

Contendering

The Magazine of the British Contender Association - February 2001

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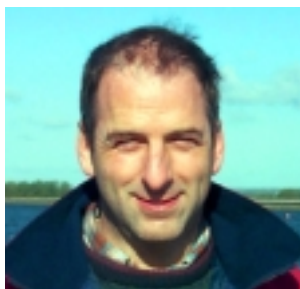
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EDITOR'S BIT



Another Contendering. Well, this one was supposed to be the end-of-season issue; then it became the midwinter issue, and by the time you receive it, it looks like it will virtually be the spring issue...

Unfortunately, having over the last couple of years been able to largely choose when I could put the magazine together, it has been something of a shock to return to real work – which has meant that this time money-grubbing has dictated the timetable. For those of you who missed poring over Contendering over the winter, sorry.

We have something of a busy year ahead of us this year, with a European championship and two world championships, as well as our usual domestic fixtures, all within the next twelve months. I hope to be doing a little more this season (I don't think I could do less!), particularly as Tim Holden has managed to find us a couple of new places to visit.

Although I did not travel around the circuit last year, I have been kept in touch with what's going on, despite experiencing a distinct shortage of open reports. If you finish fourth at a meeting, it's your task to write the report – and please do send them through to me as well as Yachts & Yachting, so I can get them in Contendering and on the web site.

It's good to see that there will be a number of new boats around in 2001, including a small clutch of new Bonezzi boats. It's also nice to see that secondhand boats are still selling well and that we have a number of new members joining the class, most notably the current Endeavour Champion, Jim Hunt, who is shortly expecting to take delivery of a new Rondar boat.

Speaking of new members, there appear to be quite a number of active Contender sailors out there who are not members of the association. To those of you who are members I say "catch 'em and recruit 'em!" – the more members we have, the more representative the association becomes of Contender sailors, and we all benefit. To the more than just a few non-members who download this magazine from the class web site, I say "please join us". The association works hard to promote the boat, represent the class at national and international levels, safeguard the design, and organise Contender racing in the UK. It manages to do this with very limited resources. If you own and sail a Contender,

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

**1 Springfields • Lower Moors Road
Colden Common • Winchester • SO21 1SH
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.

whether a member or not, the association supports you, so it seems only fair to ask you to support the association - the annual subscription of £25 is not individually expensive, but collectively it will make all the difference as to how well the class as a whole can be represented.

See you on the water in 2001!

Jerry Driscoll

GBR 583

CHAIRMAN'S CHAT



Once more down unto the beach. Well at least its time for the snowdrops to start to poke out. Those of you that skulk away for the Winter, will go and remember where you last dumped your boat, and take it for a capsizing to clean it out. That's what you tell the rescue boat driver anyway. Those of us that

have been manfully out there taking the gales in our stride and lucky to still have a mast and banana shaped boom, will be starting to defrost pretty soon.

So soon another year and another season gallops towards us. First theres the chance to visit Sailboat in March to gear up your enthusiasm and buy those new non-slip boots you've been promising yourself, only to find they're like ice skates on the gunwale.

Moving on in 2001 we have a busy year starting with a Europeans in Brittany in late May. It's a first for contenders to go to France for a championship and an interesting departure for us to go to a country where the class is pretty well unknown. I'm sure the French fleet will be there in force if he's not busy. A couple of months later in July we have a four day Nationals at Eastbourne. They know us well there, having had a fleet of varying size for some time, and have always run races for us very efficiently. The format will be along the lines of last years very successful Nationals at North Berwick only without the kilts. Hopefully Gavin will have his bagpipes though, complete with bum note. Plenty to do and see in the area and a full social program will be organised. So make a point of being there even if just to prevent yourself being voted onto the committee at the AGM.

From the Nationals its pack up time for the Worlds in Kingston, Canada. Alan Mollat is doing a grand job of rounding up a sizable posse to do that one on Lake Ontario and its not too late to get in touch with him and get on out there. [Alan Mollatt, Alpha, Jubilee Rd, Worth, Deal, Kent, CT14 ODP. Tel: **01304 612418**]. The boats are then back for a spot of Autumn practice, ending in a dip at Rutland, before swiftly setting off for the warmer southern latitudes of Melbourne for the 2002 Worlds early in January. It looks like the boats at least will be having a good time even if the owners are a bit grumpy! And finally, don't miss out on the Northerns at Bridlington, if for nothing else a chance to view Sandy Clapham in his natural habitat.

See you damp, wet, horrible and probably stinking somewhere soon. Then we'll go sailing.

Stuart Jones, GBR 634

SECRETARY'S SCRIBBLE



The Fats Finale

Well as you all know this is my last year as secretary. I have really enjoyed my time and will no doubt stay involved helping the fleet in other ways. It is yet again encouraging this year having gone through the relatively quiet time of the

pre-Christmas period to start getting those phone calls again from prospective new fleet members.

There is still a strong, healthy interest in the boat and it has made me think carefully about some of the discussions I have seen from Contender sailors throughout the world on the list server. I have come to the strong view that we should ensure that the boat stays largely as it is now. Fine, lets take advantage of changes in available materials, but the fundamentals in terms of design, weight, strength etc. should stay as they are. After all, it is a challenging boat and we can race them in all conditions. There are many new boats on the market (too many in my opinion) and none of them are a Contender, they are all trying to be lighter, faster, more extreme. Why should we want to make changes that puts the Contender in the same market space? Yesterday, I saw an old Ford XR2 with added spoilers and dark windows. The car made me think, if we try and change the Contender will it look like that car - bits added and changed that just didn't look right - and it certainly had me thinking - If he wanted a sportier car why didn't he buy one in the first place? I've also started thinking more about why I sail a contender rather than an RS600 or something else. I got into the fleet when I joined Rutland Water in 1988 with a Laser. Just down the beach were 7 contender sailors who were very friendly and clearly having a good time. When I started investigating the boat, everyone was very helpful. My concerns in getting the boat in the first place were, would it be as competitive as the Laser fleet and would there be enough boats? I wasn't disappointed on either front. Now I've been sailing them for a long time, there are other very important considerations - the people in the class are a good laugh and the fleet gives me excellent overseas sailing. So lets keep the boat as it is now - progression with the times but not fundamental changes. What I think we should focus on is marketing on our current strengths, competitive, strong international fleet, sailable in a huge wind range, excellent sea boat, great investment as the

Rob Alexander and his RIB at North Berwick



boats themselves last for ages and stay competitive. There are plenty of sailors out there who do want a challenge which combined with the features mentioned above still keep the Contender popular. If we try and change too much we will become just another RS or Musto Skiff. If I wanted one of those I'd buy a boat that

Ian the race officer gets his just rewards at the Nationals



Maybe she would have preferred the beer...



Practical science for Contenderers

1: Cause



2: Effect



had been designed to be one from scratch.

I was looking back at some of the photos from the year and thought I would share some of them with you. The first is an excuse to thank Robert for his involvement and help in the class and to say how appreciated he was at the Nationals in Scotland.

Then we have Gavin, the race officer, Ian, and other organisers at the club who we really have to thank for their brilliant organisation of a great event.

Then the worlds – what a great event! Of course, made so good by the number of Brits in attendance– and ended with Stuart actually helping! First time for everything.

And the series of the Champion getting a good soaking from – well it looks like they were all British...

Dave Davies

GBR 616

INTERNATIONAL CONTENDER AGM

Proposed Rule Changes



Over the last year or so there has been considerable debate within the class as to what, if any, rule changes might be desirable to preserve the attractiveness of the class and prevent the design growing outdated [see Email Forum,

Contendering, July 2000]. This resulted in a series of proposals presented at the ICA AGM at the world championships in Medemblik, culminating in the postal ballot for which you should have recently received forms.

International Chairman Chris Mitchell gives us a bit more background to the proposed rule changes...

You should all, by now, have received the voting slip from our venerable and revered secretary, David Davies, so that you can vote on the various rule changes proposed at the 2000 AGM held at Medemblik during the World Championship. For the benefit of those of you who were not there, and who have not seen the debate on the e-groups forum, here is some of the background to those proposals.

For some time I have been enthusiastic about changes to the Contender which will ensure that it continues to be perceived as a modern boat. Clearly, there are elements of the boat which cannot be changed without major upheaval and which would in effect generate a new class. Nevertheless, there are some fairly straightforward things that can be done which will ensure an image which is up to date and progressive. We need to remember that the Contender is now 33 years old; the rules were framed around materials and construction techniques that were current in 1967 – I suppose before a goodly number of you were born, although older members like me remember it well!

