for the first time and could spend the final day looking for something to do in Eastbourne.

A typical late spurt by Jones had put him in an uncatchable second overall and the only excitement left was for third place.

The final day provided a near perfect, if a little gusty, force four westerly. This was much to the svelte Neil Wilson's liking and he stormed away to win the first with Tim Holden second and Potter third. In the final race Holden led from start to finish and Graham Scott finally got going. He crossed the line second ahead of Wilson which should have been enough but an over eager start meant Wilson would get a well deserved third overall

Thanks must go to the club for such a well run event and to race sponsors Craftinsure.com. A special thankyou also to the fantastic beach crew who made recovery on the infamous shingle beach almost a pleasure.

Final results;

1. Ian Renilson 11pts (Dalgety Bay SC)
2. Stuart Jones 22pts (Datchet Water SC)
3. Neil Wilson 31pts (Holy Loch SC)
4. Graham Scott 32pts (Porthpean SC)
5. Tim Holden 37pts (Halifax SC)
6. Andrew Potter 46pts (Entebbe SC)

First Junior. Peter Horn (Shoreham SC)
First Newcomer. Jon Ward (Porthpean SC)

Full list of results overleaf...

Colin Gates enjoys the breeze at the Eastbourne Nationals

Nationals Results in Full - Eastbourne July 2001

Pos	Sail No	Helm	Club	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8	Race 9	Race 10	Total	Disc	Score
1	682	Ian Renilson	Dalgety Bay SC	1	1	1	1	1	2	2	2	49	49	109	98	11
2	634	Stuart Jones	Datchet Water SC	4	3	3	4	5	3	1	1	4	3	31	9	22
3	623	Neil Wilson	Holy Loch	2	10	15	8	4	5	5	4	1	2	56	25	31
4	654	Graham Scott	Porthpean Sc	3	5	4	3	3	4	6	5	5	37	75	43	32
5	679	Tim Holden	Halifax SC	46	2	6	2	2	13	9	13	2	1	96	59	37
6	661	Andrew Potter	Entebbe YC	46	7	11	6	6	6	11	3	3	4	103	57	46
7	589	Keith Paul	Weston SC	5	4	12	7	8	14	7	8	7	6	78	26	52
8	616	Dave Davies	RYA	46	11	9	5	10	7	3	6	6	8	111	57	54
9	620	Stacy Bray	Porthpean	6	8	18	12	7	11	14	9	10	5	100	32	68
10	660	Peter Dives	ESSC	46	12	13	9	11	8	4	14	19	19	155	65	90
11	626	Ben Holden	Halifax SC	46	13	19	10	12	10	22	10	17	14	173	68	105
12	652	Sandy Clapham	Grimwith SC	46	25	10	16	13	12	12	11	21	10	176	67	109
13	639	Matt Aston	Datchet Water SC	10	15	14	15	17	26	13	18	12	15	155	44	111
14	646	Rodger White	King George SC	7	9	2	18	16	21	18	26	22	37	176	63	113
15	681	Paul Walker	Highcliffe	46	19	5	17	15	22	25	19	11	11	190	71	119
16	653	Chris Mitchell	Oxford SC	46	48	7	46	9	15	10	12	20	7	220	94	126
17	633	Peter Giffen	Broadstairs SC	46	14	26	11	23	16	8	22	9	37	212	83	129
18	659	Martin Metcalfe	Killington SA	46	17	17	14	24	23	15	16	16	17	205	70	135
19	675	David Gautier	Datchet Water SC	9	16	31	23	20	28	20	23	15	13	198	59	139
20	663	Jon Ward	Porthpean	8	18	21	24	26	18	21	25	26	26	213	52	161
21	583	Jerry Driscoll	Felpham SC	46	21	22	25	19	45	35	15	14	16	258	91	167
22	650	Tony White	Lancing SC	46	20	27	19	14	9	27	17	49	49	277	98	179
23	658	Chris Howe	Oxford SC	46	48	28	13	25	30	19	32	23	21	285	94	191
24	657	Bill Hooton	Burton SC	46	24	46	46	18	29	30	21	13	12	285	92	193
25	636	Nick Grace	Castle Cove SC	46	23	16	20	21	27	17	28	41	49	288	95	193
26	547	Simon Mussell	Highcliffe	46	26	29	46	35	17	29	42	8	9	287	92	195
27	569	John Charles	Leigh on Sea SC	46	33	24	21	22	19	34	35	24	22	280	81	199
28	649	Chris Bannister	Brightlingsea SC	46	32	25	22	28	35	24	24	25	20	281	81	200
29	672	Trevor Lloyd	Brightlingsea SC	46	48	20	27	31	25	16	29	18	18	278	77	201
30	655	Tony Cook	Riy CP	46	22	34	26	30	34	23	20	28	23	286	80	206
31	606	Colin Gates	ESSC	46	27	46	31	27	32	28	27	29	24	317	92	225
32	591	Pete Binskin Barnes	Broadstairs SC	46	29	35	28	32	38	31	37	31	27	334	84	250
33	461	Peter Horn	Shoreham SC	46	28	46	32	34	36	26	40	30	25	343	92	251
34	455	Marcus Scrace	Castle Cove SC	46	40	23	33	36	20	37	38	35	31	339	86	253
35	677	Peter King	Brightlingsea SC	46	37	33	36	29	33	33	33	27	29	336	83	253
36	683	Nigel Walbank	Lymington Town	49	6	49	49	49	1	48	7	49	49	356	98	258
37	648	Paul Lincohw	Hayling Ferry SC	46	30	36	29	38	41	36	30	32	37	355	87	268
38	617	Richard Cooper	Maldon YC	46	35	38	30	39	37	38	36	34	28	361	85	276
39	668	Ron Cockwell	Highcliffe SC	46	31	46	46	44	24	32	34	33	32	368	92	276
40	609	Robert Gibson	Brightlingsea SC	46	34	30	37	33	31	40	31	41	49	372	95	277
41	308	Peter Wilkinson	Royal Victoria	46	36	39	34	37	42	42	43	36	30	385	89	296
42	353	Peter Meares	Weir Wood	46	38	32	35	44	39	41	41	41	49	406	95	311
43	443	Mark Jackson	Lancing SC	46	39	37	38	44	40	39	39	41	49	412	95	317
44	629	John Browett	DWSC	46	49	8	46	49	49	49	49	49	49	443	98	345
45	644	Peter Wadman	ESSC	46	49	46	46	49	45	49	49	49	49	477	98	379
46	550	J Ross	Hamble River SC	46	49	49	49	49	49	49	49	49	49	487	98	389
47	492	Ray Pickering	ESSC	49	49	50	50	48	49	49	49	49	49	491	100	391
48	622	Richard Buttner	?	49	49	49	49	49	49	49	49	49	49	490	98	392

