

# THE CONTENDER

FINALLY LATE ISSUE No 583

Britain's only quality **Contender** paper

February 1998

# BONEZZI BLASTS BRITS!

## DRAMA AS DEFENDING CHAMPION ONLY MANAGES SECOND AFTER SINKING

**Andrea Bonezzi** of Italy smashed Britain's recent domination of the Contender class at the world championships held in Sydney, Australia, during January, recording four straight firsts from the first four races, and then following up with two seconds in races five and six. A sixth and an eighth in races seven and eight clinched the title, with two races in hand from this ten race series. This was an emphatic victory by any standards, with the real battle being fought for second place between European and defending World Champion Ian

Renilson from Scotland, and fellow Briton Nigel Walbank, with Renilson just shading it by 0.29 of a point. Renilson's defence got off to the worst possible start; badly holed whilst leading on the final beat of the first race in a collision with Australian Steve Grimes, he limped over the line in

### EUROPEANS DOMINATE AS AUSSIES FLOP

fourth place with his boat in sinking condition, and was unable to compete in race two. The subsequent redress hearing awarded him

points for first place for race one, and average points for race two, but the course of the championship could have been completely different had Bonezzi been denied this first race win.

Renilson's subsequent, somewhat erratic, scoreline, including two wins and two twelfths, left him separated by only one point from the highly consistent Walbank going into the last race, with the two leading Australians, Jason Beebe and Andre Webster close behind. With the Australian

championship at stake between them, the top positions looked like ending up being contested in the form of two match races, one for second overall and one for Aussie champ. As it was, the matchrace part was something of an anti-climax; after the usual pre-start shenanigans and a general recall, Renilson and both Australians were penalised for premature starts, and all subsequently



retired. Sadly for Nigel Walbank, he was only able to finish sixth, not quite enough to overhaul Renilson's advantage. This left Jason Beebe in fourth place, and the Australian Champion title. This highly successful championship, with 63 entries from 7 countries, demonstrates the continuing and growing strength of this high performance single handed trapeze d i n g h y .

### FEATURES INSIDE WHAT'S THE RYA EVER DONE FOR US?

*Claire Bradley answers the question SHOULD WE BE FORCED TO SAIL IN S\*\*\*? (That's S\*\*\*ewage of course)*

*Surfers Against Sewage say we frequently do, and suggests some things we can do about it*

### PLUS!

*The normal boring old drivel from the class officers about what they're doing and what we should be doing, AND a few reports, pictures, and general articles and even a 1998 provisional fixtures list.*

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## DEPARTING EDITOR'S FAREWELL

So you didn't get your Summer Newsletter?... Profuse apologies, but at some point you have to admit that there are only 24 hours in a day, and sorting out the wherewithal for feeding, clothing and housing the family (and getting a few new sail vouchers) has to take priority.

I've thoroughly enjoyed putting out the newsletters that did make it, and unreservedly thank all those that contributed. Jerry Driscoll is your new man: he's a big lad so if he gives you a deadline for your photos, stories and reports you'd better get your A into G.

Good luck Jerry, I look forward to the fruits of your labours.

Hope to see as many of you as possible at Ally Pally, and on the circuit in 98

**Cris Miles - GBR 649**

## NEW EDITOR'S HELLO

I can't think for one moment what came over me. Volunteering? At my age surely I should know better... I mean, everyone knows you should just keep your head down: somebody will organise it - membership, dealing with the bureaucrats, the accounts, the fixtures, the nationals, measurement problems, the newsletter... I mean somebody always has haven't they?

Er... so maybe I was feeling just a little bit guilty that I hadn't put anything back into the class for the considerable pleasure I have had out of sailing the Contender, and as I knew Cris was struggling to find the time it seemed a good idea to offer; after all it's only *editing* the newsletter, it's not as if I've got to write it, is it...?

How many times have we read in club and class newsletters that despairing editors cry against apathy "it's **your** newsletter!"? Must be virtually every one I think, but although trite, it's true. This **is** your newsletter: for us to have it, I need to have news to edit and pictures to print (particularly pictures); so send them on to me. They don't necessarily have to be about Contender sailing or racing: one of the strengths of our class is the individuals sailing it, so non sailing news and snippets are equally welcome - even strange tales from darkest Africa of yellow-water

### SEND YOUR ARTICLES, REPORTS, PICTURES ETC TO:

**JERRY DRISCOLL**

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

**Tel/Fax: 01962 711698**

**E-Mail:**

**[contending@driscoll.globalnet.co.uk](mailto:contending@driscoll.globalnet.co.uk)**

*Text on disk or by E-mail 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.*

rafting in hippo piss.

Speaking of piss, quite incredibly, even in our current "green" society there are certain water companies who still feel it acceptable to discharge raw, untreated sewage into the seas around our coasts; they argue that pumped far enough out to sea it poses no risk to health, as water users should not come into contact with the micro-organisms and debris discharged so far out. Many of us would dispute this assertion, having over the years encountered this disgusting waste from time to time. More worrying is the recent research which indicates that certain of the nastier viruses can remain active and infectious for considerable periods of time in seawater, and that watersports users consequently stand a much higher risk of infection from diseases like Hepatitis A than normal. Later in the magazine an article from SAS outlines the case for the Cleaner Seas initiative, a cause which deserves our support.

Finally, It falls to me to thank Cris for all his efforts producing the previous issues of Contending, and for already compiling the majority of this one; I am already starting to appreciate quite how much work it can all take.

**Jerry Driscoll GBR 583**

## CHAIRMAN'S BIT

Well, here we go again, another open meeting season seems to be galloping towards us. I'll soon be casting aside my southern softies winter gloves and hat and breaking out the summer wet suit,



**Charlie Baynes, Minder of our Money, has fun at Pyfleet Week**

hopefully.

Harking back, last season was an enjoyable open meeting season, even if the wind always seemed to be near either end of the sailable wind range. The Nationals was a very enjoyable event socially and on the water, even if we had to wait for the wind on a couple of occasions. It was a minor miracle that we got all six races in during a week where many other events around the country were abandoned altogether. I would like to thank everybody involved in organising and running the event. Chris 'what about the parking' Miles should be thanked also for donating a few extra prizes of his 'complex carbo' stuff. Ta very much.

Talking of Cris, some of you might have noticed a lack of newsletter recently. This has been due to overwork of the money earning kind on the part of Cris. Fair enough, so as Jerry Driscoll was foolish enough to say, "I could do it", then he is the new newsletter editor. Good luck to both of them and thanks for all their efforts.

At the AGM there were quite a few changes to the committee. This can either be read as rats leaving etc. or as enthusiastic new young blood joining. Make your own conclusions. Robin Ramm has hung up his trapeze harness, has an RS400 and is quickly disposing of crews. He has therefore handed over the treasurer's position, after many years of tight rein holding, to Charlie Baynes. Dave Davies has become secretary, taking over the mantle from Bernard Shapley. Bernard, who has been lumbered with the stand, will be organising Sailboat for us. Peter Dives, who has done the fixtures secretary a couple of times is now a mere member, leaving Richard Vincent to juggle open meeting dates. I would like to thank all those outgoing and those that are staying on for all their work and to wish the new boys good luck.