I must briefly explain the system for getting the class rules changed. Any proposal must be presented to

the AGM of the ICA. At least two-thirds of eligible voters (i.e. members of national associations that have paid the appropriate levy to the ICA) at the AGM must be in favour of the change. If this condition is satisfied, the change goes out to a postal vote. The postal vote is conducted by each of the national associations on behalf of the ICA. Three months must be allowed for voters (who again must be members of national associations that have paid the appropriate levy to the ICA) to get their votes in to their national secretaries. There must be a two-thirds majority in favour of the changes of the returned votes and there is no minimum number of votes that need to be returned for the process to be valid. In other words, if out of 200 possible voters, only 3 people vote, 2 in favour and 1 against, that is fine – those who don't vote can't hold up progress! The rule changes then need to be ratified by the ISAF at their AGM, held annually in November. The whole process is quite slow and cumbersome, which is a problem in itself, but that is another issue – one which I believe needs updating too, but that's another issue.

We have tried to frame the proposed rule changes in a manner which is as permissive as possible. In other words, rather than specify a material for the mast, we have merely proposed removing the restriction that only permits aluminium. Thus, if the change goes through, we can use other materials, which obviously will include carbon fibre, but if someone has a preference for aluminium, or doesn't want the expense of a new mast in another material, they can carry on using the one they've got. Similarly, we have

proposed removing the restriction prohibited loose footed sails – if the change goes through, you don't have to rush out and get a new sail, but can continue with the one you already have. Booms have for sometime been a problem. The popular Superspar section isn't quite man enough for the job, and so we have proposed increasing the maximum size of the section so that some of the beefier sections currently available are acceptable. If you choose to have a loose-footed sail, you will also have the option of have one of those big fat round jobbies with no track.

We do not believe that any of the proposals will result in a sudden increase in speed, but we hope that a period of further rig development will ensue, perhaps ultimately resulting in some speed increase, but also in a more controllable rig with fewer breakages of booms. You might ask why we haven't gone the whole hog and allowed carbon booms and reduced the mast weight as well. I certainly wanted to see those changes incorporated, but the ICA membership seems to be quite a conservative one, and we could not get those proposals through the AGM. Thus, what you have on your voting slip is what the membership was prepared to accept. I hope that the other changes will come along in due course, but I think it's a bit of a shame we cannot get it all through in one go.

As to the proposals themselves, perhaps the most contentious one is that affecting the mast. I have felt for some time that we ought to remove the restriction

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1st, 2nd
2nd
2nd, 4th
1st, 2nd, 3rd

1996 WORLD CHAMPIONSHIP
1996 BRITISH NATIONALS
1995 WORLD CHAMPIONSHIP
1995 BRITISH NATIONALS

New for 2000!

The World Championship winning Rondar Contender is now built using Vinylester resins, with Epoxy used for bonding in critical areas.

There is a new, more sophisticated glass reinforcement, and the internal framing has been revised for greater strength.

There is now a moulded recess for the Silva 103P Compass, and Pro-Grip non-slip is standard on the gunwhales.

that only permitted aluminium. The main reason for this idea was the notion of encouraging further rig development. However, it has now become clear that there is an additional factor the inevitable rise in the cost of aluminium, and the disappearance of various aluminium components. Apparently the major use of aluminium is in the aviation industry, where there is an annual requirement for 300 000 metric tonnes to build new aircraft. As it is in short supply, prices are rising and the industry is increasingly looking for alternative materials. Part of this drive is undoubtedly performance, but it is partly cost as well.

The tubes used to construct our masts are an aerospace component, but one that the aerospace industry doesn't use anymore. Dinghy sailing is a cottage industry and so is not in a position to get limited runs of tubes made – the smallest order for tubes would be for a tonne, and you don't need to be Einstein to work out how many masts that would make (about 200 for the slower amongst you). There just isn't the requirement for that many masts in a time period that would allow any manufacturer to make a profit. A large company like Proctors can succeed because they are using the same section for a number of different classes and hence generate a bigger market for their product.

To cut a long story short, you cannot now buy anywhere in the UK a suitable size and quality of aluminium tube to build a mast with the bend characteristics that we want. If you don't want a Proctor or Superspar mast for your Contender, you now have no choice but to go to Goldspar. That's an expensive and difficult option if you don't live in Australia. If, on the other hand, you could use carbon, there are umpteen suppliers of tubes clamouring for business. You could even build one yourself. As for the expense, we have been reliably informed that whilst "goldplating" is very possible, with a bit of common sense it is possible to turn out carbon masts at a perfectly reasonable price. Hence, the ICA committee believes that carbon masts are the way to move forward. As the overall weight and tip weights remain the same, we do not believe that there is going

to be a sudden performance advantage to having the new material. Undoubtedly there will be some people that will prefer to continue using aluminium masts for as long as they can get them. However, the proposed change will permit an evolution that will otherwise be forced on us in due course, so I believe it is vital, particularly to those of us who sail in Europe and North America, that this proposal goes through now.

As for the boom and sail changes, we had originally hoped to get agreement to vote on derestricting the boom material as well. Unfortunately, the membership did not vote in favour of that change, although they did agree to the increase in size and to remove the prohibition against loose-footed sails. I think it would be very helpful if these two proposals went through now and we can deal with the issue of boom materials again next year.

The major objection to all of these proposals has been a belief that rig costs will dramatically increase. There is, however, no evidence that I can find to support this belief. Some increases are inevitable anyway, even if we stick with aluminium. The other perceived problem is that there will be a dramatic performance increase so that anyone wanting to be competitive will be forced to buy a new rig. Again we do not believe that this will be the case: indeed, there may need to be some time for development before the new set-up can rival the old one!

So, there's a summary of the events behind the proposed rule changes. If you haven't returned your voting slip, please make a point of doing it soon. You have until the end of February. Over the next couple of years I hope that we can simplify and hasten the process of changing the class rules. Other changes that I would like to see are an increase in boom height and simplification of the foil profiles, but perhaps I'll keep those ideas for another edition...

Chris Mitchell
ICA Chairman

EUROPEAN CHAMPIONSHIPS 2001

The Contender 2001 European Championship will be held at Loctudy in Brittany at the end of May. Loctudy is approximately 20Km south west of Quimper, and the club, Cercle Nautique de Loctudy, hosts many regattas during the year, including an annual event for the International Canoe which is always popular with British sailors.

This area, the Pays Bigouden, is extremely beautiful, and this championship is perhaps the ideal excuse for taking a spring holiday in Brittany.

Provisional Programme:

Wednesday 23rd May : Measurement

Thursday 24th May: Races 1 & 2

Friday 25th May: Races 3 & 4

Saturday 26th May: Races 5 & 6

Sunday 27th May: Race 7 & Prizегiving

Address & Contacts:

Cercle Nautique de Loctudy

Plage de Langoz

29750 LOCTUDY

France

Secretary Annick Gauthier

E-mail CN-LOCTUDY@wanadoo.fr

Tel: 02 98 87 42 84

Fax: 02 98 87 99 16

Formal notice of race and sailing instructions are not yet available, but for more information contact:

Henri Chemineau,

c/o H. Chemineau Composites

42, rue des bas Sablons

35400 Saint Malo

France

Tel: 0299819340

email: henri.chemineau@libertysurf.fr

or contact@chemineaucomposites.com

When further details are available they will be posted on the ICA website.

The club has provided some accommodation addresses:

Mr Garcin: Tel 02 98 874045 – Apartments for 4 or 6 persons, 2000 or 2500 per week.

"Resting places":

Mme Perennou: Tel 02 98 915790

Mr Plouhinec: Tel 02 98 915294

Mr Seven: Tel 02 98 874287

Mr Stephen: Tel 02 98 870459

Mr Daoulas: Tel 02 98 524800

For deals on ferry routes and fares contact Richard Buttner at RB Sport & Travel, 01304 216194.

2001 FIXTURES LIST

PROVISIONAL as at 16th January 2001. Strongly recommend checking for confirmation closer to each meeting!