Don't miss Penzance this August!

REPORTS & RESULTS

Scotland 2001

Stewart Murdoch reports on the 2001 season north of the border, and updates us on what's in store for 2002

Not the most auspicious season in living memory for the Contender class in Scotland. We decided to do fewer travellers in the hope that this might increase the number attending each event and while the early events (pre Europeans) were well attended, it seemed to go a bit flat after that.

12/13th May Royal Tay Yacht Club Opening Regatta

Great turn out of boats despite the fact that this was not one of the travellers events and a good opportunity to demonstrate the suitability of the Contender for handicap racing on the Tay ..... you need to be able to point high and it helps to be able to run dead downwind. The asymetrics tend to lose out reaching across the tide downwind and trying to 'foot off' upwind.

19/20th May Dalgety Bay

Good turn out again and the usual high standard of organisation. Ian was in blisteringly fast form particularly when it was windy and the omens were there for a good Scottish result at the Europeans.

Mike Denham and Stewart Murdoch drove south the next day in convoy with Ian Renilson and Neil Rosie (Paddy). Loctudy was very pleasant but the sailing was not exactly exciting - I was quite glad that we did not have to discover what the beach is like in the prevailing south westerly that never materialised.

9/10th June Prestwick

The Prestwick event was rolled into the RYA Scottish Singlehanded Championships. It provided an opportunity for the class to be seen in the company of other potential recruits.

With very light winds the first day, this was not the best advertising scam we have pulled. What was remarkable was that, after it was all over, Ian had managed to achieve a very creditable third overall behind a Europe and a Finn which won the event. Neil Wilson was second contender with the rest of us spread down through the fleet of 50 plus.

23/24 June Tay Week(end) at Royal Tay Yacht Club

Another weekend of marginal conditions with a small entry of 6. However, with the current European and British Champion to chase there was no doubting that the pace would be good.

Ian did do what was expected of him and won every race. He was pushed more than might have been expected by Neil Wilson who finished second with Stewart Murdoch third each time.

11/12 August Helensburgh Regatta

The only event where the turnout really failed was Helensburgh. There were a couple of local boats with Neil Wilson the only traveller. The class started with the fast handicap which Neil duly won after.....

8/9th September Scottish Championships - North Berwick YC

This event was originally to have been incorporated into the Prestwick event, but rescheduled to keep interest alive at the end of the season. It was Ian's suggestion but one he nearly came to regret.