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Thanks also to Simon Ramm, (Lightning national champion again, 5 wins out of 6), for doing the National travellers trophy. Get your results to him if your event counts as he has several nightmares getting results.

Finally, we need to encourage more of our beginners and under-used boats out onto the water and hopefully to open meetings. This begins, I believe, at club level by established sailors giving a few words of wisdom and encouragement, getting them out sailing, maybe even organising a training day, as informal as you like, and of course getting them to join the association. When you sell a boat give them the association details. It's up to all of us to keep the class healthy in these days of stiff competition.

See you around the circuit soon and get gearing up for the Nationals at Pwllheli and the Worlds in Sardinia, both good places for a holiday once you are there!!

**Stuart Jones**  
**GBR 634**

## SECRETARIES SCRIBBLE

Following on in Bernard Shapley's wake is not easy! He had certainly set a high standard to work against. I would like to thank Bernard for his excellent work and continued advice and support now that he has handed over the wheelbarrow load of files. Since Robin Ramm has also retired I seem to have "acquired" the role of Membership secretary too; so I would also like to thank him for the excellent membership database.

Since last summer a few things have happened:

### **Yachts & Yachting:**

We all owe Keith Paul a big thank you for his taking up the challenge I dumped on his desk in September. Events went something like.....

### **(Phone call to the editor of Y & Y)**

"Hello my name is David Davies, I'm the new Class secretary of the British Contender Association and had noticed a series of articles about different classes in the Dinghy Forum section. How about me doing one on the Contender?"

"Good Idea.....who are you again?"

"David Davies"

"Never heard of you... isn't there someone more exciting in the class, who's done anything?"

(Thinks.....BASTARD!)

"Oh yes of course, Ian Renilson, Graham Scott, Sandy Clapham, Keith Paul..."

"Oh yes, Keith Paul, he's quite old isn't he....."

Anyway, thanks very much to Keith, it raised the profile of the class and gave us some good free advertising. (Actually, they paid us!)

### **New Enquiries:**

Bernard did warn me that nobody who gets their boat on the second hand list ever phones to tell you when they've sold it. IT'S TRUE! I've sent out 40 second hand boat lists since last September. E-mails from a potential new French fleet in St Malo (Just think of the wine ladies, more on this later!) and two blokes in America, I never realised quite how active the foreign fleets are. (We have included more foreign results and an explanation of the **Eurotops** [Editorial note: I wouldn't actually call it an explanation - I typed it, re-typed it, reverted to the original, and typed it again and I STILL don't understand it. Maybe it lost something in the translation.] in this issue, all available from the International Contender Web site).

### **Membership:**

COUGH-UP! Of the 198 members 110 have paid so far. [Oops] Please, if you haven't paid can you do so. We also need some of your assistance to pick up those fleet stragglers who have a boat but don't join the association. Do you know anyone? On the membership database there are many old boat numbers referenced whose owners we have lost touch with. If everyone persuaded club sailors to join the class association maybe they would find out what they are missing! Can you please also use the back page of this issue as a poster, and put it up in your club to help advertise the class association? The more members we have, the less pressure will be to raise the subs and more importantly the more boats on the water. The job of Newsletter editor is a thankless task and I admire Jerry for taking it on, but I have had comments from disgruntled members at the lack of magazines last year. Make his job easier by sending stuff for him to put in the magazine and then we can all get value for money.

### **Documentation:**

Following the AGM last summer I have looked into the request to pull together the tuning tips that have gathered over the years, (to help new sailors). Much of it was very old but I have created a "New Members Pack" including various useful documents including the Graham Scott tuning guide produced recently. If Contender sailors wish to get a copy they could always be asked to contact me so I can get them to join the association and send them a pack!

### **Worlds Sardinia:**

Those of you who have paid your subs will have received the information on the Worlds in Sardinia. I have arranged lorry transport at £375/boat, 12 boats a lorry. We have filled one lorry already and I am aware of other interested people. I am sure we could fill a second lorry and make sure we have a strong British Fleet. Flights are not expensive either. I have a deal for direct flights, £198 plus £24 tax and a free ticket if we book 16 or more. It may seem a long way away but time is running out. So if you are seriously thinking about coming get in touch.

### **St Malo - 15<sup>th</sup> & 16<sup>th</sup> August:**

The interest in the class in France has suddenly got quite serious. We have finally arranged a French regatta. To be held on the above dates by "Club



**Mainline Sports Nutrition - Alias Cris Miles GBR 649**  
Ex newsletter editor goes sailing.

Nautique de Rennes", St Suliac 12km from St Malo. Getting a French fleet established would be great so we need to get as many people there as we can. I am in the process of arranging advertising in French Sailing magazines (funded by the International Association) with the help of our French contact, Henri Chemineau, who lives in St Malo.

### **Publicity:**

Finally, I think we should all thank our Chairman for continuing the high profile of the class by [not] winning the Endeavour Trophy at Burnham on Crouch. Well done Stuart! By the way he also provided all the contacts to get the sheep lorries for Sardinia. (sorry Alison).

### **David (Fatty) Davies GBR 616**

## **BIG BUCKS FOR BANGER RACING IN 1998**

**Over £250 worth of prizes will be up for grabs at this year's nationals for those with a sub 500 sail number.**

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**For full details, contact Class Secretary Dave Davies: 01531 63208**

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## BRITISH CONTENDER ASSOCIATION 1997 AGM

Minutes of the Annual General Meeting of 1997 held at Highcliffe Sailing Club 20<sup>th</sup> August 1997

### Present:

Stuart Jones (Chair Elect), Bernard Shapley (Secretary), Nigel Walbank (Technical Officer), Cris Miles (Newsletter Editor), Peter Dives (Fixtures Secretary) & 30 Members.

### 1.0 Apologies:

Robin Ramm (Treasurer)

### 2.0 Minutes of the last meeting:

Rutland Sailing Club 12/10/96 previously circulated – Agreed.

### 3.0 Matters arising:

None.

### 4.0 Election of Officers:

Chair: Stuart Jones

Secretary: David Davies

Treasurer: Charlie Baynes

Fixtures Secretary: Richard Vincent

Technical Officer: Nigel Walbank

Newsletter Editor: Cris Miles

All elected Unanimously.

### 5.0 REPORTS

#### **Chairman:**

Requested ideas for getting attendance at Opens and Nationals up. The Class still had few young people, but progress was being made here.

#### **Secretary:**

Continued strong interest in the Class and healthy 2<sup>nd</sup> hand market. Sailboat '97 stand achieved 3<sup>rd</sup> prize in the best stand competition, many thanks are due to Keith and Pat Paul for their work. Bernard Shapley gave some views about where the class now stood, both in achievements and goals still to be worked on and wished his successor, David Davies, luck! He thanked all those who had helped him in his time in office.

#### **Fixtures Secretary:**

National, Northern, Southern and Scottish travellers operating during 1997. National travellers has 5 qualifying events + Inlands and Nationals. National venue in 1998 to be Pwllheli and vote showed a clear preference for the 1<sup>st</sup> week of July of those on offer. Nationals 1999 – Looe S.C.