DATE		VENUE	TRAVELLERS				CONTACT	COMMENTS
Date	Days		Nat.	Nth	Sth	Scot		
April								
13	3	Weston SC						Easter Grand Slam - First Race 13.00 Friday, Last Race 17.00 Sunday
22	1	King George			X		Mike Keates	020 8556 6372
28	2	Oxford	X		X		Chris Mitchell	01367 243563
May								
5	2	Grimwith		X			Sandy Clapham	0113 2610131
12								
19	2	Chew Valley			X		Dave Aston	01225 776980 (share with Int Canoe)
19	2	Dalgety Bay				X	Gavin MacKinnon	
23	5	Loctudy					Dave Davies	Europeans, France - Racing Thurs to Sun
June								
3								
9	2	Preswick				X	Gavin MacKinnon	Scottish Nationals
9	2	Brightlingsea	X		X		Chris Bannister	01206 391345
17	1	Felpham			X		Ian King	isking@argonet.co.uk
23	2	Tay				X	Gavin MacKinnon	
23	2	Highcliffe	X		X		Geoff Bettle	01590 642715
30	2	Burton	X	X			Bill Hooton	01530 813317
July								
5	4	Eastbourne	X				Peter Dives	Nationals 4 Days Thursday to Sunday
14	2	Filey		X			Sandy Clapham	0113 2610131
21	2	Porthpean	X		X		Stacy Bray	01726 77859
28								
August								
4	7	Kingston						WORLDS, Ontario, Canada (container organiser Alan Mollatt)
11	2	Lyme Regis	X		X			With Albacore and Phantoms
18								
25	2	Helensburgh				X	Gavin MacKinnon	
25	3	Bridlington	X	X			Sandy Clapham	0113 2610131 Saturday to Bank Holiday Monday
September								
1								
8	2	Lymington	X		X			
8	2	East Lothian				X	Gavin MacKinnon	
15								
22								
29	2	Lake Garda !!!!						Sounds nice - not much else to do!
October								
6								
13	2	Rutland	X	X	X			Inlands
20	2	Weston S C	X		X		Andrew Mason	01489 891002

Any queries or new fixtures, please contact Tim Holden, **01484 320940**

2001 NATIONAL CHAMPIONSHIPS

The nationals will be hosted by Eastbourne Sovereign sailing Club on Thursday 5 to Sunday 8 July. The format will be similar to that which was so successful last year at North Berwick – 10 races (2 Thursday, 3 Friday and Saturday and 2 Sunday) with the competitors voting on courses to be sailed. There will be a full social programme.

Eastbourne is on the south coast, 60 miles west of Dover, so easy for overseas sailors. It offers good open sea sailing with only a short sail to the course area. Launching and recovery is possible at all states of the tide. There is loads of accommodation in and around the town – something to suit every one (camping, B&B, holiday flats or hotels) and for all the family to do. Further information can be obtained from the Eastbourne Tourist and Information Centre

01323 414400

This will be the third visit of the class. The first was in 85 when Myron Prosser started his report by saying, "This was a week to remember in so many ways – lots of wind, big waves, some sunshine, superb facilities, some very close racing and very pretty girls". Can't find the report for the 92 Championship but there is a reference in the Feb 93 newsletter to the "sadistic race officer"! [Ed: I remember it! That Friday - who could forget it! Force Zillion wind and Scary Monster waves... what on earth what were we doing out there! (besides a LOT of swimming!)] It hasn't changed since then except an extension to the clubhouse (courtesy of a lottery grant) and an extra beach winch.

Put the dates in your diary now.

REPORTS & RESULTS



SCOTLAND 2000

Stewart Murdoch (with a little help from Gavin MacKinnon) fill us in on the 2000 Contender season north of the border...

The high point of the season north of the border was certainly the UK Championships. Inevitably the event tended to over-shadow the rest of the season.

The turn out was every bit as good as we had hoped for with 67 entries from 7 countries, not only was there quantity but quality, three past (and one future!) World Champions. The home win for Scotland was well deserved and popular. Ian Renilson went on to log another very creditable performance at this years Endeavour Trophy where he and Stewart Robertson finished 4th.

Running the event over four days in May was always going to be risky. Too early for the sea breezes, which make North Berwick so popular in July, in the event we certainly had a mixed bag of conditions from the somewhat exaggerated thunderstorm, to marginally nothing with swell, on the same day and everything in between. The race management was as good as you will find anywhere and being able to reach the race area in five minutes instead of fifty-five was an added bonus.

The hallmark of a good event has as much to do with what happens off as well as on the water - in this regard North Berwick really excelled. The Caledonian Challenge was of course where the real competition was focussed and even though Gavin MacKinnon made up the 5 teams, the scoring system and allegedly the results the Scottish team never won any individual day or overall. The Southern Pond sailors were the surprise top performers. Everyone got a prize everyday and although the Caledonian Brewery beer and the shortbread were well received, the haggis, porridge and Irn-Bru chews were not so popular with the

winners. The only disappointment was that Sandy Clapham was not there as he was the local bookies favourite for a "See You Jimmy" hat and the organisers had an extra large one put aside especially for him. The other daily recipients have already been embarrassed enough for them not to be ridiculed again for their exploits. [Gavin: I've forgotten and should have written it down at the time but I was busy practicing for my stirring rendition of Scotland the Brave on the bagpipes before we left the beach on the last day. It obviously did the trick for Ian and, surprisingly, Stuart Jones, who I would have thought a bit of Morris dancing might have been more appropriate.]

The post event feed back has been rewarding for all associated. Gill Wooley, who has been to a few contender events in his time, e-mailed to say that he thought that it was the best-run event he had attended (high praise indeed).

THE SCOTTISH SERIES

(A tour of Scotland's premier golfing venues)

The usual series of travellers' events ran throughout the season taking in some new venues and retaining the old favourites. We were pleased to see a couple of new faces at these events, but after the good turnout of Scottish boats at the Nationals attendances at the travellers were disappointing.

Monklands 8/9 April

A bleaker spot on a wild April weekend you could not imagine. Some of us were skiing which was certainly a whole lot more pleasant and probably warmer. Blasting reaches, ice cold water in the face and Ian Renilson dominating with Alistair Reid the only sailor seriously challenging him.

Loch Earn 22/23 April

New venue for most of the fleet (unless you were on the circuit in 1982) in a beautiful spot. Just a shame

about the wind, what little there was comes at you from all sorts of weird directions unless it is blowing either up or down the Glen.

Ian Renilson wins again but this time had to work harder as there were a lot of first to last manoeuvres in the fickle conditions.

Prestwick 10/11 June

Another real blast but a poor turnout. Gavin MacKinnon held it all together in the only race completed, with Stewart Murdoch hanging on (literally) for a second. The reach back to the beach after they abandoned it all was something else... no other singlehanders made it to the start line let alone finished! Gavin MacKinnon was grinning like a dog with 2 tails as it is the only time in his life he has ever been sailing where racing has been abandoned due to strong winds and he has not capsized (as long as you don't count the boat getting blown off the trolley in 1 foot of water while launching.) The decision to abandon racing on Sunday had nothing to do with the now traditional mega curry on Saturday evening, just a desire not to prang any of these increasingly rare Wavelength masts in the surf, which was running. Gavin flew his stunt kite on the beach in the 30-40 kts wind on the Sunday which at £3 for a carbon spar was a much more affordable option when the inevitable breakages occurred.

Tay Week at Carnoustie 24/25 June

This one was all a bit of a joke! Only three contenders turned up and we were put into a general handicap class. Conditions were a bit like Monday at North Berwick - thunder storms creating huge wind swings, big gusts then nothing. Stewart managed to fluke his way past the national champion for what the less kind in the golfing fraternity would call a Liz McColgan after the local celebrity. For the non golfers this would be when you miss-hit your drive down a hard fairway to get a good result (if you want to know why its called a Liz McColgan - thin and not pretty but a good runner.)

RYA Scottish Single Handed Championships, St Andrews 1/2 July

Good event with a big turn out from all classes with a bit of aggro between RS600 and Contenders (can't think why). Satisfaction for Ian who sailed very well in a range of never very windy conditions to just take top spot from an RS300 (sailed by another ex-contender hand Andy Hutchison.) Other Contenders were placed well in the 50+ average lap time fleet with a huge range of single-handed boats, which is always well attended. This event is back at Prestwick in 2001 and should be a cracker.

Royal Tay, East Coast Dinghy Weekend 24/25 June

It was great to have Chris Paterson back from Perth AUS for the event and a real shock (mainly to him) when still hung-over from a 38 hour flight, he took the first race in a boat which had not been sailed for five years and had literally been thrown together for the event. Mike Denham was in good form and won the weekend on a tiebreak from Stewart; Ian never recovered from a broken main halyard in the first race. Pictures of Chris' new AUS Contender generated a lot of interest - some very neat innovations in the fitting out.