Saturday was honking, several boats retired before the start and a couple more including your correspondent retired after a series of spectacular wipeouts on the first off-wind leg. While the rest of us lesser mortals wimped out or swam, Ian and Neil gave a demonstration of what the Contender is capable of. They came ashore winning one a piece.

Day two started more moderately. We had one close race with Stewart leading for the first two laps before the excitement got the better of him and he dipped the boom into the oggin at the gybe allowing Ian through.

Race four was all over the place with the wind freshening, swinging north and then dropping away. Ian pulled out a good lead and took the event and a very well deserved Scottish Championship title.

After it was all over we had the bizzare experience of being kept afloat for over an hour because the surf had built up to dangerous proportions. Just to prove that they were not kidding the first flight of 6 Lasers allowed to give it a try all rolled in in unison on the same wave and all lost their masts.....

What's new for 2002 ?

Ian has purchased an International 14 (a Morrison 8) to sail with Gavin McKinnon. We stand to lose two of our most regular, and certainly most competitive, members. Both are talking of keeping their Contenders for guest appearances, club events etc.

On the Tay we have at least one new member Gordon MacIntosh who has been campaigning a Scorpion over the last couple of seasons. That gives us 4 with one other Contender "in storage".

There are signs of the boat being sailed more at club level rather than travellers events next year. There are Contenders at North Berwick, Helensburgh, Port Edgar, Largo Bay, Holy Loch, Prestwick, Royal Tay, Aberdeen and Stonehaven.

Stewart Murdoch, GBR 624

KING GEORGE SC

21st & 22nd April 2001

Bright sunshine and a light patchy breeze brought 19 Contenders from the South & East to King George SC on 21 & 22 April for the start of the 2001 Southern and National Travellers series.

From the start, the unstable breeze kept the whole fleet on their toes, but it was Bernard Shapley, Richard Gimmler & Matt Aston who took the early lead around the 1st lap. After a rotten 1st beat, Mick Keates found the right stuff on the 3rd, and rounded the top mark hot on the heels of Gimmler & Shapley. Passing Shapley & Gimmler on the last two reaches, Keates held the final beat to win race 1.

Race 2 was quickly away on an Olympic style course, with Shapley, Gimmler and Chris Mitchell showing early promise. Then Keates again found a breeze all of his own, passing Martin Jones and Mitchell on the 1st run and then Gimmler on the next beat. Shapley wasn't having any of this and would not be caught, winning after 2 more laps, from Keates, Gimmler and Richard Batten, who had made good after arriving late at the start.

Sunday morning, the sun was gone but the wind was here, blowing a good 3-4 which was to last all day. It was Gimmler and Shapley again in race 3, this time pursued by Rodger White and Andy Mcgaw. By the 2nd lap, Batten had come through from 7th up to 3rd, with Jones taking 4th from Keates and Peter Dives by the finish.

Having missed the 1st race on Saturday, and with no discards to spare, Batten was taking no prisoners in race 4. A comparatively short race before lunch, Batten won comfortably from the ever-consistent Shapley, Gary Langdown and Tony Burton.

With Shapley now top of the pops, and only 3 points separating the leaders, the 5th and final race was all about Shapley, Batten & Gimmler. With a 3-point deficit, even though Batten led from start to finish, he could not beat Shapley, who only needed to stay ahead of Gimmler to win. But Gimmler rounded 2nd at the top mark, chased by Burton, and Shapley was in 4th. By the 2nd beat, Burton had passed Gimmler, but Shapley was still 4th, where he stayed for another lap. Not taking Gimmler until the 4th and final beat, Shapley finally came in 3rd to win the day.

Final places were 1st Bernard Shapley (559 - King George SC 8pts), 2nd Richard Batten, (662 - Hichcliffe & Mudeford SC 9pts), 3rd Richard Gimmler (674 - Rutland Water SC 10pts), 4th Mick Keates (621 - King George SC 13pts), 5th Martin Jones (614 - Wilsonian SC 24pts), 6th Chris Bannister (649 - Brightlingsea SC 30pts).

Mick Keates

OXFORD SC

28th & 29th April 2001

Seventeen Contenders gathered at Oxford for a weekend of extremes, with some fantastic high speed racing in a strength sapping 5-6 on the Saturday and a more tactical shifty 2-3 on the Sunday.

In race one Tim Holden and John Browett got off to a flying start to set-up a two way battle with the lead swapping several times. Behind them, the chasing pack also regularly swapped order as mistakes were made in the challenging conditions. At the finish it was Holden, followed by Browett and Mitchell. Race two was held back to back with race one, the wind having increased a couple of notches. Once again Tim Holden and Browett were the early leaders, however a capsize put Browett back into the pack leaving Holden's lead uncontested. Browett pulled back through to second and Simon Ramm overhauled Matt Aston to take third. Not one of the competitors managed to complete the day without a capsize, with some far more [Farmoor?] spectacular than others.