#### **Newsletter:**

Plan for January and July editions (published after the Nationals). Some comments, too "cliquey". Need a beginners guide. Short of photographs. Comments and articles welcome.

#### **Technical Officer:**

**Weight of Harness:** Now 2kg limit under ISAF rules on clothing weight. At Europeans harnesses weighed, only 11 failed. Manufacturers will now produce lighter harnesses. Recommended that we do not change our own rules, comply with the 2kg limit and warn members that when they replace their harness to check the weight.

**Kick Bars on the Cockpit floor:** A postal ballot will be held once the wording has been agreed. Also included will be bars from the front bulkhead to the front of the centreboard case.

**Pumping:** New rules were experimented with at the Europeans to allow rocking ooching and pumping over wind speeds indicated by the jury boat by flying a yellow flag. It generated a lot of discussion, e.g. was this sailing? What was the role of the jury? A possible compromise suggested was to only invoke the rule in a trapezing breeze. This would allow more than one pump per wave and remove rather random jury disqualification. (It could not be agreed between the heavy and lightweights what a trapezing breeze was!) Much discussion, What's a trapezing breeze? For whom? Will need accurate wind strength measurement. Different at sea and inland? Will cause more injuries and put off older helms? It was agreed to have an experiment at a sea venue open meeting.

**Format of International Championships:** One long race per day or more shorter ones. 1997 Worlds in Sydney will be latter. Meeting happy to consider changes.

**Electronic Compass:** Barred some years ago due to cost, but now available for £150. Rule change will be required to permit. Meeting in favour.

**Reduction in Hull weight:** Australia may propose a 6kg reduction over 3years. Wide ranging discussion of various views. On a show of hands the vast majority of the meeting were against any change, a few in favour.

#### **Any Other Business:**

None.

*Bernard Shapley Hon. Secretary BCA - 20/08/97*



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## BRITISH CONTENDER ASSOCIATION 1997 ACCOUNTS

Income and Expenditure Account for the Year Ended 31st December 1997

	<b>1997</b>	<b>1996</b>
	<b>£</b>	<b>£</b>
Membership subscriptions	2,751	2,471
Interest received	152	84
RYA rebate	34	80
Auction and other sponsorship	-	16
Sweatshirts and other clothing income	-	608
<b>Total Income</b>	<b>2,937</b>	<b>3,259</b>
ICA subscription	728	820
RYA subscription	57	57
Secretary's postage and other expenses	93	118
Treasurer's postage and other expenses	106	96
Other administration costs	55	105
Newsletter net of advertising income	722	1,433
Promotion and advertising	926	1,375
Training weekends deficit	17	-
Championship expenses	140	297
Trophies and prizes	29	102
<b>Total Expenditure</b>	<b>2,874</b>	<b>4,403</b>
<b>Surplus/(Deficit) for the year</b>	<b>£ 64</b>	<b>£ (1,144)</b>

### **Balance Sheet as at 31st December 1997**

	<b>1997</b>	<b>1996</b>
Debtors	535	182
Prepayments	75	914
Cash at bank	4,603	4,097
<b>Current Assets</b>	<b>5,213</b>	<b>5,193</b>
Subscriptions in advance	(30)	(48)
Sundry creditors	-	(26)
<b>Net Current Assets</b>	<b>5,183</b>	<b>5,119</b>
Accumulated surplus at 1st January 1997	5,119	6,263
Surplus/(deficit) for the year	64	(1,144)
Accumulated surplus at 31st December 1997	<b>£5,183</b>	<b>£5,119</b>

The BCA achieved a small surplus for the year ended 31<sup>st</sup> December 1997 of a grand total of £64 against a deficit in 1996. This was slightly contrary to expectations but was helped by the fact that we only had one newsletter during the year which have been running a net cost of about £720 a time.

Membership subscriptions in terms of numbers were down from 206 in 1996 to 183 paying members in 1997 although revenues increased due to the small hike in subscription rate to £15 (good value!). Hopefully, we can retain and increase our active membership during this year to keep subscriptions as low as possible. There are a number of Contender sailors out there who aren't members of the Association - how about a little active encouragement to join?

In terms of cash we remain reasonably buoyant although we are retaining our impressive stand at Sailboat this year which comes at a cost. However, the ICA have agreed to contribute towards this expense this year which should keep our costs to a minimum.

***Charles Baynes GBR 645***

## LETTER FROM AFRICA

*Although now a little dated (like a year ago), and life has moved on for (and added to) the Potter family, here at the Contendering production office we still feel that this extract of an e-mail from the far flung outpost of the Contender Association in darkest Africa will be of interest to our readers...*

We're into our hot season now; the water tanks are empty and it's 30 degrees in the shade. Fortunately the pools been filled, so we're just waiting for the colour and water quality to improve before becoming wrinkly pruny skinned people instead of red, sweaty and smelly people.

Life in Africa continues to be varied and interesting. We've spent quite a few weekends whizzing across Lake Victoria in our Pringle catamaran, which we incidentally named Kiboko Kebab (kiboko being Swahili for hippo); a joke lost on virtually everyone, as the ex-pats don't know what a kiboko is, and the locals don't know what a kebab is. But then, that would amuse Mr Potter even more, wouldn't it...

As a change from our routine, we decided to attempt the descent of the White Nile from Lake Victoria through 26km of stunning scenery and ten rather gruesome rapids (not in our cat I may hasten to add). The trip had only been successfully completed last July, so we were to be amongst the early pioneers of this epic journey.

Our planned date finally came up a couple of weeks ago. Unfortunately it dawned grey and wet [?], but even more unfortunate was the severe dose of the rapids which struck me as soon as I got out of bed. The whole thing got quite out of hand very quickly, so we cancelled our plans, Edward was handed over to the housegirl and I was bundled off to bed with a very large bucket for moral support (and a very nearby toilet, thank heavens) ... reminiscent of those dire Contender beer 'n curry evenings that also get out of hand before the next morning's race... Meanwhile, what became of Andrew?... He went to the sailing club of course. Some things don't change much do they?

We managed to re-arrange the trip for the following week, and tentatively ventured off down the Nile in an Avon rubber flubber which was as buoyant as a

cork, and as flexible as a condom. Each time we hit a serious wave the whole thing buckled up beneath us, catapulting it's eight victims into a soggy pile in the bottom of the boat. We successfully completed nine of ten rapids and spectacularly wiped out in the other. The whole thing inverted in the first wave of the rapid, disgorging us poor souls into the washing machine which was (a) on spin programme at the time, and (b) was filled with a rich combination of foam and hippopiss.

The undercurrent whipped me off ahead of our rubber friend, the only difference in our course being that Rubber travelled on top of the water and I travelled underneath, popping up every 20 seconds for that vital life-giving breath of spray before returning to Poseidon and more hippopiss. Andrew was last seen proudly perched on top of the stricken vessel and about to execute a pathetic Eskimo roll, only without the boat. He also did spin programme. I conclude that it made Hayling Bar look a little tame, but would definitely be useful training for sailing at Highcliffe [or maybe not].