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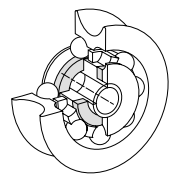
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Port Edgar 9/10 September

The final event of the travellers' series was designated as the Scottish Championships. Saturday provided some really excellent contender sailing with Ian pulling out big leads on the rest of the fleet. Three races were sailed sharing a start with a modest fleet of Finns which seem to be making a reappearance in Scotland. Sunday could not have presented a sharper contrast - there was barely enough wind to stem the tide. After an hour postponement watching a glassy Forth the race officer said "We go". While other fools reluctantly went afloat the fireball class and the contenders packed up and went home, a very wise decision as things turned out.

Who won the series? Well this one may run for longer than the Bush/Gore contest. The legal fees are mounting by the week. Stewart wins if you count up the points, but as any Florida election official knows it is not as simple as that, if you extract contender results from handicap fleets Ian wins. Since there is no precedence for using handicapped results (even in some obscure Florida election manuals which can decide the fate of the home of Mickey Mouse) Ian wins.

What happens if less than 5 boats turn up at a traveller as you lose your separate start and get put in a handicap class. This year there will be only 5 travellers but people will be encouraged to go to the other events that we would have visited. It looks far better for Contenders to turn up regularly in the handicap class and do well than to turn up for a traveller where the organisers have arranged a separate start and ordered an extra barrel of beer only to have to rearrange it.

2001 Travellers events North of the border

- 19/20 May - Dalgety Bay
- 9/10 June - Prestwick (Scottish Champs + Scottish Singlehanded Champs)
- 23/24 June - Tay Week (end) at RTYC
- 25/26 August - Carl Dyson Regatta (Helensburgh)
- 8/9 Sept - East Lothian

Mike Denham and Ian Renilson have just returned from Italy having picked up their new Bonezzi hulls, the cash payment regime has led to appeals for a very large suitcase. Ian phoned me at 08.10am last Sunday as he headed north up the M6... I was less than responsive to his enthusiasm !!

"Hello" to Tobias Abarbnell who enjoyed wearing a kilt and swimming in the Forth estuary so much that he has moved to Scotland, bringing most of Motorola's European production with him - we look forward to his presence on the circuit next season.

It looks as if there will be a strong representation from Scotland at the Europeans in France (the Auld Alliance is still strong...)

STEWART MURDOCH**GBR624**

The first from Germany - 2000 World Champion Gabriel Wicke

NORTHERN AREA CHAMPIONSHIP**Bridlington 26th-28th August**

Hey Jerry,

Not one to brag...(?), but guess who got a sail at the Northern Championships at Bridlington last weekend??

Big Nanny Potter did a sterling service with Kids Ents Programme, (failed to bring me a beer or my trolley, but he'll be working up to that one..), whilst Mummy wrestled the likes of Sandy, Martin and Tim to lead the most of the first race by moderate miles. It was an interesting little event, with light but trapezeable legs (mine) and a dozen or so Contenders. First day was "beached off" with seas reminiscent of Worthing, Hythe or Eastbourne. The bank holiday Sunday featured the three races that counted (bad luck Stewart Walker and Andy Mason who turned up for Monday only). Sandy came out at the end of the day as "Nightwatchman", making the rest of us determined to go out on Monday in order to prevent Large Head Damage, should his results go uncontested. Well, we all had a jolly good go, in lightning and thunder and rain to put North Berwick in the shadows. Luckily we didn't get the typhoons and rocks into the bargain. We did get wet though and, at the end of the race (we thought), Martin Metcalfe got seriously stitched out by winning the race which had been abandoned at some point unknown to us wetheads. So Sandy won (by one point) from Mrs. Potter, followed by Tim (Worlds Race Winner) Holden.

All good stuff and sure evidence that the Fat Lady ain't sung yet. Watch this space....

Liz Potter

INLAND CHAMPIONSHIP 2000

RUTLAND SAILING CLUB

OCTOBER 14th-15th 2000

Thirty eight Contenders made their way from all corners of England to Rutland Water for the Contender Inland Championships. Friday night arrivals were greeted by a full moon in clear skies to guide them to the local pub. Saturday turned out to be grey but with a decent trapezing breeze. Nigel Walbank, Lymington Town SC, led from start to finish, initially pursued by Richard Gimmler, B.A. Systems, and Keith Paul, Weston SC. Stuart Jones, Datchet Water, recovered from a poor start to grab second

place by the finish.

Race 2 saw Richard "Bonkers" Batten, Highcliffe SC, following the pattern for the weekend of he who gets to the windward mark first wins the race. Keith Paul and Cris Miles, Dovestone, but in a borrowed boat from Yorkshire, battled it out for 2nd and 3rd whilst Jones was again recovering from a bad start, 'as one does', pipping Miles for third place.

Sunday morning was also grey, but this time with NO wind. A general recall and postponement meant the bulk of the fleet became very entangled with the

BCA Inland Championships 2000

Pos	Helm	Sail No.	Club	Race 1	Race 2	Race 3	Race 4	Total Points	Discard	Net Points
1	Stuart Jones	634	Datchet	2	3	3	3	11	3	8
2	Keith Paul	589	Weston	4	2	5	15	26	15	11
3	Richard Batten	662	Highcliffe	5	1	6	6	18	6	12
4	Nigel Walbank	528	Lymington	1	6	13	5	25	13	12
5	Cris Miles	626	Dovestone	9	4	8	1	22	9	13
6	Richard Gimmler	674	Burton	3	7	4	8	22	8	14
7	Rodger White	646	King George	18	13	1	4	36	18	18
8	John Browett	629	Datchet	8	5	7	13	33	13	20
9	Chris Mitchell	653	Oxford	11	9	2	39	61	39	22
10	Martin Metcalfe	659	Killington	13	12	18	2	45	18	27
11	Bill Hooton	657	Burton	15	8	12	7	42	15	27
12	Matt Aston	602	Datchet	10	39	14	12	75	39	36
13	Stacey Bray	620	Porthpean	7	18	11	39	75	39	36
14	Gary Langdown	673	Highcliffe	12	39	15	10	76	39	37
15	Sandy Clapham	652	Grimwith	24	25	9	9	67	25	42
16	Peter Dives	660	Eastbourne	6	11	28	39	84	39	45
17	P Priestley	493	Grimwith	28	30	10	11	79	30	49
18	Geoff Bettle	600	Highcliffe	16	10	23	39	88	39	49
19	Mike Keates	621	King George	19	15	17	39	90	39	51
20	Stewart Walker	599	Glossop	20	19	16	17	72	20	52
21	Paul Walker	671	Highcliffe	14	14	26	39	93	39	54
22	Tony White	650	Lancing	23	22	19	14	78	23	55
23	Alan Mollatt	640	Royal Temple	21	21	21	16	79	21	58
24	David Davies	616	RYA	17	23	22	39	101	39	62
25	Chris Howe	658	Oxford	25	16	24	39	104	39	65
26	Martin Jones	614	Wilsonian	27	20	27	21	95	27	68
27	David Parson	611	Porth Pean	22	26	33	25	106	33	73
28	Malcolm Hall	625	Ogston	31	27	31	18	107	31	76
29	Jeremy Blaydes	571	Weston	30	28	34	20	112	34	78
30	Nick Grace	636	Castle Cove	26	24	29	39	118	39	79
31	Tony Sawyer	538	Highcliffe	32	29	35	19	115	35	80
32	David Gautier	675	Datchet	29	17	36	39	121	39	82
33	Colin Gates	606	Eastbourne	33	31	30	22	116	33	83
34	R Seagrave	615	Notts	35	32	32	24	123	35	88
35	Ian Mollatt	407	Sandwich Bay	36	35	37	23	131	37	94
36	Simon Mussell	66	RSC	39	39	20	39	137	39	98
37	Keith Hardy	598	QM	34	33	39	39	145	39	106
38	Ronald Pols	161	RSC	37	34	39	39	149	39	110

Flying Dutchman and Osprey fleets who were also sharing the same course for their respective Inland Championships. Rodger White, King George, showed his light weather expertise in pulling ahead to a comfortable win. Out of the melee of classes the experienced heads of Chris "Chairman" Mitchell, Oxford SC, Jones, Gimmler, and Paul kept their hopes alive to finish in that order.