Three races were sailed on the Sunday with the same leaders, but with a few new faces in the following positions. Race three saw several eager early starters penalised with a twenty per cent position penalty. These did not stop Holden taking the lead, with Dave Aston pursuing, as the fleet closed at the wing mark after half the fleet decided to go round an extra mark. Browett managed to get in touch with the front runners with Peter Dives, Rodger White, Ramm, Bill Hooton and Gary Langdown in a five way battle for fourth. The final order was Holden, Browett and Aston.

Race four followed a similar pattern to race three with the fleet again closing at the wing mark as the wind filled in from behind; once again Holden, Dave Aston and Browett escaped as the remainder of the fleet gybed in perfect line abreast formation with Clapham benefiting having wormed his way onto the inside. The leeward mark was still busy as the fleet rounded interspersed with the RS400s. Final order was Holden, Browett, and Aston with Metcalf in fourth.

The fifth and final race was sailed in a fitful wind. With a large shift on the first beat splitting the fleet, first round the windward mark was Mitchell, and he held on for several laps. The lead then changed hands several times between Dives, Holden and Dave Aston, ending in a nail-biting final reach with Holden's lead rapidly evaporating as Dives almost sailed over the top to take the win, who then in turn nearly lost out to Dave Aston who had gone low.

1st Tim Holden, Halifax
2nd John Browett, Datchet
3rd Chris Mitchell, Oxford
4th Simon Ramm, Bough Beech
5th Dave Aston, Chew Valley
6th Martin Metcalf, Killington

Simon Ramm

CHEW VALLEY LAKE SC

19th and 20th May 2001

A dedicated band of Contender sailors ventured to Chew Valley Lake for their Open meeting. Two races were held on Saturday afternoon in a fitful force 2 to 3 westerly. First to show were Richard Gimmler, Dave Aston and Williams as they worked up the heavily favoured port side of the first beat. Aston with local knowledge and good upwind speed worked his way to the front, only to decide to finish a lap early before flag 'S' went up, allowing Gimmler to resume the lead. Aston, again using the favoured port side to restore his lead, decided to round the windward mark unnecessarily, allowing Gimmler to take the gun.

Richard Batten finished 4th, recovering well from a capsize after his knitting tripped him just after the start.

In race 2, Lincoln and Rodger White tacked off to clear their wind, and tacking back found a generous lift to the windward mark and more wind. White led from Lincoln, Batten and Gimmler. Batten and Gimmler passed Lincoln to hound White. On the final beat, Batten slipped White's attention and headed to the port side. Nip and tuck to the line and Batten trapezing in on a gust pipped White sitting in the inevitable lull by a boat length.

Saturday's racing decided the meeting as the wind on Sunday was fickle to non-existent in spite of the race-officer's well meaning attempt to start a race.

Overall Positions:
1. Gimmler (674)
2. Batten (662)
3. Aston (669)
4. White (646)
5. Williams (585)
6. Lincoln (648)

Rodger White, GBR 646

BRIGHTLINGSEA SC

9th & 10th June 2001

On the weekend of the 9th and 10th of June, 17 Contenders attended the Open Meeting hosted by Brightlingsea Sailing Club.

Race One got under way once the southerly sea breeze had filled in. Going right on the first beat reduced the effect of the adverse tide. Nigel Walbank rounded the windward mark first, followed by Chris Bannister and Tim Holden. Tim Holden worked his way to second place on the reach and held on until the finish. John Browett made up a lot of ground to finish a close fourth.

Race Two. John Browett took an early lead. As the race on went on the sea breeze started to die and the wind filled in from the north-west. He was overhauled by Tim Holden and Nigel Walbank with Matt Aston fourth.

Sunday morning. With the wind blowing a force 4 from the north-west, race three got under way. One or two of the front runners were OCS at the start. Nigel Walbank made no mistakes and went on to win with Chris Bannister being placed second, Mike Threadgold third and John Charles fourth.

Race Four started in a force 3 still from the north-west. Nigel Walbank made his way to the front of the fleet with Ben Holden only a few boat lengths astern and Tim Holden in third place. This became the finishing order despite some close racing.

