To comply with ISAF regulations 18 & 26 please complete and return the Class Report to ISAF UK by Monday 31st January 2005. Thank you.

Note: answers will be put on the ISAF Website, to help with this please type in responses and email back to ISAF.

2005 CLASS REPORT

Name of Class: International Contender Association

Class Website Address: http://www.contenderclass.org/index.html

Contact Details

(name, address, telephone, fax, email)
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Average price of complete new boat without sails (Pounds Sterling)
Name three builders (preferably one per continent) and quoted price for 2004/2005 (Pounds Sterling)
(1) BUILDER NAME: Joachim Harprecht Bootsbau, 
PRICE: 8100 Euro (£7133)

(2) BUILDER NAME: Bob Hoare Boats (Paul Walker) 
PRICE: 9123 Euro (£6340)

(3) BUILDER NAME: There are more builders but I could 
not obtain current prices in time for this report. 
PRICE: 
Average price of a complete new boat without sails (pounds Sterling) 
8612 Euro (£7578)

Name all National Association member countries paid in 2004 
Name six Countries & number of members that represent the ISAF minimum criteria 
(details in Appendix A).

(1) GERMANY 189
(2) GREAT BRITAIN 107
(3) SWITZERLAND 20
(4) NETHERLANDS 20
(5) ITALY 60
(6) AUSTRALIA 36

How many new boats were built in 2004 28 
How many new boats were built in 2003 16 
How many new boats were built in 2002 26 
How many new boats were built in 2001 50 
How many new boats were built in 2000 18 
How many boats were built over the past 5 years 138 
Approximately how many boats exist Worldwide 2317 

2004 World Championship(s) 
Send a copy of the final overall results. See 
http://www.fragliavelariva.com/clientfiles/classifica/FINAL.HTM

HOW MANY WORLD CHAMPIONSHIP EVENTS WERE HELD FOR THESE GROUPS:

(1) CONTENDER WORLD CHAMPIONSHIP 
(2) VENUE: FRAGLIA DELLA VELA DI RIVA, RIVA DEL GARDA, ITALY 
(3) NUMBER OF ENTRIES: 146 
(4) COUNTRIES REPRESENTED: AUSTRIA-1, AUSTRALIA-8, DENMARK-5, GERMANY-33, GREAT BRITAIN-43, ITALY-41, NETHERLANDS-11, SWITZERLAND-3, USA-1
(5) NUMBER OF RACES: 9 RACES

(6) NUMBER & NATIONALITY OF NON ISAF JURY MEMBERS:

(7) EVENT WEBSITE:
http://www.fragliavelariva.com/clientfiles/classifica/FINAL.HTM

Event website ALTERNATE:

(8) NAMES OF ISAF INTERNATIONAL JUDGES PRESENT:

PASQUALE TERI - ITA IJ
PROVENZA NINFA CALDARELLA ITA NJ
GEORGE CHAPMAN GBR IJ
MANFRED PISO AUT IJ
WILLI GOHL GER NJ

(9) NAME OF PRINCIPAL RACE OFFICER:

GIORGIO BATTINELLI ITA RO

(10) NAME OF EVENT CHIEF MEASURER: Guiseppe Valleggi

(non-English speaker) Measurement started slowly, and was held up by a general lack of labour from the host nation and by the reluctance of the Chief Measurer to delegate. He was meticulous in recording and overseeing, but could not possibly cover the number of boats in the time available. It has been found preferable for the competitor to take the measurement form, with the items to be checked, to the various stations, but in this case the forms were retained in a central location leading to delay and confusion.

(11) NAME & NATIONALITY OF WORLD CHAMPION(S):

Andrea Bonezzi - ITA

(12) WERE ANY BOATS SUPPLIED AND BY WHO? None

(13) ORGANISATION QUALITY?

Excellent in all regards with the exception of measurement. see above.

(14) VENUE GOOD & BAD POINTS?

(a) ASHORE: People were wonderfully friendly and helpful. Excellent food and drink are a short walk from the yacht club. Pasta and beer served immediately as we came ashore was a wonderful treat.

Unfortunately the Championship dinner was a disappointment.

(b) AFLOAT: Great winds, some variety. Race officer kept things moving. Split into equal sized Gold and Silver fleets reduced congestion and damage from collisions to
a minimum. Sailing at full speed toward the rock cliffs is a thrill and the views are spectacular.

Lago del Garda has such a high reputation in the Contender class that an all time record number of helmsmen entered and sailed the regatta.

Please state any recommendations for future World Championship events

An International measurer competent in English and skilled in organization, delegation, and technical knowledge is highly desirable for a regatta attracting a large number of entrants. Technical knowledge must be augmented by leadership and organizational skills.