The final race again saw a general recall followed by the appearance of the black flag. The wind had all but given up the ghost and a number of the fleet rocked and sculled back to an early shower. Initially Walbank and Gimmler appeared to have the advantage on the left hand side of the lake, but at the first mark Miles, Martin Metcalfe, Killington SC, and Sandy Clapham, Grimwith, emerged from the right with a good lead. Ever the pessimist, Sandy's comments of "just you watch, the b***** wind will

fill in from behind" echoed round the calm water. Further pronouncements on the light weather downwind techniques of Batten and Browett were also to be heard around Rutland County. The second reach became a run, closing up the dwindling fleet. The final windward leg saw a large shift to the left bringing Jones, White and Walbank into contention, with only Miles and Metcalfe able to hold them off at the finish.

Jones won the inlands without winning a race and also took the National Travellers Trophy by virtue of having won quite a few races around the country. Recently crowned Northern Champion Sandy "Bum Face" Clapham took the Northern Traveller Trophy narrowly, from the much travelled southerner White.

Nigel Walbank
GBR 528

TRAVELLERS TROPHY 2000

A total of 89 different helms took part in the BCA Travellers Trophy of 2000. Stuart Jones rather walked away with the event - although he struggled to find his form at the major regattas, he dominated most open meetings through the season, and the real battle was amongst the familiar faces fighting it out for the other podium places. Nigel Walbank eventually took second in front of Gary Langdown who headed a tight group separated by only 6 points.

With the notable exceptions of the Nationals and the Inlands, at first sight open meeting attendances over the year looked a little on the disappointing side. However a closer look shows that we had around 40 people attending three or more meetings, not bad by any standards. Turnout at the Nationals was

particularly good with 57 boats making the trip to North Berwick. Hopefully we'll see a few of the Scots making their way south for Eastbourne this year...

If you're new to the class, and are maybe feeling a bit shy about venturing out with the "old timers", don't be. Contender sailors are a friendly bunch, and one of the best ways to learn how to sail the boat 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 a few new meetings this year and a good geographical spread, hopefully we can tempt a few more to have a go in the 2001 series.

Jerry Driscoll
GBR 583

Contender Association National Travellers Results 2000

Pos	Sail No	Name	Highcliffe	Datchet	Brightlingsea	Nationals	Oxford	Porthpean	Lymington	Bridlington	Weston	Rutland	POINTS
		No of Entries	22	15	17	57	15	14	15	13	11	38	
1	634	Stuart Jones	26	19		59	19		19			42	184
2	528	Nigel Walbank	21		20	54		12	18			39	164
3	673	Gary Langdown	15	8		52	14	10	15		13	29	156
4	646	Roger White	9	12	16	36	12	8	11	14		36	154
5	662	Richard Batten	14	9	18	55					14	40	150
6	589	Keith Paul	25			49			16		15	41	146
7	626	Tim Holden	23	17		51		17	17	15			140
8	629	John Browett		18	21	58						35	132
9	616	Dave Davies	17	13		48		15	12			19	124
10	674	Richard Gimmler		16		38	17			11		37	119
11	671	Paul Walker	18			39	9	11	9		10	22	118
12	659	Martin Metcalf	19			36	8			13		33	109
13	621	Mike Keates	20	14	17		18			10		24	103
14	654	Graham Scott	24			60		18					102
15	476	David Gautier	13	11		21		16	13			11	85
16	652	Sandy Clapham	10		14		15			17		28	84
17	602	Matt Aston	16	15			10	9				31	81
18	559	Bernard Shapley	22		15	43							80
19	Various	Cris Miles				42						38	80
20	653	Chris Mitchell				32	13					34	79
21	613	Tony Burton			19	44			14				77
22	660	Peter Dives				47						27	74

Personal Handicap Ratings - 2000							
Pos	Helm	Sail No	Total Results	End 99 Rating	Pos 99	Current Rating	Change in year
1	Stuart Jones	634	15	38.88	1	22.94	-15.94
2	Graham Scott	654	8	78.78	3	45.37	-33.41
3	Keith Paul	589	10	229.32	12	72.26	-157.06
4	John Browett	629	10	92.74	4	75.34	-17.41
5	Cris Miles	Many	11	68.27	2	99.64	31.37
6	Nigel Wallbank	528	14	176.98	6	113.38	-63.60
7	Richard Batten	662	10	379.86	19	121.70	-258.16
8	Tim Holden	626	16	109.96	5	129.26	19.30
9	Ian Renilson	651	3	274.62	13	141.94	-132.68
10	Andy Potter	661	5	202.50	9	152.18	-50.33
11	Richard Gimmler	674	9	410.49	21	204.60	-205.89
12	Peter Dives	660	7	181.63	7	212.08	30.45
13	Sandy Clapham	652	15	394.38	20	219.96	-174.42
14	Bernard Shapley	559	8	214.04	10	238.20	24.16
15	Tony Burton	613	7	328.02	15	258.24	-69.78
16	Roger White	646	20	333.32	16	261.26	-72.07
17	Gary Langdown	673	15	220.03	11	267.63	47.60
18	Dave Aston	669	7	294.55	14	274.35	-20.20
19	Dave Davies	616	14	186.47	8	298.35	111.87
20	Mike Keates	621	7	708.33	40	309.65	-398.68
21	Martin Metcalf	659	10	458.07	24	322.64	-135.43
22	Chris Mitchell	653	8	416.32	22	326.70	-89.62
23	Stacey Bray	620	7	349.64	17	362.38	12.74
24	Matt Aston	602	11	497.72	28	373.21	-124.51
25	Bill Hooton	657	11	472.62	25	403.87	-68.75
26	David Gautier	675	12	555.64	29	423.76	-131.87
27	Geoff Bettie	600	8	477.80	26	485.10	7.30
28	Paul Walker	671	14	456.83	23	488.12	31.29
29	Tony White	650	7	618.82	31	513.08	-105.74
30	Liz Potter	661	2	915.00	77	515.19	-399.81
31	Stewart Murdoch	624	2	673.08	36	526.35	-146.72
32	Gabriel Wicke	GER466	1	1000.00		541.67	-458.33
33	Richard Buttner	622	2	817.71	55	561.63	-256.08
34	Neil Rosie	647	1	1000.00		578.70	-421.30
35	Stewart Walker	599	3	630.21	32	584.40	-45.80
36	Andrew McGaw	605	3	753.53	46	588.30	-165.23
37	Neil Wilson	623	1	1000.00		606.48	-393.52
38	Gavin Mackinnon	631	4	719.59	42	614.42	-105.17
39	Phil Priestley	493	4	786.46	49	614.99	-171.47
40	Simon Mussell	66	3	845.00	61	616.85	-228.15
41	Chris Howe	658	5	692.11	38	630.92	-61.19
42	Manfred Keickbusch	GER474	1	1000.00		643.52	-356.48
43	Ben Holden	590	9	667.64	35	676.36	8.73
44	Martin Jones	614	3	765.63	48	685.27	-80.36

45	Nick Grace	636	5	1000.00		709.54	-290.46
46	Ian Marshall	666	4	692.71	39	710.73	18.02
47	Graham Page	575	1	1000.00		726.85	-273.15
48	Alan Mollatt	640	3	1000.00		727.30	-272.70
49	Mike Denham	635	2	750.00	43	731.48	-18.52
50	Reid	551	1	1000.00		763.89	-236.11
51	Colin Gates	606	3	755.21	47	765.21	10.01
52	Malcolm Hall	625	4	942.71	83	777.67	-165.04
53	Adrian Conway	632	1	1000.00		782.41	-217.59
54	Matt Toone	598	2	1000.00		785.73	-214.27
55	Chris Bannister	649	5	824.65	56	798.21	-26.44
56	Tobias Abarbanell	GER470	1	1000.00		800.93	-199.07
57	Dave Parsons	611	2	1000.00		804.04	-195.96
58	Brian Allen	556	1	1000.00		808.82	-191.18
59	Trevor Lloyd	672	3	901.04	75	818.17	-82.87
60	Ian Baillie	560	2	980.77	93	819.09	-161.68
61	James Wise	282	3	980.89	94	831.35	-149.54
62	Gill Woolley	641	3	851.43	64	837.75	-13.68
63	Kevan Bibb	530	1	1000.00		837.96	-162.04
64	Mike Threadgold	610	1	1000.00		838.24	-161.76
65	Ginge Lincoln	648	7	829.34	59	839.94	10.60
66	Andrew Mason	656	4	929.72	80	839.95	-89.77
67	William Smith	527	2	847.22	63	840.28	-6.94
68	Jamie Blades	571	2	1000.00		840.91	-159.09
69	Evert Ben Van Veen	211	2	835.00	60	841.31	6.31
70	Bob Seagrave	615	2	869.79	70	870.97	1.18
71	Tom Seppings	385	1	1000.00		875.00	-125.00
72	Rich MacLaughlin	577	2	1000.00		888.26	-111.74
73	Tony Sayer	538	2	1000.00		889.95	-110.05
74	Ian Watson	CAN77	1	1000.00		902.78	-97.22
75	Ron Cockwell	668	3	920.63	78	921.74	1.12
76	David Robertson	494	1	1000.00		926.47	-73.53
77	Charles Muir	360	1	1000.00		950.00	-50.00
78	Richard Russell	396	1	1000.00		950.00	-50.00
79	Ian Mollatt	407	1	1000.00		953.95	-46.05
80	Chris Richard	451	1	1000.00		967.59	-32.41
81	Scott	387	1	1000.00		976.85	-23.15
82	Richard Cooper	504	2	986.11	98	978.35	-7.76
83	Kieth Hardy	598	1	1000.00		980.26	-19.74
84	Tony Cook	187	1	1000.00		983.33	-16.67
85	Tony Slater	538	1	1000.00		983.33	-16.67
86	Andy Williams	585	1	1000.00		983.33	-16.67
87	Matt Poynts	550	1	1000.00		986.11	-13.89
88	Ronald Pols	NED 161	1	1000.00		993.42	-6.58
89	Gordon Mockett	390	1	1000.00		995.37	-4.63

