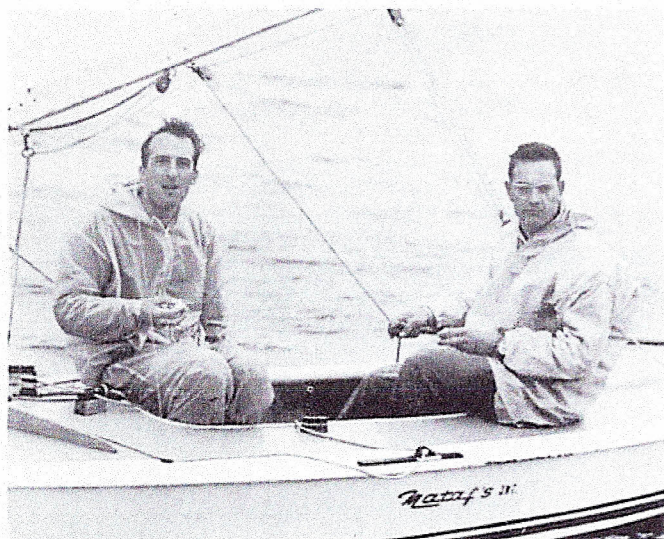
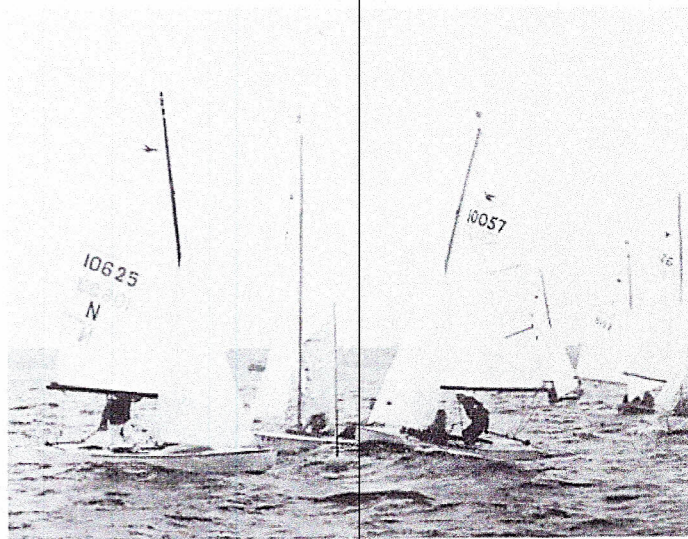


SWITZERLAND WINS EUROPEAN CHAMPIONSHIP

FRAGNIERE SUCCESSFUL DEFENDER OF TITLE AND FIRST 2-TIME WINNER — SPAIN SECOND AND NORWAY THIRD



THE EUROPEAN CHAMPIONS -- Raymond Fragniere and his crew, Marcel Kaengel. He won by a 308 point margin this year compared with 57 points in 1958.



CLOSE ACTION - With Norway leading around the mark, Belgium (10057) cuts in for buoy room to beat Fragniere around in a split second. — Photos by Anders Hilding.

The 1960 European Snipe Championship Races were held at Landskrona, Sweden, August 16-20th, with 11 nations entering 12 teams. (Switzerland was represented both by the defending 1958 Champion, Raymond Fragniere, and the 1960 National Champion). It was most efficiently run by the Landskrona Segelsallkap of Sweden and must be reckoned as the most friendly "Battle of the Snipers".

Winds varied from 20 mph to practically nothing and Fragniere proved that he is a real champion by winning this title twice in succession.

Boats were measured on a very good new jig and every variation was investigated. There was some doubt about the Italian boat, but it conformed to the 1952 measurement sheet, valid at the time the boat was built. Four boats were measured on Monday and the rest on Tuesday. All sails conformed to the proper restrictions.

Sailing instructions were very clear and there were no questions asked by the crews, in spite of the fact they were printed only in English.

There was a short opening and flag raising ceremony, made even shorter by an approaching downpour of rain. That evening an official dinner was given by the Town officials.

Olympic courses were set in a clear open stretch of water with clean winds and the minimum current with no tide.