Overall Results:
1st Nigel Walbank 528 Lymington Town SC 3
2nd Tim Holden 679 Halifax SC 6
3rd John Browett 629 Datchet Water SC 11
4th Chris Bannister 649 Brightlingsea SC 11
5th Ben Holden 626 Halifax SC 12
6th Trevor Lloyd 672 Brightlinsea SC 17

Chris Bannister, GBR 649

PORTHPEAN SC

21st & 22nd July 2001

13 Contenders made their annual pilgrimage to Porthpean Sailing Club, tucked away in a small cove in the larger St Austell Bay.

Saturday morning dawned damp with little wind. By the afternoon start the wind had built to a Sw 2-3 with the race being dominated by Scott, sailing with his newly developed carbon mast, who took the race from Holden closely followed by Langdown.

The 2nd race, in a now building breeze again saw Scott at the head of the pack followed by Langdown and Holden.

Sunday brought brighter but much lighter conditions with the course having to be laid several times as the breeze tried to settle down. The 3rd race started in what looked to be steadier breeze only for the wind to die completely half way up the first beat. Local sailor Bray took full advantage of rounding the mark first to lead the fleet home to a deserved victory with Scott and Holden in hot pursuit.

A wind shift shortly after the start of the last race favoured those boats that had tacked off onto port after the start, with Langdown, Bettle and Bray rounding the windward mark with a healthy lead over the rest of the fleet. In a dying breeze Scott showed his pace recovering lost ground to finish third behind Langdown and Bray.

Langdown's win was enough to secure overall victory as Scott withdrew from the final standings as a result of his use of a then not-yet-legal carbon mast.

The race officer must be congratulated for completing the full series of races in difficult conditions and, as ever, thanks to Porthpean Sailing Club for their warm Cornish welcome.

Final Positions
1st G Langdown
2nd S Bray
3rd T Holden
4th G Bettle
5th D Davies
6th = B Hooton
6th = R White

Geoff Bettle

WESTON SC

20th & 21st October 2001

Long Waits at Weston

Twenty one Contenders together with RS600s and RS800s were faced with a no wind situation at Weston on the 20th October. After a long wait, a gentle but steady sea breeze enabled the fleet to sail three short races in beautiful sunny conditions, with Stacey Bray winning the first, Richard Batten the second, and Matt Aston the third. Richard Gimmler was overnight leader with three seconds.

Sunday saw more breeze, but another delay due to the committee boat refusing to start. A belated start was made using a shore based start and finish line. Richard Batten dominated the day with three firsts.

Overall results:
1st Richard Batten
2nd Gary Langdown
3rd Richard Gimmler
4th Keith Paul

Keith Paul

British Contender Association - National Travellers Results 2001													
Pos	Sail No	Name	Oxford	B'sea	Highcliffe	Burton	Nationals	Porthpean	Lyme Regis	Northerns	Lymington	Rutland	Total Points
		No of Entries	17	17	28	9	48	11	13	7	25	39	
1	679	Tim Holden	21	20	29	12	48	13	15	11	29	42	240
2	626	Ben Holden	9	17	26	7	42		13	10	20	38	182
3	634	Stuart Jones			31		51		17		28	43	170
4	646	Roger White	10		22	6	39	9	12	8	12	39	157
5	589	Keith Paul			28		46				25	37	136
6	616	Dave Davies			13		45	11	11		22	22	124
7	652	Sandy Clapham	11		21		41			7	17	24	121
8	673	Gary Langdown	13		27			15	16		18	28	117
9	678	Bill Hooton	12		15	9	29	9	8			34	116
10	659	Martin Metcalf	16			8	35			9	11	36	115
11	602	Matt Aston	6	7	20		40				15	23	111
12	683	Nigel Walbank		21	30	13	17				27		108
13	675	Dave Gautier		12	19		34		6		19	18	108
14	660	Peter Dives	14				43		9			41	107
15	636	Nick Grace	8		18		28		10			35	99
16	653	Chris Mitchell	19				37			6		16	78
17	671	Paul Walker	7		17		38				10	5	77
18	674	Richard Gimmler				11					26	40	77
19	629	John Browett	20	19			9					27	75
20	583	Jerry Driscoll			11		32	8	7		16		74
21	620	Stacey Bray					44	14	14				72
22	672	Trevor Lloyd		16			24				13	19	72
23	613	Tony Burton			24						21	21	66
24	658	Chris Howe	15				30					14	59
25	547	Simon Mussell					27				5	25	57
26	650	Tony White			6		31				9	10	56
27	649	Chris Bannister		18			25					13	56
28	606	Colin Gates					22					32	54
29	682	Ian Renilson					52						52
30	559	Bernard Shapley		6	23						23		52
31	600	Geoff Bettle			25			12			14		51
32	623	Neil Wilson					50						50
33	663	Jon Ward			12		33					5	50
34	617	Richard Cooper		9			15					26	50
35	538	Tony Sawyer	5		7				5			33	50
36	654	Graham Scott					49						49
37	661	Andy Potter					47						47
38	609	Rob Gibson		11			13					20	44
39	527	Bill Smith			8						6	30	44
40	648	Ginge Lincoln		10	10		16	6					42
41	569	John Charles		15			26						41
42	640	Alan Mollatt			14						8	17	39
43	633	Pete Giffen					36						36
44	625	Malcome Hall										31	31
45	662	Richard Batten									24	5	29
46	548	Gary Cawthorne										29	29
47	677	Peter King		8			19						27
48	668	Ron Cockwell			9		14						23
49	655	Tony Cook					23						23
50	591	Peter Binskin Barnes					21						21
51	461	Peter Horn					20						20
52	592	Simon Ramm	18										18
53	455	Marcus Scrace					18						18
54	669	Dave Aston	17										17
55	643	Steve Waite			16								16