The Handicap Ranking is based on a system developed by long-time class stalwart Robin Ramm. The handicap ratings are generated from the open meeting results, and a handicap score is calculated for each event attended. This is the proportion of finishing position to number of entries expressed in terms of 1000 entries: i.e. if 1000 boats compete, boats will have their finishing position as the score. If 10 compete the winner will be in the middle of the range 1-100 i.e. 50. Second place will be between 100-200 i.e. 150. 3rd will be 250, and so on up to 10th who will be 950. Therefore the better the result and the bigger the fleet then the lower the score and the handicap attained for the event. The Ranking is the handicap result achieved after an open, and is not accurate for a helm until at least 3 results have been recorded. The ranking is calculated thus:- If the score for a result is less than the current rating i.e. they have performed better than their rank, then half the difference between current rank and the score is subtracted from the rank to give a new rank. If the score is worse than the current rank i.e. performed worse than their rank, then one tenth of the difference between current rank and the score is added to the rank to give a new rank. Therefore the rank goes up quicker than down.

Hmm... clear as mud to me, but then I'm not Stuart Jones... who manages the handicap rankings and amazingly appears to be at the top...!

2000 WORLD CHAMPIONSHIPS

The 2000 Contender Worlds were held in the smart facilities at Medemblik, Holland from 13th to 18th August, attracting 107 boats from as far away as Australia and N. America.

The practice race was sailed on the Sunday with 10 knots of breeze and was ominously won by Gabriel Wicke of Germany. It was more notable, however, for Bernard Shapley being crashed into by a powerboat, cutting his centreboard and rudder off flush with the hull, but somehow leaving the hull intact. Back ashore, he was just happy to still be alive. The moral of this story is, when driving anything, always look in the direction of travel!!

Despite the forecast promising force 4-5 with thunderstorms, the two Monday races were sailed in around 2-11 knots with a stable direction but with many holes in the wind. Surprisingly, there was not much place changing in the top ten. In the first race Stuart Jones (GBR) did well in avoiding the holes to pick his way past early leader Andy Potter (GBR) to win followed by Australian Arthur Brett, in only his second season in contenders, and Ian Renilson (GBR).

After a recall, in the second race, the left side had more breeze allowing Graham Scott (GBR), Giovanni Bonzio (ITA), Nigel Walbank (GBR) and Wicke to arrive in the first bunch at the windward mark, gleefully trapezing in, while those on the right suffered. Scott managed to maintain his lead to win with defending champion Andrea Bonezzi (ITA) in second. Renilson and Brett followed home.

On Tuesday races 3 & 4 were sailed in near perfect conditions with the wind picking up to around fifteen knots, if a little shifty. This was combined with blistering sunshine. What could be better.

In the first race Bonezzi dominated with a big lead after the first beat. Renilson, who had been second at the mark, slipped to third behind Wicke who nearly caught Bonezzi, due largely to good upwind speed. Scott finished well up only to find that his start had been a bit too good, joining a select bunch counting OCS.

The second race of the day saw Scott back on top fighting his way through a group of boats that had chosen the left corner, in opposition to the majority. Once in the lead, he controlled the fleet well, leading 60 year-old contender legend Keith Paul (GBR) to the finish. Wicke and Bonezzi followed home, securing second and first overall. Renilson's 16th still made him third overall. Brett slipped from yesterday's overall lead, scoring a 21st and a 12th. With only one discard in nine races consistency was critical.

On Wednesday only one race was scheduled and sailed in about 15-18 knots of wind with a short, steep Medemblik chop. After a shifty first beat Bonezzi, Renilson and strong-wind specialist Tim Holden (GBR)

were just ahead of the fleet. Bonezzi lost his lead on the second upwind leg to Holden, who showed good upwind speed. After the run, both Holden and Bonezzi went right leaving the left to Renilson who picked up a nice shift to win the race by a good margin. Holden stayed second ahead of Bonezzi chased by Potter and Wicke.

On Thursday the gusty conditions reached 20 knots with fine sunshine. Race 6 was initially led by Sebastian Munck (GER), but he was overtaken on the reaches by Bonezzi and Wicke. Bonezzi lost his lead on the second upwind leg. His claims for redress due to having a fish on his centreboard were, of course, considered seriously. Renilson lost third place while he was swimming after a bad tack. Wicke had good speed all round and won the race with a good margin leading in Holden and Bonezzi.

In race 7 Bonezzi had a long lead at the first windward mark, but he was again overtaken at high speed by Wicke on the last beat. Bonezzi tried to get back by starting a tacking duel, but was too slow for Wicke. This time he didn't even try the fish excuse. Renilson finished third with Scott fourth.

Coming into the last day Bonezzi was now only 2 points ahead of Wicke, while Renilson was a distant third but not out of the reckoning. But with 2 races to go and only one discard, the championship was still open.

In the first race of the day Bonezzi managed to cover Wicke close enough so that he finished 12th. Renilson got a fifth, keeping him in with a chance to win. Up at the front Potter found the breeze to his liking being chased hard by Richard Batten (GBR) who's European practise tour has seen him improve steadily. Holden followed up in third, now putting a good series together.

In the final race Bonezzi had a few incidents after the start leading to a 720 which put him back in the fleet. Holden and Jones had a large lead after the first round but Wicke, recovered well after a bad start, working his way up to finish second behind Holden with Jones just holding third from the pack.

Combined with Bonezzi's 17th place, 2nd was enough to win Wicke the championship by two points and an evening swim in the harbour.

Renilson kept his third place and the masters trophy by finishing 6th in the last race.

Ann Seidel (GER) won the lady's title from Trijnie Dijkhuis (NED).

The junior title was won by 18- year old Wolf Jeschonnek (GER) sailing his homebuilt boat.