The first race Wednesday morning had fresh breezes with a promise of a good race. 30 seconds before the start, G. B. Lilley (England) went onto a port tack when a gust of wind caught him and he touched another boat on starboard, so he promptly retired. Italy (Nino Della Vassa) was over at the start and had a recall. Norway (Harald Grav) had the best start on the leeward end of the line, but Spain (Angel Armada) led at the first mark with Sweden (Bjorn Jameson) close behind. Italy made up well after his recall and got into 3rd place, but Spain managed to keep ahead of him and the final finish was Spain, Italy, and Sweden.

There were 11 starters in the next race as Belgium (Christian Nielson) broke a mast after leaving the harbour. Again, Italy had a recall and as she had already fouled Sweden, she retired. The 2 Swiss boats led at the first mark, keeping it on the run, with the wind shifting on the 3rd leg to make another run of it. Spain overtook the 2nd Swiss boat as the wind lightened. Rain squalls spread over the sound with promise of more wind. The lead changed between Fragniere and Spain and then the wind did come while Fragniere, Spain, Switzerland (Jan Rosset), Finland, and Portugal were ahead. With all boats sail-

ing hard, positions changed rapidly. Damas, the French crew, pumped his jib energetically to get on a plane. England pulled up only to be pipped at the post close behind the leaders, with mast bending to the breaking point. Finish was Fragniere, Spain, and Finland.

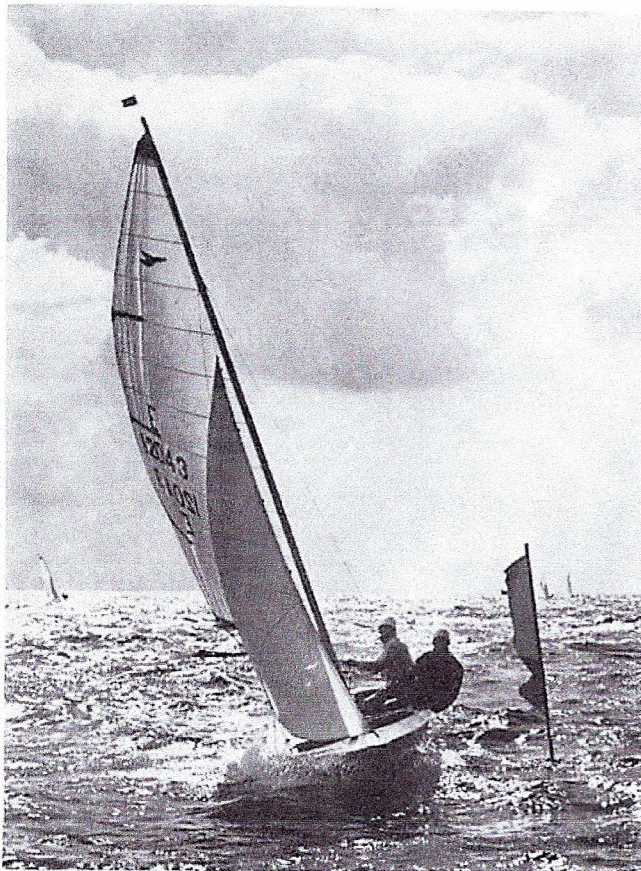
The 3rd race the next morning was called for lack of wind at the second mark, but fortunately, it came up again around lunch and was rerun in the afternoon. In a 15 mph breeze, all boats sailed on a starboard tack for one end of the line. France and Norway had to circle around again as they were early. The fleet spread out, but when they all met at the first mark, Mr. Fragniere was first. There were some bad moments as they arrived from all directions at once. Belgium tacked across the bow of France, getting in between her and Norway. Norway was on the outside and France could not lay the mark and had to come around again. Norway passed Switzerland and Belgium after a luffing match approaching the 3rd mark. England gained a place on the beat to the finish by bearing away to the stern of starboard Italy and beating her to the line. The wind was now up to 18 mph with rain as the finish saw Norway, France, and Sweden take top honors.