56	443	Mark Jackson					10					5	15
57	614	Martin Jones										15	15
58	494	D Roberts		14									14
59	610	Mike Threadgold		13									13
60	308	Peter Wilkinson					12						12
61	553	Luke Tharpe										12	12
62	353	Peter Mears					11						11
63	677	Peter King										11	11
64	Various	Cris Miles				10							10
65	644	Pete Wadman					8						8
66	550	Jon Ross					7						7
67	611	Dave Parsons						7					7
68	571	Jamie Blades									7		7
69	492	Ray Pickering					6						6
70	574	S Rudd		5									5
71	356	Mike Scrivener			5								5
72	301	Adrian Pringle				5							5
73	290	Neil Ferguson								5			5
74	622	Richard Buttner					5						5
75	439	Allan Orton						5					5
76	407	Ian Mollatt										5	5

Congratulations go of course to Ben-'n-Unc, for the family one-two in the 2001 Travellers Trophy. Tim Holden roared away with a whopping 240 points, and is the first sailor within living memory to have done every meeting. But his success was not only down to the 4500 miles he claimed to travel over the season; he also managed to re-equip his cocktail cabinet with vast quantities of glassware too. Interestingly, previous holder Stuart Jones managed to slip into third place with only 5 events to his credit, which reminds us that results also really matter, particularly at the "big ones".

Statistics for the 2001 Travellers Trophy held up pretty well, considering a couple of the northern events were struck by the effects of the foot and mouth outbreak, and attendance at some of the southern events was affected by proximity to the worlds in Canada. The overall number of entries was down slightly to 76 individuals, but encouragingly we saw an increase in the numbers of people who took part in more than one meeting, from 40 to 45. The average turnout for a Travellers meeting was virtually unchanged at 21.4.

Scoring for the Travellers Trophy is a simple league system: 5 points for entering and a point for every boat you beat. That means that you will get a position even if you only do one meeting, but the more you do, the more opportunity to improve your overall position. You don't have to do many meetings to make it into the heady top third of the table, and only five or six can get you into the top ten (or better if you're Stuart Jones!).

At the risk of repeating myself, if you're a newcomer to the class, don't be shy about giving the Travellers Trophy a try - Contender sailors are a friendly bunch, and one of the best ways of learning and improving on your technique is to join in, both on the water and in the bar, where everyone is more than happy to pass on a few tips. With our nationals at a superb holiday venue, and the return of a number of popular events over the course of the year, there is no excuse for not having a proper go in 2002.

Jerry Driscoll, GBR 583

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BCA NATIONAL CHAMPIONSHIPS 2002 - ENTRY FORM

Contender Nationals 2002 to be held at Penzance S.C.

Registration 10th August 2001; Racing 11th to 16th August 2002

First start Sunday 11th 11.00 am. Category "C" Event

SAIL NUMBER: .....

NAME OF BOAT:.....

NAME OF MEMBER: .....

ADDRESS: .....

.....

.....

.....

POST CODE: .....

TELEPHONE NUMBER: Home: .....

Daytime .....

SAILING CLUB: .....

Please tick appropriate categories:

Age under 21: .....

Age over 40: .....

Age 50 to 59: .....

Age over 60: .....

Female: .....

1st Contender Nationals?: .....

THIS DECLARATION MUST BE SIGNED

The entry of the above boat is conditioned on acceptance of the following by the Owner / Competitor racing the boat:

1. The race organisers (including Penzance Sailing Club and the British Contender Association) shall not be liable for any loss, damage, death or personal injury howsoever caused to the Owner/ Competitor, his/her helm or crew as a result of their taking part in the race. Moreover, every Owner / competitor warrants the suitability of his boat for the race or races.