Stuart Jones, GBR 634

Full results overleaf

Final Results Contender Worlds 2000													
Pos	Sail No	Helm	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8	Race 9	Points	
1	466	GER Gabriel Wicke	6	5	2	3	5	1	1	12	2	25,00	
2	11	ITA Andrea Bonezzi	5	2	1	4	3	3	2	7	17	27,00	
3	651	GBR Ian Renilson	3	3	3	16	1	8	3	5	6	32,00	
4	654	GBR Graham Scott	8	1	OCS	1	11	14	4	6	7	52,00	
5	626	GBR Tim Holden	32	11	14	15	2	2	6	3	1	54,00	
6	634	GBR Stuart Jones	1	14	16	10	6	12	8	15	3	69,00	
7	661	GBR Andrew Potter	7	39	6	28	4	4	7	1	16	73,00	
8	279	AUS Arthur Brett	2	4	21	12	9	7	10	31	10	75,00	
9	528	GBR Nigel Walbank	9	6	9	7	19	19	9	10	OCS	88,00	
10	271	ITA Giovanni Bonzio	4	10	10	9	24	23	13	30	5	98,00	
11	433	GER Olivier Brandt	13	9	22	22	15	6	28	9	12	108,00	
12	662	GBR Richard Batten	11	27	13	20	7	10	29	2	OCS	119,00	
13	635	GBR Mike Denham	30	20	4	17	12	13	12	13	28	119,00	
14	441	GER Jan von der Bank	48	23	30	19	8	5	14	17	8	124,00	
15	44	DEN Soren Andersen	26	12	20	6	27	39	16	14	4	125,00	
16	488	GER Sebastiaan Munck	44	7	8	23	10	22	5	45	61	164,00	
17	471	GER Christiaan Brandt	21	26	7	13	33	56	43	11	13	167,00	
18	211	NED Harry Hensen	12	22	36	14	21	31	DNF	19	15	170,00	
19	419	GER Joachim Harpprecht	15	19	26	34	28	25	18	34	25	190,00	
20	616	GBR Dave Davies	53	25	OCS	44	14	15	11	8	22	192,00	
21	322	GER Frank Suchanek	16	17	19	39	26	28	25	46	24	194,00	
22	674	GBR Richard Gimmler	27	33	24	29	18	38	30	16	20	197,00	
23	613	GBR Tony Burton	39	31	28	21	29	26	19	24	19	197,00	
24	589	GBR Keith Paul	17	48	23	2	44	21	27	43	26	203,00	
25	559	GBR Bernard Shapley	29	21	17	5	16	41	37	48	39	205,00	
26	673	GBR Gary Langdown	10	8	25	55	23	40	46	4	OCS	211,00	
27	477	GER Jurg Muller	23	18	5	8	13	DNF	DNC	22	18	215,00	
28	221	NED Arjan de Bruin	60	51	15	27	34	30	22	27	11	217,00	
29	170	NED Rene de Korte	19	13	OCS	35	47	16	34	55	23	242,00	
30	469	GER Carsten Ivo	14	30	64	26	49	33	26	33	35	246,00	
31	174	NED WinfredWesterman	24	35	35	54	48	29	24	38	27	260,00	
32	657	GBR Bill Hooton	66	55	27	46	38	17	23	41	21	268,00	
33	166	NED Karsten Groth	55	45	11	48	46	24	47	23	29	273,00	
34	66	GBR Simon Mussell	54	67	18	53	30	35	31	18	36	275,00	
35	653	GBR Chris Mitchell	51	69	43	40	31	45	15	28	30	283,00	
36	652	GBR Sandy Clapham	35	73	41	30	37	52	67	21	9	292,00	
37	383	GER Leube Henning	72	52	34	33	25	9	36	72	32	293,00	
38	42	DEN Christ. Rask Madsen	47	34	52	42	43	37	35	25	31	294,00	
39	225	NED Jaap Walter	37	44	29	31	35	34	32	53	DNF	295,00	
40	474	GER Manfred Kieckbusch	28	64	38	43	20	18	DNF	47	41	299,00	
41	675	GBR David Gautier	77	74	31	18	40	11	56	29	51	310,00	
42	622	GBR Richard Buttner	18	59	37	41	59	27	51	51	43	327,00	
43	600	GBR Geoff Bettle	67	41	47	47	32	49	41	32	47	336,00	
44	290	ITA Giorgio Pinzani	40	16	51	36	72	43	58	52	44	340,00	
45	439	GER Bodo Riessen	36	29	65	61	63	44	40	44	33	350,00	
46	659	GBR Martin Metcalfe	43	37	50	24	64	50	55	49	46	354,00	
47	470	GER Tobias Abarbanell	34	40	45	69	36	63	70	57	14	358,00	
48	671	GBR Paul Walker	73	70	OCS	63	39	20	20	42	34	361,00	
49	213	NED Robert Jan Zonneveld	42	57	32	DNF	50	32	42	64	42	361,00	
50	647	GBR Neil Rosie	20	38	12	37	17	DNF	DNC	26	OCS	366,00	
51	313	ITA Virgilio Frau	81	DNF	33	50	54	36	21	39	59	373,00	
52	217	NED Rene Heijnen	33	32	63	67	74	48	45	35	53	376,00	

53	32	DEN	Lars Schroder	22	15	DNF	11	DNF	DNF	33	20	67	384,00
54	424	GER	Jan Haase	49	54	39	49	42	62	49	65	50	394,00
55	633	GBR	Peter Giffen	41	63	42	52	53	47	DNC	69	37	404,00
56	461	GER	Wolf Jeschonnek	31	71	44	32	55	58	66	73	49	406,00
57	220	NED	Roy Otten	38	DNF	46	51	41	53	59	54	64	406,00
58	214	NED	Rik Thorborg	52	66	53	62	56	57	39	40	54	413,00
59	632	GBR	Adrian Conway	46	28	59	56	68	55	63	66	45	418,00
60	406	GER	Martin Sattelkau	85	DNF	OCS	58	22	72	17	36	38	436,00
61	602	GBR	Matt Aston	70	24	60	OCS	67	46	57	58	55	437,00
62	389	GER	Hendrik Voks	65	65	57	66	45	51	48	70	40	437,00
63	77	CAN	Ian Watson	62	58	40	45	57	69	60	61	DNC	452,00
64	650	GBR	Tony White	59	62	49	75	62	64	52	67	58	473,00
65	465	GER	Christoph Homeier	61	43	OCS	59	70	54	50	76	63	476,00
66	452	GER	Kai Kemmling'	56	36	69	38	60	59	62	DNF	DNC	488,00
67	212	NED	Roel Bakker	45	DNF	71	DNC	66	42	64	37	60	493,00
68	646	GBR	Rodger White	25	53	67	DNF	61	76	DNF	62	48	500,00
69	201	NED	Hans van der Vliet	64	DNF	61	74	78	65	44	68	69	523,00
70	376	GER	Jens Krause	91	DNF	56	68	52	60	61	74	65	527,00
71	222	NED	Jan Haanstra	84	DNF	68	70	65	66	54	50	RDG	537,00
72	191	USA	Gil Woolley	82	DNF	OCS	73	51	73	38	56	57	538,00
73	218	NED	Mark Thorborg	71	DNF	54	25	58	DNS	DNC	59	56	539,00
74	78	SUI	Steffen Rating	68	50	55	60	DNF	71	DNC	60	71	543,00
75	356	GER	Wolf Peter Schmidt	50	42	66	88	80	80	65	77	OCS	548,00
76	262	AUS	Dennis Veldhuis	74	DNF	79	65	71	61	69	75	66	560,00
77	640	GBR	Alan R.Mollatt	92	DNF	48	64	77	83	72	63	74	573,00
78	215	ITA	Luca Gusmeroli	97	49	75	57	DNF	77	75	81	62	573,00
79	438	FRA	Henri Chemineau	58	60	70	DSQ	69	DNF	71	71	68	575,00
80	591	GBR	Pete Binskin Barnes	96	72	58	91	87	75	74	85	78	620,00
81	608	GBR	Peter Noble	75	47	DNF	76	75	87	DNF	OCS	52	628,00
82	417	GER	Thomas Bendel	100	DNF	62	79	85	74	76	78	76	630,00
83	215	NED	Gert van der Mast	95	DNF	72	85	82	82	68	80	72	636,00
84	133	NED	Gerard Reezigt	80	56	78	86	89	DNF	DNC	79	70	646,00
85	200	NED	Paul Hawinkels	79	68	DNF	71	73	67	DNF	83	DNC	657,00
86	76	CAN	Joel Magnan	102	DNF	73	87	86	84	73	84	73	662,00
87	427	GER	Ann Seidel	76	DNF	76	90	95	86	79	92	83	677,00
88	448	GER	Christian Ahrens	78	DNF	OCS	78	79	70	53	DNF	DNS	682,00
89	22	DEN	Claus Litzinger	63	46	83	77	93	DNF	DNC	DNF	DNC	686,00
90	167	NED	Job Crijns	93	DNF	RDG	DNC	83	78	77	82	77	686,00
91	436	GER	Bengt Haltenhof	89	DNF	74	81	81	68	DNF	89	DNF	698,00
92	668	GBR	Ron Cockwell	83	DNF	88	89	92	85	DNF	94	81	720,00
93	192	NED	Bart Thorborg	94	DNF	85	72	84	DNF	DNC	95	75	721,00
94	199	NED	Ed Scholing	69	DNF	84	DNC	88	DNF	DNC	90	82	737,00
95	140	NED	Michael ten Bokum	DNC	DNC	86	DNF	DNC	81	78	88	80	737,00
96	207	NED	Pim Langendijk	DNF	DNF	80	84	91	DNF	DNC	86	79	744,00
97	153	NED	Jan de La Porte	98	DNF	81	83	DNF	88	DNF	96	85	747,00
98	254	ITA	Fiume Ignazio	86	DNF	89	93	94	DNF	DNC	91	84	753,00
99	275	AUS	Stephen Fries	57	61	DNC	DNC	DNC	DNC	DNC	DNC	DNC	766,00
100	298	GER	TobiasVoigt	DNC	DNC	RDG	RDG	76	79	DNF	DNC	DNC	772,00
101	195	NED	Trijnie Dijkhuis	88	DNF	87	92	96	DNF	DNF	87	DSQ	774,00
102	175	NED	Robert Beenes	99	DNF	77	82	90	DNF	DNC	DNC	DNC	780,00
103	550	GBR	Matt Poyntz	87	DNF	82	80	DNF	DNF	DNC	DNF	DNC	789,00
104	453	GER	Benjamin Voigt	90	DNF	DNF	DNC	DNC	DNC	DNC	97	DNF	835,00
105	401	GER	Klaus Schroder	101	DNF	DNF	DNC	DNF	DNF	DNC	93	DNF	842,00
106	305	GER	Michael Sprink	103	DNF	DNS	DNC	DNF	DNF	DNC	DNF	DNC	859,00
107	226	NED	Evert Ben van Veen	DNC	DNF	DNC	DNC	DNF	DNC	DNC	DNC	DNC	864,00