Back in the relative safety of our own home (the gardeners found a 7ft Cobra here earlier, complete with nest of 14 eggs), I can almost laugh about it now.

*Liz and Andrew and rapidly growing Ed xxxxxxxxxxxxxx*

## EUROPEAN CHAMPIONSHIPS

**Aarhus, Denmark**

**2nd - 8th August 1997**

The Contender class only holds it's European Championships when the worlds are on another continent, and with the 1997 worlds in Sydney in January 98, the chosen venue was Kalovig Badelug near Aarhus in Denmark. Despite it's northern latitude, conditions were closer to Mediterranean than Baltic.

Apart from the tremendous hospitality and superb facilities, the most notable feature of the week was the use of the new rules and their interpretation. Top of the list was allowable pumping when the appropriate flag was flying; also the 20% penalty for being over the line when the Z flag was flying, much to the bemusement of those who had failed to read their sailing instructions fully.

Some consternation was also caused by the weight ruling on trapeze harnesses, precipitating an informal weigh-in that showed a variance from 1.5Kg to over 4Kg!. The new rules state a maximum of 2Kg, although this may be varied by the class rules.

The race committee had a choice of race areas available, one of which was merely a long way away, the other even further, almost necessitating the carrying of passports!

Race one started in an unenthusiastic sea breeze on the distant course off Aarhus. John Browett opened the batting, rounding the windward mark in front of world champion Ian Renilson, in the attractively sponsored Efamarine, and German Frank

### OPEN MEETING CHEW VALLEY LAKE SC

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3 out of 4 races to count

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1998 PICTURES  
1999 ISSUE FOR '99  
GO TO MARBLES PICTURES

Lammerskitten. Browett could not hold off Efamarine, who minced away left and into an unchallenged lead. The lightweight (68Kg) ex Tornado helm Frank Suchanek, also from Germany, and sporting a Bayer sponsors logo, showed excellent speed to feature at the finish. The jury got a rare opportunity to adjudicate on the pumping rule, and their particularly stringent interpretations no doubt encouraged a vote in favour of using allowable pumping in certain conditions at the ICA meeting held later in the week.

Race 2 saw the committee taking pity on the sailors, sailing them somewhat "closer", in Kalovig Bay, and dispensing water from the committee boat: a very worthwhile gesture in the conditions. In the light to medium breeze Dave Pike starred at the top of the hill from Bayer and Neil Wilson. Bayer took the lead chased by the improving Cris Miles, in the distinctive Mainline Sports Nutrition colours, from Efamarine and Australian Jason Beebe. Despite the wind dying completely and performing a 180deg about turn, the top few boats did not change positions.

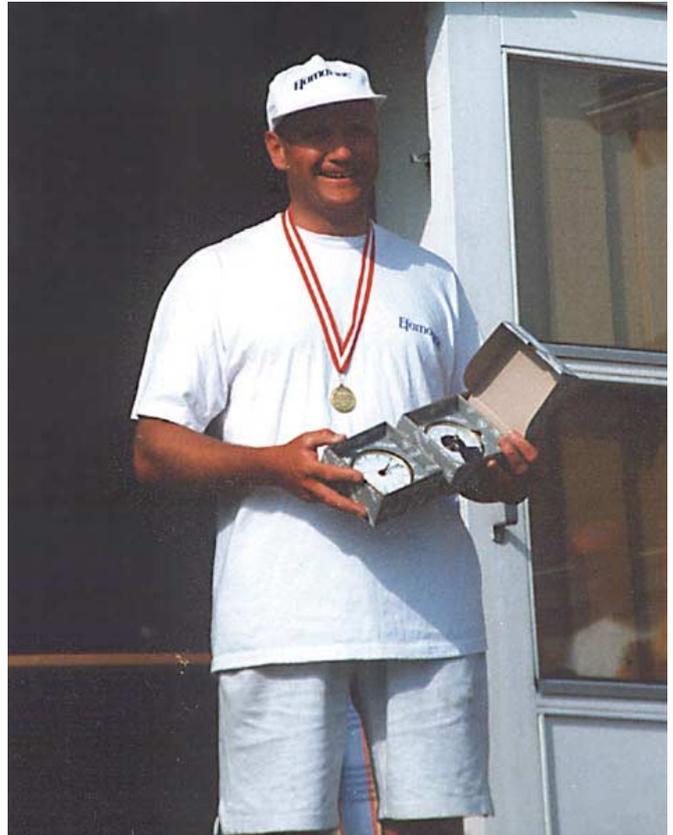
Race 3 saw windy(ish) and shifty conditions in Kalovig Bay. Sandy Clapham sailing his new Wavelength boat, and supported by International Timber, will not let anyone forget his moment of stardom at the windward mark, chased by German Berend Terver, also in his new Wavelength! Beebe started to really turn it on, particularly downwind, with his unequalled technique, to storm into the lead chased hard by the ever present Renilson in Efamarine. Andrea Bonezzi of Italy, Jan van der Bank of Germany and Neil Wilson followed. British ex world champion Graham Scott's chances were quashed by being over the line: in the subsequent protest he was adjudged to have been over by 1/2m in the middle of a 400m line...

In a promising breeze, race 4 was led at the turn by Wilson from Matthias Lange, yet another of the sizeable German team, and Nigel Walbank whose coaching by Paul Brotherton of ZAP Sailing was finally beginning to sink in! Renilson took advantage as the leaders fell into a hole near the gybe mark. Wilson lost ground, taken by Beebe and Miles in Mainline, and Beebe again used his downwind speed to convincingly take the gun.

The mammoth three hour race five saw more light airs, and a Houdini act from Renilson who popped out from the dangerous left side in seventh place at the first turn. The other challenger for the championship, Beebe, was looking iffy in twelfth.

Meanwhile, Scott was leading from Suchanek and Walbank. Both Renilson and Beebe made ground on the reaches, and Ian Renilson in Efamarine eventually clinched the championship on the last beat with whoops of joy, coming through from 6th through to 2nd.

The interest in the final race centred on the battles between Beebe and Suchanek for second place, and between Bonezzi, Miles and van der Bank for fourth. The wearing light breeze featured again with Miles making the most of a headland lift to lead at the top of the hill from Scott, Bonezzi, and the promising Tim



**A big grin win for Ian Renilson at the European Championships**

Holden, but Miles and Scott could not hold off the surging Italian. Meanwhile Beebe could not keep tabs on the tactically clever Frank Suchanek, who nevertheless had to work hard to finish fifth, giving him second overall.

#### **Final Results**

1st	Ian Renilson - Efamarine	GBR	10pts
2nd	Frank Suchanek - Bayer	GER	17pts
3rd	Jason Beebe	AUS	19pts
4th	Andrea Bonezzi	ITA	22pts
5th	Cris Miles - Mainline Sports Nutrition	GBR	27pts
6th	Graham Scott - Wavelength Designs	GBR	45pts

The British team would like to thank the following for their support: RB Travel, Efamarine, International Timber, Mainline Sports Nutrition, RYA Scotland, Tunnocks and Wavelength Designs.