2. The provision of safety equipment and boats by Penzance Sailing Club is neither guarantee that assistance can be rendered to any Competitor in need, nor an acceptance of any responsibility for rescue of competitors. Further, in the event that assistance is rendered to any Competitor, neither the Club/Association nor the crew of such rescue craft accepts liability for any loss, damage or injury to the Competitor and/or the boat and its equipment.

3. RRS Fundamental Rule 4: (A boat is solely responsible for deciding whether or not to start or continue racing) shall apply.

4. I agree to be bound by the Racing Rules of Sailing and by all other rules that govern this event.

5. I hold and will produce a current measurement certificate for the above boat and membership of the British Contender Association.

6. I declare that I hold a valid certificate of insurance that also covers me whilst racing (including Third Party liability cover of at least £2,000,000) and which will be valid for the duration of the event.

7. I understand that if the boat is in the charge of any person other than the undersigned, it is the responsibility of the undersigned to bring the attention of the person in the charge of the boat to the provisions of this entry form.

I have read the above conditions and accept the responsibilities contained therein.

SIGNED: .....

Date: .....

Please enclose a cheque for £110 with this form. **(UNDER 21s on 10th August 2002, REDUCED ENTRY FEE ONLY £55)**, payable to **British Contender Association** and return to:-

Tim Holden, BCA, 34 The Ghyll, Fixby, Huddersfield, HD2 2FE.

Further social tickets can be purchased at registration.

Contender Classified! Boats & Gear for Sale...

WANTED: COMBI TRAILER BASE for Contender - Will consider any thing at all! Contact Will French on 07947 436462 or will_french@hotmail.com
Posted 20th December 2001

GBR 159 Edwards all wood hull. Needs repair to deck - a good winter project. Etched Epsi. Banks main + 2 others. New Cover. Combi. Many New bits.
Make me a reasonable offer!! Contact Steve Brunning tel: 07885316428 or stevethemaddriver@tiscali.co.uk for photos. Lying Alford, Lincs.
Posted 20th December 2001

K265 Very good condition, Ready to race, Combi trailer, 2 Sails
£695.00 ONO Peter Monk, Tel: (01223)234103, e-mail: callys@dial.pipex.com att P.Monk, Cambridge.
Re-Posted 2nd February 2002

GBR 414 Edwards all wood. Dry stored for 4 years and used only three times in this period. In immaculate condition complete with combi, new top and bottom covers several sails.
asking £1100 contact Simon Brewer tel: 02392 526556l sbrewer82@hotmail.com
Posted 24th October 2001

GBR441 Edwards, Cold moulded, one of last ever made, Superspars mast and boom, 2 sails (1Wavelength, 1 Banks), Silva racing compass, Milanes rudder, covers and combi, needs revarnish but otherwise good condition.
£1250 Matthew Stubbs, Tel: 01603 703914, E-mail: Matthew_Stubbs@seagram.com Norwich.
Posted 21st November 2001

GBR 439 Rondar hull, Wavelength mast & sail, also spare Proctor/Ullman rig, re-fitted thru' out with Harkens, new ropes & pro-grip, new carbon tiller extension, excellent foils & spare rudder, new top cover, undercover, combi trailer. Very well sorted.
£1700 ono Tel Allan 07970 401796, email allan_orton@hotmail.com
Posted 2nd February 2002

GBR 468 Rondar hull, Harken block, proctor mast and 2 additional sails. Up and under Cover and trolly. Milanes board and lifting rudder, Good Condition
£999 ono or swap for 2 man. contact Steve Rudd Ruddsteven@hotmail.com
Updated 17th January 2002

GBR 476 Bonezzi, Gold Spar Mast, Wavelength Sail (1998), Combi, New Flat (Mast Up) Top Cover, Under Cover + Flat Trailing Cover, Silva Racing Compass, Measurement Certificate, Very Nice Boat - Reluctant Sale. Photographs can be e-mailed by request.
£1,750 o.n.o Contact David_McKay@Lineone.net or 0131 552 4639
Posted 20th December 2001

GBR 541 Rondar, Wavelength rig sail, spare North sail. No combi, launching trolly & cover only.
£1250 can/may deliver (east coast) Contact James Millar Tel: 7768398213 day, 01376 563159 eve, e-mail: j.millar@virgin.net
Posted 6th February 2002

GBR 553 (1992) Ex Chris Burroughs: Rondar hull in very good condition for age, Very stiff Goldspar mast; Two sails, one Fraser and one North, 95% Harken, Lifting rudder, Carbon centre plate. Combi, U/O covers. Very quick boat.
£2000 ovno Kent, Contact Luke Mob: 07976 735466 or 01474 822177 e-mail billabongjoe@hotmail.com
Posted 22nd January 2002