Boats & Gear for Sale...

WANTED: Replacement Mast - preferably Proctor to suit existing rigging - Kev Allon, 01326 221658, Gweek, Cornwall

WANTED: Replacement Mast - to suit lightweight helm eg. wavelength, needlespar, goldspar etc. currently have etched epsilon which is too stiff for me, so could do a swap? Simon Whitehouse, Tel: 01255 860816, Little Clacton, Essex.

WANTED: Secondhand sail - "elderly but useful" "something with some shape to it"; David Round, E-mail: round@bangor.ac.uk

WANTED: Contender mast step, centre board and rudder blade (have got stock). Cheap(ish) please. E-mail: ian@masthead-publicity.co.uk

GBR 240, Rondar, Proctor Rig, 2 sails, cover, trolley, harness
£525 Andy Bass, 01280 706496, Northants

GBR 335, Rondar, 3 sails, combi trailer
£600 Philip Razey, 01822 854661, Plymouth

GBR 382, Titcombe Rondar, No Mast, Stored under car port, good condition, sail, U/O covers, home made combi trailer
£1,300 Tony Titcombe, 01622 717260, Kent

GBR 411, Rondar - V.Good condition, Fully "leak-proofed" and overhauled by Ian Ridge in 1999, Fully pro-gripped in 2000. 2 x year old Wavelength rig and 1 x year old Wavelength mainsail (2 x other knackered old mainsails for emergency's!). Telescopic & fixed tiller extensions, Banks top cover. All new ropes & controls in 2000. Overall boat represents an excellent opportunity. Launching trolley & road trailer are not brilliant hence such a good price.
£995, Steve Mummery - 07887 677599 - lying south coast.

GBR 432, Edwards, all wood, Proctor mast, selection of sails available, trailer but trolley required, good cover
£750 Richard Gimmler, 0115 9214771, Nottingham

GBR 438, Sandwich, Perfect condition. Wavelength mast and sail (1998), Proctor mast, Banks sail (1987), Superspars boom, combi, U/O covers, Silva racing compass, carbon tiller extension, Milanes foils
FF22,000 Henri Chemineau 0299819340 0603458391 or contact Dave Davies, 01531 632308. Boat laying at St Malo, Brittany, France

GBR 439, Rondar, Etched Epsilon, Ullman sail, (Combi available)
£1,500 Colin Truscott, 01872 520586, Cornwall

GBR 482, GRP, blue hull, cream deck, good condition for age. Needlespar mast, compass, new cover, all new cordage, pro-grip, combi trailer with new wheel bearings.
£950, Liz Reid, 01255 673622, Essex

GBR 486 Rondar, good condition with two sails, carbon foils, trolley, under and over covers, new ropes. Can deliver.
Mark Reynolds, 07808 475775 or email stu99mer@rdg.ac.uk, Kent

GBR 556, Rondar, Wavelength rig, 2 wavelength sails, lifting and fixed rudders, carbon extension, Milanes centreboard, combi, cover, good condition
£2,200. Brian Allen, 01787 237191, Brightlingsea, Essex

GBR 570, Rondar, Grey deck/blue & white hull, Wavelength mast & 2 sails, lifting rudder, 103P silva compass, new pro-grip, combi, covers, everything in excellent condition.
£2,300 ono. Dave Lewins, 0161 436 1880 or 07958 748837 mobile. Leigh & Louton SC.

GBR 579, Ridge/Daniel, Wavelength mast, 2 Ullman sails, Fixed rudder, covers, combi, revarnished
£2,600 Maurice Clarke, 01269 595941, South Wales

GBR 583, Rondar, Wavelength Rig, 3 Sails, Milanes foils - carbon centreboard and fixed rudder, Harken fittings, U/O covers, near new Sovereign Combi, Fast & well maintained - 9th 99 UK Travellers Series
£2300 Jerry Driscoll, 01962 711698, Winchester.

GBR 590 Rondar hull, All fittings including compass, Good foils - Lifting and Fixed rudders. New Pro-Grip. Under and Over Covers. Combi. **No Rig** - try putting your own rig on a newish hull!
£1500 Ben Holden, 01422 342450, or Tim Holden 01484 320940, Halifax.

GBR 599 Rondar, 2 Wavelength sails, Wavelength Mast, Top Foils Rudder and Board, White Deck, Black/Red Hull, Covers, Double Combi
£2350 Stewart Walker, 01274 588484, Yorkshire.

GBR 604, Composite Ridge hull, decked & foils by Top Foils, Wavelength rig, 2 sails (1 x Wavelength & 1 x Number One), Combi, U/O covers
£2650 Hugh Wright, 07818 061199 (WK), 01953 887789 (H), Norfolk

GBR 612, Rondar, Wavelength Rig and Sails, Cover, Trailer, Excellent condition
£2,995. Tim Rennell, 01275 875304

GBR 635 July 1996 Wavelength Hull only, white with red waterline, includes Milanes centreboard, Harken mainsheet jammer & Silva bulkhead compass. Hull in very good condition, used only at Worlds, Nationals & Scottish regattas (never been up Eastbourne Beach or similar)
£2000 ono, Mike Denham, 01467 641291, Aberdeen.

GBR 639 Ridge/Wavelength, vinylester, white with blue stripe, built August 96. Mainly club sailed. Lifting rudder, Rapide combi, U/O covers. Good condition throughout.
£3500 ono, John Cass, 01304 373094, Deal, Kent.

GBR 651 May 1997 (not sailed '98 season) Current British & European Champion - For sale at/after Worlds in Medemblik August 2000 True Wavelength Hull in vinylester. Wavelength Mast & Sail. Under & over covers. With many extras & special improvements. Very well sorted out boat ? the best!
£3,900 Ian Renilson 0131 334 5514, Scotland. Trolley & trailer available

GBR 662 Used from April-Oct 2000 + 10 times only before that. 6th nationals, 3rd Kiel week, 12th worlds + 3rd inlands all in my first full season of Contendering, it must be the boat! "WITH THE WAVELENGTH/ RIDGE HULL SHAPE + COMPOSITE DECK (fast + stiff) IT SHOULD BE THE FASTEST BOAT IN WORLD" said GRAHAM SCOTT Aug 00. Decked by Bob Hoare (Patisson's Gold FD's) Sailboats, the only one in the world (until my dad builds another!)
Offers! Richard Batten 01425 610999/07773, Highcliffe.

GBR 663 Rondar hull, Wavelength rig and sail (2 available), fixed and pivoting rudders, under and overcovers, combi trailer, only used twice last 18 months, immaculate condition.
Offers to Tom Davis on 01275 331029, near Bristol.

GBR 666 All varnished Bonezzi built Mar 91 (re-registered from Dutch sail no. H188). VGC throughout, Wavelength rig, Milanes foils, excellent control layout. Top cover, trolley and rigging all new last season. Complete with u/ cover, carbon ext and compass. Fast boat (ask Stacey Bray) only needs heavier/ better helmsman to demonstrate true potential!
OIRO £2750 Ian Marshall 01993-830087, Burford, Oxon.

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