## **MIKE SAUL - TOP FOILS**

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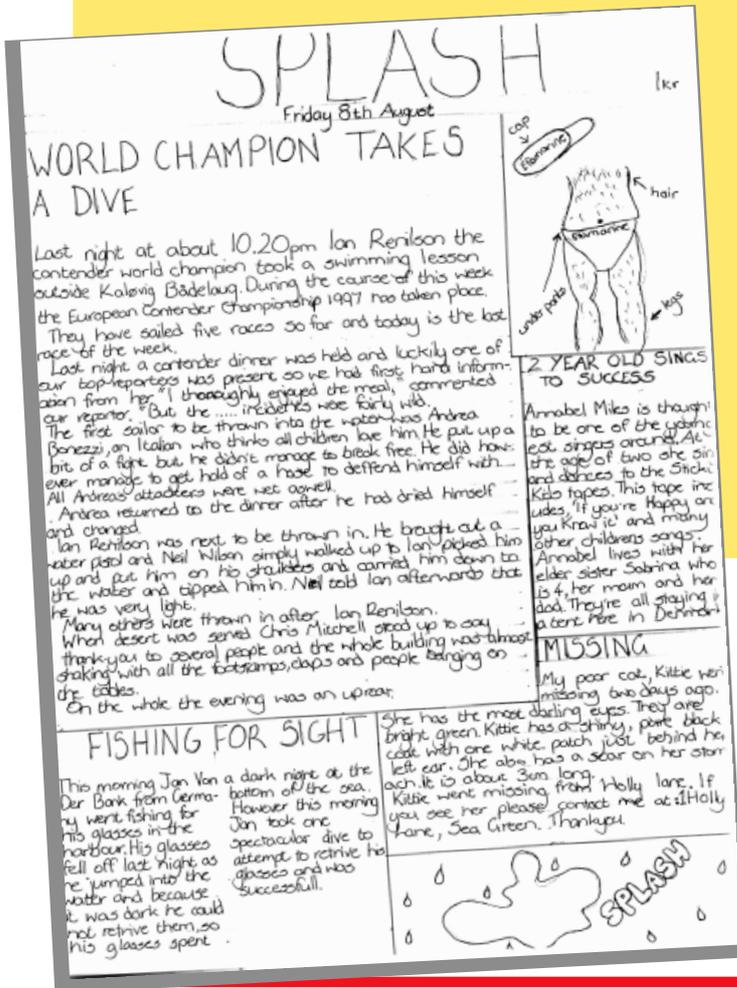
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## RIVAL MAGAZINE SPLASHES ONTO THE SCENE IN DENMARK!

A new competitor to Contending was launched at the European championship in Denmark. Priced at only 1 Kroner, there are fears that this could start an all out price war between the two titles. Spokesman for Contending, Rupert Murdoch, said: "We take this threat very seriously...they clearly have journalists of the highest calibre - their exposure of the fact that Ian Renilson wears Efamarine embroidered underpants suggests extraordinary journalistic dedication"

He added "I would like to make it clear that despite the name we are in no way related"

Splash is jointly published by Naomi and Mhairi Murdoch.



## 1997 EUROPEANS GEAR GUIDE

Pos	Name	Country	Helm Weight	Hull	Sail	Mast	Foils
1st	I. Renilson	GBR	80Kg	Wavelength	Wavelength	Wavelength	Milanes
2nd	F. Suchanek	GER	66Kg	Bonezzi	Vadelmeier	Proctor D	Bonezzi
3rd	J. Beebe	AUS	82Kg	Wavelength	Wavelength	Wavelength	Top Foil
4th	A. Bonezzi	ITA	83Kg	Bonezzi	Wavelength	Wavelength	Bonezzi
5th	C. Miles	GBR	79Kg	Wavelength	Wavelength	Wavelength	Top Foil
6th	G. Scott	GBR	82Kg	Wavelength	Wavelength	Wavelength	Milanes

The top 30 hulls were: 9 Wavelength, 8 Bonezzi, 6 Dinghy Sports, 4 Rondar, 2 Harpprecht, plus 1 unknown

## SO WHAT HAVE THE RYA EVER DONE FOR US?

Reg, dinghy sailor: "Yeah, so what have they ever given us in return?"

Pause whilst everyone thinks deeply. Finally, a tentative hand is raised.

"The racing rules?"

Reg: "What?"

"The racing rules."

Reg: "Oh yeah, yeah they did give us that. That's true."

"And the Portsmouth Yardstick."

"Oh yes Reg, you remember how chaotic it used to be before that was brought in."

Reg: "All right, I grant you, the racing rules and the Portsmouth Yardstick are two things that the RYA have done."

"And the training."

Reg: "Well, obviously the training. The training goes without saying, doesn't it- they do it from dinghy level up to the Admiral's Cup level. But, apart from the Portsmouth Yardstick, the racing rules and training what have they ever done for us?"

"Free legal advice for members."

"10% discount on insurance."

"Intervention at local, national and government level so that we sail in clean seas, and our hobby is as free

as possible from bureaucracy and interference."

Reg (muttering) "Yea, yea alright; fair enough."

"And the Dinghy Show."

[Murmurs of approval]

"Oh yeah Reg, that's something we'd really miss if the RYA wasn't there."

"And its safe to go racing now."

"Yes, at least the whole things got a structure now. Let's face it, they are the only ones who've managed that!"

[Laughter]

Reg: "Alright - but apart from the racing rules, the Portsmouth Yardstick, the training, the Dinghy Show, the free legal advice for members and clubs, the discount on insurance, representation of our sport and free publications - **WHAT HAVE THE RYA EVER DONE FOR US?**

Another tentative hand is raised.

"Organised things?"

Reg (roars) "Organised things!? Shut up!"

[Loud knock at the door]

Everyone hides, fearing that it's the membership department about to ask them for their £19...



Rya House, Romsey Rd, Eastleigh, Hants, SO50 9YA. Tel 01703 627400

E-mail: [admin@rya.org.uk](mailto:admin@rya.org.uk) Web <http://www.rya.org.uk/>

## EUROTOP RANKING LIST

The German Contender association has been experimenting with a new system to produce an overall ranking system for the class. The system and subsequent results have not been entirely bug free, but Jorg Mueller has sent us the following to explain how the whole thing works, and hopefully we will see how we have all done in the coming season...