GBR 583 Rondar, Wavelength Rig, 3 Sails, carbon fixed rudder, carbon board, Sovereign Combi, New strings 2001, all in good condition except mast likely to need replacement in near future (crack near hounds, guaranteed by Graham Scott to "probably be OK"! Lasted for last 2 seasons like it anyway!) hence price.
£1400 Boat currently at Datchet. Contact Jerry Driscoll 01962 711698, e-mail driscoll@globalnet.co.uk
Posted 22nd January 2002

GBR 616 The first production Wavelength Contender. 6 years old, No club racing, No winter racing, Stored inside. Raced on the nationals circuit, and at major championships. Average 10 outings a year. Boat has never leaked! Excellent condition - down to minimum weight with 3.5kg lead. Everything for sale with the boat except compass - Combie trolley/trailer, covers, Wavelength Mast, Sails (2). Quick boat and excellent value.
£2,950 - David Davies: e-mail David.Davies@torex.com / Tel 01531 632308 or 07977 072905. Boat on return from Australian worlds available from early March.
Posted 2nd February 2002

GBR 620 Rondar 1995, Wavelengh rig, numerous sails, carbon tiller, Top Foils, top & bottom covers, double combi trailer. All ready to go for 2002 season
£2500 ono contact Stacey Bray (01726)77859 or stac.em@ic24.net
Posted 22nd January 2002

GBR 627 Built 1996 and in VGC. Rondar hull, Wavelength rig and sails. Progrip and Harken fittings. Combi trailer/trolley and breathable cover. Recently refitted by Bob Hoare sailboats.
Relocation forces prompt sale so £3000 ono. Contact Simon 0790-999-4640 or 01243-389605, e-mail: simon.wergan@rya.org.uk
Re-Posted 2nd February 2002

GBR 632 Built May 1996. Unique Bonezzi composite, Superb Looking Boat, U/O covers, Compass, Lifting & Fixed Rudder, Combi, Wavelength rig & sails.
£3,900 Telephone Adrian at: 0208 590 8717 or Email paul-haythorpe@hotmail.com
Posted 6th December 2001

GBR650 May 1997. Composite. Ridge foam sandwich hull/Sapele decks. Very stiff boat and underweight with correctors. Lime green topsides/white bottom/wood decks. Harken/Ronstan fittings. Wavelength mast/sails. Top foils c/board and rudder blade [alloy stock]. New string. Very well sorted and ready to race. Cover. Combi [with 145/10 wheels], trolley with custom cradle.
£3050 ono Available March [when the container from Oz Worlds arrives] Tony White 01903 816007 anton_blanc@hotmail.com
Posted 22nd February 2002

GBR 662 - Composite Ridge/Wavelength hull decked by Bob Hoare. Hardly used apart from 2000 with good results, Wavelength rig & sail, various good comprehensive kit available, this boat is unique - the only Ridge hull Wavelength Designs composite in the world (composite must be the way to go even Graham Scott has one!) Very seriously for sale in UK or OZ worlds
£3995 or make me an offer - Richard Batten: e-mail richard.batten@orange.net / Tel +447773371543 (you can still contact me in oz on this no.)
Posted 21st December 2001

GBR 673 Built 2000, Bob Hoare Sailboats / Wavelength, New Milanes Foils, Wavelength Mast, Good Wavelength Sail, Combi Trailer - All in As New Condition Available in UK or Aus during the January 02 Worlds
£4,850 Contact Simon@southernsailcraft.co.uk
Posted 28th September 2001

GBR 680 Never raced or rallied. New in March 2001 and it has been used for about 10 hours. My great plan for giving up sitting out never happened! Built by Paul Young at Rondar and is down to weight and stiff. Complete with West Mersea Combi, Polycotton top cover, Undercover, Proctor spars, New sail, Fully pro-gripped, Harken / Ronstan fit out.
£4995 Contact Jim Hunt, Purple Marine & Sails Tel 01922 614787 e-mail: jim@teampurple.fsnet.co.uk
Re-Posted 2nd February 2002

GBR 686 Brand New Bob Hoare Composite, fitted with Harken or Ronstan. Combined the Wavelength Hull Shape with the stiff construction of a wooden boat.
Hull complete with fittings £3,950 (available with new rig when rules permit) available in UK or AUS Contact simon@southernsailcraft.co.uk
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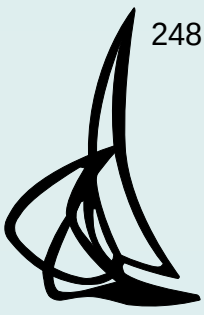

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