The 4th race was in 10 mph winds. Denmark went onto a port tack in front of Belgium, who had to bear off — all in front of the Protest Committee with the result that Denmark was disqualified. The boats all met again at the first mark with France leading Belgium and Fragniere. Here the Champion took over and was 59 seconds ahead of Belgium, Italy, and Spain, fighting abreast as they approached the finish line, with Belgium winning out and Spain in 3rd place. This race took only 70 minutes. Sailing conditions were ideal with no interference from other craft and the wind, despite the fact that it shifted at times, was clean.

The 5th race saw winds from the NNW at 15 mph. All 12 boats crossed the line together in a perfect start and were close together at the first mark with Portugal leading Switzerland. They continued neck-and-neck around the 2nd mark but from here on, Fragniere worked up a lead on Portugal and was un-touchable for the rest of the race, crossing the line 53 minutes after the start with Portugal 2nd and Sweden working up to overtake Norway and Spain for 3rd place.

At his stage of the regatta, the total points position was very interesting for the leaders and any one of six boats could win the Championship if Fragniere got worse than a 6th in the final race.

The morning of the final race opened cloudy but bright and strongest wind to date of 20 mph. The Swiss 2nd boat would not chance it with a light crew and Italy also did not race.



ANGEL ARMADA AND JULIO RIBO got second place for Spain.

The start was good with England in fine position at the leeward end of the line. Conditions suited her just fine and she followed Norway around the first mark with Fragniere and Portugal behind. The sea was very lumpy and the self-bailing cockpit of Portugal showed to advantage. Fragniere took the 2nd place from England for a short while, but Lilley regained it. The 4 leading boats were very close together rounding the last mark. England took a short tack to avoid Norway's dirty wind and on the beat to the line lost his place to Portugal, finishing a close 3rd and well ahead of Fragniere, who lost several places when his crew had to lash his mast which had begun to split below the deck level. He was very lucky to finish the race and, in fact, just made the 6th position required to keep his championship.

The social side was very well run with the minimum of formality which assures that all entrants mix freely. One of the highlights was a Pirate evening with a great deal of ingenuity in appropriate costumes. Another evening was spent on one of the Viking Ferries between Landskrona and Copenhagen, which proved to be most jolly. The Chairman of the Company presented a Trophy, which was most appreciated.

Svend Rantil, the National Secretary for Sweden, and the members of the Landskrona Sailing Club are to be congratulated for organizing and running a very fine European Championship Regatta.

— H. J. Crispin, National Secretary for England.

FINAL RESULTS - 1960 EUROPEAN CHAMPIONSHIPS

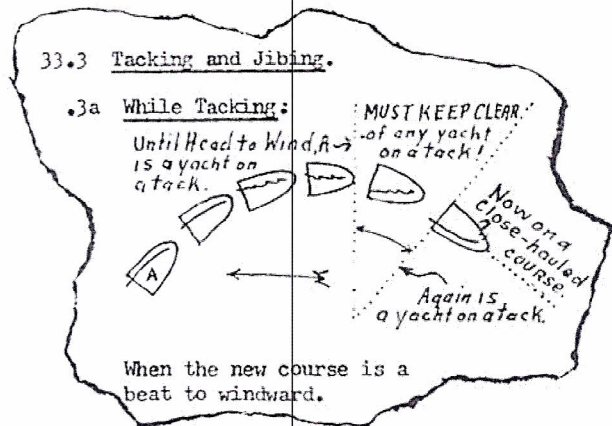
COUNTRY	RACES	1	2	3	4	5	6	PTS.	Fin.
SWITZERLAND (DC-58)	8x	1	4	1	1	6	7394	1	
SPAIN	1	2	6	3	5	8x	7086	2	
NORWAY	5	7	1	9x	4	1	7021	3	
SWEDEN	3	6	3	6x	3	5	6853	4	
FRANCE	6	4	2	7	7x	4	6640	5	
PORTUGAL	7	5	11x	10	2	2	6455	6	
BELGIUM	4	DN5x	5	2	6	9	6455	7	
ITALY	2	DNF	9	5	8	DN5x	5830	8	
FINLAND	11	3	7	8	12x	10	5550	9	
ENGLAND	12x	10	8	11	10	3	5555	10	
SWITZERLAND (2)	9	9	DNF	4	9	DN5x	5282	11	
DENMARK	10	8	10	DSQx	11	7	5067	12	

1959 World Championship



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