I will try to explain how we calculate the Eurotop list. The idea of the Eurotop list is to try to make a comparison between every Contender sailor in the world, not only in Europe. For that, the major events in each country are nominated to count towards the list, and the scores from these are weighted by the following factors:

Event	Factor
World Championship	1,60
European Championship	1,50
National Championships:	
Starters	Factor
>= 50	1,40
40-49	1,35
30-39	1,30
<30	1,25

Normal Open Events:

Starters	Factor
>= 30	1,25
20-29	1,20
<20	1,15

The formula for calculating the points for the list is the formula provided by the DSV, the German sailing federation:

$$p = 100 * f * ((g+1) - s) / g$$

Where:

p = Points for the ranking list

f = Factor (event weighting factor)

g = Number of boat who started at least one race

s = Your place

**Example :**

You competed in the 97 Italian Nationals, there were 36 starters and you came third:

$$p = 100 * 1,30 * ((36 + 1) - 3) / 36 = 122,78$$

The idea of the variable weighting factor is that bigger events with more starters are considered more difficult, and therefore rewarded with higher points. For more questions about the Eurotop list you can e-mail to:

Jorg Mueller at

[mueller@brandes.de](mailto:mueller@brandes.de)

**Jorg Mueller GER404**

## NATIONAL CHAMPIONSHIPS

### HIGHCLIFFE SAILING CLUB

16th-22nd August 1997

There were some reservations about Highcliffe as the venue for a national championship, namely launching and the cost of parking! The launching aspect proved to be totally unfounded, indeed the reverse was true.

Fixtures see Richard Vincent in action at the worlds in Sydney



Instead of fighting the ferocious tide off Mudeford Quay, launching was made available from the beach, and some of the pain of paying £4.50 a day parking was relieved by arrangement through the club for a week ticket for just £15.

The major attraction of the venue, namely the "reliable" sea breezes, were notably absent for much of the week, and such were the conditions for the start of race one. In a moody force 2 the race got away from a hopelessly biased line that left pre-championship favourites Jason Beebe (Australia) and World and European champion Ian Renilson, sailing Efamarine, with OCS alongside their names. Local hero Stephen Waite led in his new Wavelength from up and coming Stacey Bray. Glen Truswell (fresh from his exploits in the Merlin Rocket national championship where he finished fourth) showed nicely in the following pack along with the ever consistent Stuart Jones. With only the triangle complete and barely an hour gone, the OOD, feeling nervous about the state of the breeze, shortened course. Stephen Waite took the gun from Jones, Peter Dives and Peter Noble.

Monday was lost as the sea breeze waited to materialise until after the OOD had cancelled racing for the day. Race two eventually got away on Tuesday in a slightly more reliable but still lightweight force 2. Stuart Jones made no mistake, leading at the first turn and only looking back on the last beat to cover the master Graham Scott. This last beat allowed Cris Miles sailing Mainline Sports Nutrition to sneak into second from Jason Beebe. As this race finished at 5pm the the OOD mistook the parched sunburned faces as a thirst for more sailing and set up another line in an

attempt to get back on schedule. Much to the relief on the fleet, this idea was abandoned some forty minutes later.

Race 3 saw Stacey Bray again make a good showing, but lacking downwind speed, he gave way to Efamarine, Jason Beebe and Mainline Sports Nutrition. Graham Scott, unable to squeeze past Mainline made do with fourth.

The overcast but still light conditions for the start of race four were actually quite welcome, and Jason Beebe made the most of it from Mainline Sports Nutrition and Glen Truswell as the fog came down at the windward mark. The lead boat was as lost as the rest of the fleet, but even so the gybe mark was found by Beebe. The OOD, fearing he would spend the remainder of the week looking for the fleet, abandoned - much to the relief of some championship front runners! As the third gun bellowed into the gloom the sky brightened, and the windward mark stood starkly against a sea darkened by the makings of the best breeze of the week; so we started all over again. Jason was not to be cheated from his race win, and charged off, pushing John Browett aside down the reaches. At the finish it was Jason Beebe from Stuart Jones, Efamarine and Mainline Sports Nutrition.

Since the breeze was now solid, there were few who cared that having already spent four hours on the water, the race officer was now about to start race five: this was Contender sailing at it's best. Jones, by now looking pretty safe led from Efamarine and Scott. Scott, however, showing the skill and mastery of old,

took boats on the run and held off any challenges. Meanwhile, Andrea Bonezzi was looking over his shoulder at Beebe, who had pulled through after a disastrous first beat.

The championship was still in the balance going into the last race, albeit weighted somewhat in the favour of Jones: Beebe had to win with Jones fifth or worse. Third place was being contested by Scott from Efamarine, Mainline Sports Nutrition and Bonezzi. There will be fewer more absorbing races than this! Jones cat and moused Beebe at the start, covered him up the first beat, then sailed him the wrong side of the windward mark, the pair of them eventually rounding with Beebe in front but around twentieth place, surely enough to prevent Beebe winning the race... Bonezzi led up the first beat from Mainline, Scott and Truswell. Bonezzi capsized, leaving Mainline to take up the running. The front runners are shaken up at the second windward mark with Truswell coming through. Scott takes the lead on the run, only to lose it ten yards from the mark to Mainline. On the next beat it is Beebe who spots the leading group sail into a lighter area of wind, and manages to sail around it to close right up behind at the windward mark. As the final reaches commence, the boat charging through into the lead is Beebe displaying his impeccable downwind technique; as he takes the gun, he sits on the line to see how Jones has fared - they thunder across the line John Browett, Bonezzi, Scott, Mainline, Truswell and Jones, not quite close enough in sixth... Beebe takes the British Open Championship title, leaving Jones with the consolation of the title of British National Champion.

**Bernard Shapley seems to be allowing a safe gap between himself and the rest of the fleet at the 96 inlands**



**Overall Results**

1st	Jason Beebe	Royal Queensland YC
2nd	Stuart Jones	Datchet Water SC
3rd	Graham Scott	Weston Sailing Club
4th	Cris Miles (Mainline Sports Nutrition)	Leigh & Lowton SC
5th	Ian Renilson (Efamarine)	Dalgety Bay
6th	John Browett	Datchet Water SC

**LETTERS TO THE EDITOR**

Our Chairman received the following letter after the report of our Nationals appeared in *Yachts and Yachting*...

**Re 97 Contender Nationals**

Thank you for the cheque in final settlement of the fee for the above event.

We were disappointed to see what we regarded as a very negative report of the championship in *Yachts and Yachting*. If the Association was not happy with the organization of the event it would have been better to approach the club direct rather than use the yachting press to air their grievances. It was after all the association that initially approached the club to hold the event and you must have been aware of the parking and launching limitations at that time.

As a member of the association myself I do not think it benefits the class to be associated with reports of this nature when we are obviously already struggling to find suitable venues. It was notable that all the other reports printed were written in a very positive vein, even though they obviously had experienced similar problems with the weather that week. One of the main aims of the report seemed to be to provide a vehicle to name the 2 sponsored boats rather than to serve the class as a whole.

I personally enjoyed the week, and from comments made to me other competitors obviously felt the same. I do not feel therefore that this report accurately reflected the mood of the fleet.

I would like to think that in future the association will take greater care over printed reports.

Yours sincerely

**Gary Langdown**  
**Rear Commodore (Sailing) HSC**  
**Contender GBR 648**

**Comment:** *I will leave it to the individual to assess whether the report reflected their own experiences of the event. For my own part, I would agree with Gary that I thoroughly enjoyed the championship, despite the frustratingly untypical weather for the week: a race officer's nightmare. His comments with regard to sponsor's names are to an extent valid - I certainly got tired of typing Efamarine and Mainline blah blah by the end of this issue (but then I also got pretty tired of typing Renilson, Jones, Miles and Beebe as well!), but it is important to the class and the sport as a whole that sponsors do receive appropriate coverage in return for*

*their support; ultimately it is a question of striking the right balance. If there was an area which was neglected in the report, maybe it was the warm welcome and excellent hospitality we received from Highcliffe Sailing Club during our stay. Maybe our reports should include more about the apres-sailing activities; after all, a championship is not just about the racing. Remember Attersee?*

**The letters section is always open to anyone who feels they might have anything to say. Sensible or otherwise. Come to think of it, contentious or insensible can be far more interesting...**

**THE CLEAN WATER INITIATIVE**

Every day, over 300 million gallons of sewage are discharged into the seas around Britain's coastline and many of the UK's coastal resorts are affected by this effluent, much of which is either untreated or has undergone only minimal treatment. In sewage, bacteria are present in large concentrations, up to 4,000,000,000 per litre, and although the vast majority are harmless, a large number are potentially pathogenic - able to cause disease. Also potentially present are up to 100 different viruses; the total concentration of viruses is in the range of 10,000-10,000,000 per litre of raw sewage, and can include the viruses responsible for Hepatitis and Poliomyelitis, and these are amongst the reasons why the EU Environment Committee stress the necessity that one of the main purposes of sewage treatment is to "ensure humans are not exposed to the risk of disease from bacteria and viruses".

Surfers Against Sewage (SAS) have been campaigning since 1990 for this in the face of many misleading claims from the Government, the Environment Agency and Water Companies that "the majority of beaches pass the EU bathing water tests". These beaches actually only comply with the bare legal minimum standard for only two of nineteen criteria. In reality only 4% of the UK's beaches meet the tougher EU guideline standards and receive a blue flag, despite the EU Directive requiring all member states to endeavour to reach these standards.

A result of this is that so called "Government passed" beaches can still pose a significant health risk. The two criteria the government tests for are: a) faecal coliforms and b) total coliforms. Tests for streptococci, salmonella, enteroviruses, phenols, mineral oils and etc are ignored. Coliforms die off very rapidly (only a few days) when compared to rotaviruses which have died off by about twenty days, enteroviruses up to seventy days, and hardy Hepatitis A, which can still be alive, kicking and dangerous at eighty days. Therefore when the powers that be tell you your sailing water is safe because it is free from coliforms, this is no indication of the absence of the streptococci and viruses that can make you seriously ill.

Despite all the medical evidence of the possible dangers to water users through the discharge of untreated sewage, some water companies are still persisting in the practise. Southern Water have come under considerable fire over their proposals to implement only primary treatment from their outfall at Portobello off Brighton, even although the Urban Wastewater Treatment Directive states that secondary treatment should be the normal minimum requirement. Southern Water were also the villains of the piece along the coast at Bognor during last summer, when Arun District Council, who have been actively campaigning for full treatment of sewage, embarrassed them by issuing a press release and chart, warning sailors that water quality in the area of the Bognor long sewer outfall was falling below even the *mandatory* standards of the EU Bathing Water Directive. Meanwhile, in Scotland, Cramond beach was totally closed due to sewage pollution.

Not all water companies, however, adopt this "pump and dump" approach: following Welsh Water's decision in 1993 to adopt a policy of full treatment for all coastal outfalls, the Island of Jersey took the decision to install UV disinfection systems in their treatment plant, which has led them to being promoted as having the cleanest waters in Europe. In 1996 Wessex Water announced a full treatment policy using membrane filtration, and early in 1997 Yorkshire Water announced full UV treatment for some of their major outfalls. Other water companies have also announced limited plans for full treatment.

So what can be done to keep the pressure up on the other water companies to clean up their act, and our coastal waters? SAS have been one of the more effective pressure groups, actively lobbying at local,



Richard Vincent in action in Sydney (again) - note the woolly balaclava to protect him from the January weather - do you think we should have told him about the southern hemisphere before he left?

national and European levels: fortunately the new Government do appear more sympathetic to environmental issues, and SAS were recently invited to advise Michael Meacher MP, the Minister for the

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## CONSISTENTLY QUICK CONTENDERS

**1st, 2nd, 3rd**

**1995 BRITISH NATIONALS**

**2nd, 4th**

**1995 WORLD CHAMPIONSHIPS**

**2nd**

**1996 BRITISH NATIONALS**

**1st, 2nd**

**1996 WORLD CHAMPIONSHIPS**

UK AGENT:

**PINNELL & BAX**

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Environment, at a meeting with the Environment Agency. Other allies for the Cleaner Seas Initiative have been found amongst local councils. Like Arun District Council, many of these are highly aware of the importance of maintaining public confidence in the state of cleanliness of their waters: indeed Arun have threatened legal action against Southern Water for the potential economic damage done to the local tourist industry. Groups such as SAS and local councils need information upon which to act: only by confronting the polluting water companies with evidence of their pollution can the pressure be maintained. If you encounter evidence of sewage pollution, in the form of sewage debris, or an unusually high incidence of gastric illness at your club, then ensure that your local council Environmental Health Department are advised, either by yourself or by your club, and contact the Environment Agency Emergency Hotline (0800 80 70 60). Send details to SAS so they can add it to their database and follow up where possible: take a photo if you can; SAS need as much photographic evidence as they can get. Photos should be labelled with date and location. After all the recent rows over fat cat pay, water shortages and leakages the water companies are sensitive to press opinion, so let the press know, particularly the local newspapers. Only by maintaining this kind of pressure can we ensure that the water companies remain conscious of the need to protect all water users from unnecessary risk of infection and serious illness.

**SAS can be contacted at:**

**Surfers Against Sewage, Wheal Kitty Workshops, St Agnes, Cornwall, TR5 0RD**

**Tel: 01872 553001, Fax: 01872 552615,**

**E-mail: [info@sas.org.uk](mailto:info@sas.org.uk), Web <http://www.sas.org.uk>**

**The Clean Water Initiative is the educational trust of Surfers Against Sewage. Its aims are the research and dissemination of information relating to the impact on human health of sewage and toxic marine pollution, and viable alternative solutions to promote a cleaner and safer coastal environment.**

**Surfers Against Sewage, an apolitical, non-profit making organisation was formed in 1990 originally to represent surfers. Since then it has grown rapidly, and is now a national organisation working for the benefit of all sports and recreational water users in conjunction with many other organisations including our own RYA.**

## **KIEL WEEK, Germany**

**21st to 24th June 1997**

1997 world champion Ian Renilson, from Dalgety Bay in Scotland, won the 1997 Kieler Woche in convincing style against an international fleet of 60 boats from five countries. Renilson accumulated just six points sailing a brand new Wavelength boat which he picked up on his way to Germany as part of his campaign to defend his world title in Australia in January. In the light to moderate conditions, Jason

Beebe (Royal Queensland Yacht Squadron, Australia) posed the most serious threat to Renilson's dominance, however a fifth race DSO on top of a PMS in race two put paid to a close fought series, leaving Jan van der Bank (Germany) second with past world champion Andrea Bonezzi (Italy) third.

The first race started in a 12 knot south westerly, with both Beebe and Renilson making clean starts to go round the first mark in good positions. Beebe quickly took the lead down the reaches and held on for a narrow win from Renilson with Munck (Germany) and Bonezzi fourth.

The first attempt at race two followed straight on after race one in 5-10 knots, but this was abandoned after a strong squall with Renilson leading, van der Bank second and Beebe in fifth place. On the second attempt Renilson made the best of a good start to scoot away with the race unchallenged. After a poor first beat, Beebe worked through the fleet into second position after sailing around three locals on the last beat, only to find himself "PMS"ed, or rather "OCS"ed in the new jargon (it's not got the same ring to it). This left Stark and Mueller (both Germany) with second and third respectively.

On the second day of racing, storms filtered across from both sides of the course and made for a difficult third race in the marginal trapezing wind strength.

**Glen Truswell demonstrates the art of leverage at the Weymouth worlds**





Charlie Baynes more fun at Pyefleet Week

After being second around the top mark Beebe took the lead from Schiemann (Germany), with Renilson climbing through the fleet from tenth. With breeze from behind, Renilson moved into a challenging position on the run with one beat to go. Renilson and Beebe's nip and tuck battle proved an anti-climax with Esper Dalgard (Denmark) taking the race with a one-tack beat. Renilson sneaked across second, with Beebe third.

In identical conditions, Beebe and von der Bank dominated race four, never separated by more than a few boatlengths. Van der Bank took advantage of Kiel's unusual leeward gate system to split tacks with Beebe and head into more wind to sail around Beebe, and take the race. Renilson again found good form to climb up to fourth place from around fifteenth at the first mark, having been "taken out" at the start.

From a perfect pin position start in storm affected race five, Beebe tacked onto the first shift and raced away into an unassailable 3 minute lead before the race committee abandoned the race due to the large shift, much to the relief of Renilson who was struggling in the high teens.

The re-run saw the roles reversed, with Renilson dominating the race and pulling out a sizeable lead after leading the fleet around the windward mark. Von der Bank was second for most of the race, until on the last beat he was overtaken by Brandt (Germany). Beebe's chances of winning the regatta were thoroughly blown in this race when he was unable to recover from a collision and capsize on the first beat, and his 22nd was replaced by a DSQ in the subsequent protest.

Two races were scheduled for the final day, but these were abandoned due to gale force winds, leaving Renilson a worthy victor in difficult conditions.

The German hosts laid on a great welcome for the visiting boats and a terrific time was had by all. Kiel Week is probably the biggest regatta in the world, with around 1800 boats, and is well worth visiting for fun and competition - if your class is represented.

#### Overall results:

1st	Ian Renilson	UK	2, 1, 2, 4, 1
	Total 6 points		
2nd	Jan van der Bank	Germany	5, 4, 8, 1, 3
	Total 13 points		
3rd	Andrea Bonezzi	Italy	4, 5, 33, 5, 6
	Total 67 points		

#### Jason Beebe / Ian Renilson

## INLAND CHAMPIONSHIP

### RUTLAND WATER SC

#### 4th - 5th October 1997

43 Contender sailors from England and Scotland made the annual pilgrimage to Rutland for their inland championships. Everyone was hoping for some wind to salvage a season plagued by light air regattas.

Saturday did not disappoint, and last year's winner Neil Wilson got off to a good start and led the first race in a shifting westerley force 3-4. However Bernard Shapley, freed of the responsibility of being the class secretary, sailed with inspiration to take the lead with less than a lap to go. With only the gybe to complete before reaching to the downwind finish he capsized, allowing Wilson to win with Cris Miles second and Tim Holden a well earned third.

Race two started on a very port biased line and saw Wilson doing a 720 degree penalty turn from which he never recovered. World champion Ian Renilson battled it out for the lead with Miles, Graham Scott and John Browett. Scott took the lead on lap two only to lose his right contact lens and drop back due to only being able to spot gusts from the left side! Miles sailed well to win with Browett second and Renilson third.

The talk during Saturday evening's meal was mostly of the forecast for the next day - stronger wind: Sunday dawned and, as usual, Michael Fish et al had got it all wrong and racing eventually started, after several general recalls, in a very shifty force 2-3. Nigel Pipe and Browett got things right and led the fleet at the first mark with Wilson in contention. The breeze, however, faded slightly through the race and Shapley again took a glorious shift to sail into the lead while Wilson's challenge finally faltered. Renilson and Scott pulled up on the beats to take first and third while Shapley, managing not to capsize, held onto second place.

With everything to play for between Renilson, Miles, Browett and Scott, the final race started under black flag conditions. It was obvious that playing the shifts up the right was paying, giving Browett the lead, and Glen Truswell a chance of some action. Renilson was quite well back, and decided to go home to Scotland, assuming he could not improve on his previous results and that Browett had it in the bag. Miles also languished in the teens, and although Scott recovered to fourth, it was never going to be enough.

## PROVISIONAL FIXTURES 1998

### MARCH

7-8	Sailboat '98	
21-22	Datchet	
29	Burton	Northern Travellers 11.00am start

### APRIL

4-5	Oxford	
10-13	Weston Grand Slam - Easter Regatta	
18-19	King George	
25-26	Highcliff	<b>Southern Area Championships</b>

### MAY

16-17	Broadstairs	
23-24	Portsmouth	<b>South West Area Championships</b>
23-24-25	Derwent	<b>Northern Area Championships NT</b>
30-31	Chew Valley	11.00am Start Saturday

### JUNE

6-7	Grinwith	Northern Travellers
13-14	Prestwich	<b>Scottish National Championships</b>
20-21	Eastbourne	<b>South East Area Championships</b>

### JULY

5-10	Plymouth	<b>British National Championships</b>
18-19	Felpham Regatta	11.00am Start Saturday

### AUGUST

15-16	France	<b>Continental Area Championships!</b>
22-23	Brighton/Seas	
30-31	Royal Yorkshire	Northern Travellers 11.00am start

### SEPTEMBER

4-11	Sardinia	<b>World Championships</b>
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19-20	Weston	
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### OCTOBER

3-4	Rutland	<b>National Inland Championships</b>
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GO TO MARCH 1999 ISSUE!  
1998 FIXTURES 1999 ISSUE!

Browett seemingly had the event sewn up with 400 metres to go, but Truswell and Dave Adams got the last shift right, and just crossed ahead to take first and second places; this left Renilson and Browett tied on points, with Renilson having the magic race win to break the tie in his favour: thus Ian Renilson added the Inland Champion title to his already impressive collection for the year, whilst driving up the M1, blissfully unaware of the drama he had left behind.

#### Final Results:

- 1st Ian Renilson GBR 651
- 2nd John Browett GBR 629
- 3rd Cris Miles GBR 649
- 4th Graham Scott GBR 614
- 5th Bernard Shapley GBR 559
- 6th Glen Truswell GBR 604

**Thanks to Eddie Mays Photography for the photos on pages 12 & 15. Eddie can be contacted on 01703 402194.**

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It's that man Vincent again - Sail a Contender and See the World!