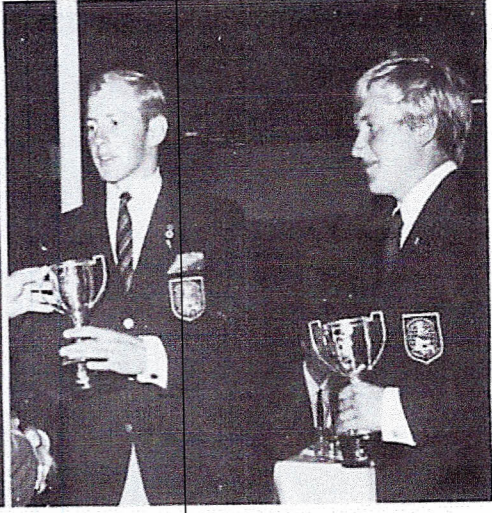
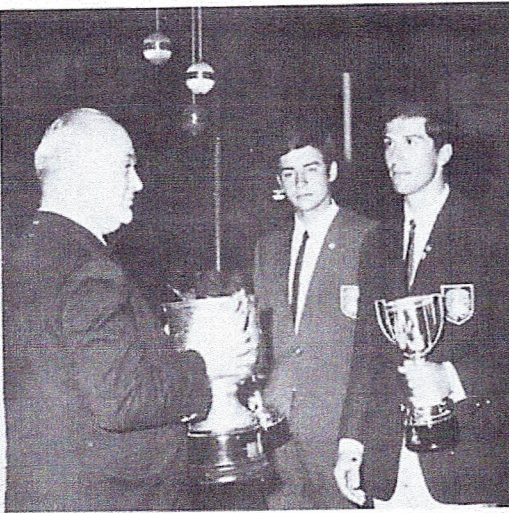
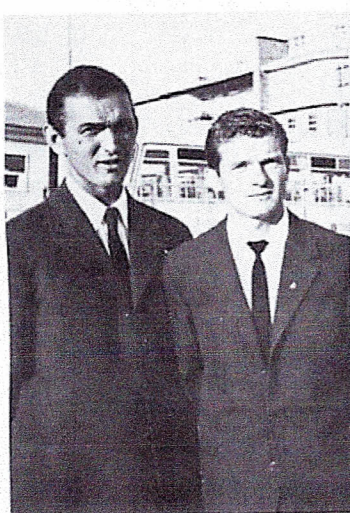


Portugal Won European Championship for the First Time

Moves in Ahead of Traditional Rivals to Grab Title

Yugoslavia (defending champions) 2nd — Sweden 3rd — Norway 4th



SECOND PLACE WINNERS -1968 champion crew Simo Nicolic(left) and skipper Antun Grego had a 1-4-1-7-4-3 series for 34.7 points.

PRESIDENT DEMIRDOKEN of the Turkish Yachting Federation presents coveted trophies to the new champions Paulo Santos and his crew Fernando da Silva with 1-4-1-7-4-3 for 34.7 pts.

THIRD PLACE WINNERS-(l. to r.) Trygve Liljestrand and crew Bo Lundgren get trophies for 4-1-1-4-4-8 and 38 pts. For 4th straight regatta Sweden has been in top 3.

In 1962, Sweden won the European Championship; in 1964 it was Norway, Yugoslavia, and Sweden; 1966-Yugoslavia, Sweden and Norway. This time the finish was a repeater of the last one, BUT — Portugal surprised these strong teams by coming in strong at the finish with 1-1-2 victories to break up their monopoly. It was fine competition— More power to them!

The European representatives of Snipe raced for the continent's championship September 17-24, 1968 in Izmir's warm climate with its matchless sun and mild wins.

During the 9th European Championship held in August 1966, in Karlshamn, Sweden, the efforts of the two Turkish administrators, Macit Buluc and Mufit Camat, had yielded results and the Tenth Championship was awarded to Turkey.

Of the 18 European member-nations of SCIRA, 14 countries participated: only 4 (Poland, Monaco, Switzerland, and Lebanon) did not attend.

As SCIRA Vice-Commodore Riveras could not attend, SCIRA was represented by Capt. Vieri Lasinio; 12 district and national secretaries were also present to represent their countries.

Prior to the Championship series, International Snipe Week races, consisting of 4 races, were held Sept. 18-19. In addition to the 14 countries (15 teams counting the defending champion), one team from Denmark, one from Rumania, and 20 from host Turkey brought the number of entrants up to 37.

During the 1st and 2nd races of this series, a west wind of force 2 prevailed. In the 1st one, Yugoslavia's Grego-Nicolic came in first, while Spanish Alvarez-Czorez was 2nd. The 3rd race the next day was stopped because the wind changed direction and the buoys had to be moved. During the eventual race they came together in close groups several times, and in the mix-ups, Italy got the advantage and came in 1st. Belgium won the 4th one. The fact that each race was won by a different team indicated that the championship series would be a close struggle. The standing saw Yugoslavia I team (Grego-Nicolic) winning with 4565 points; Monstad of Norway 2nd with 4411; Yugoslavia II team (Invcic-Videka) 3rd with 4409; Spain 4265; Italy 3914.

The Tenth European Championship started with opening remarks by Mr. Z. Demirdoken, President of the Turkish Yachting Federation, at ceremonies held at the Karsiyaka Sporting Club. He remarked about the development in Turkish Yachting and Snipe fields, expressing the pride he felt in seeing contestants

and administrators of the 14 European countries in Turkey. He also added that an effort would be made to organize bigger regattas in the future. He closed by wishing success to all the contestants and a good time to their guests.

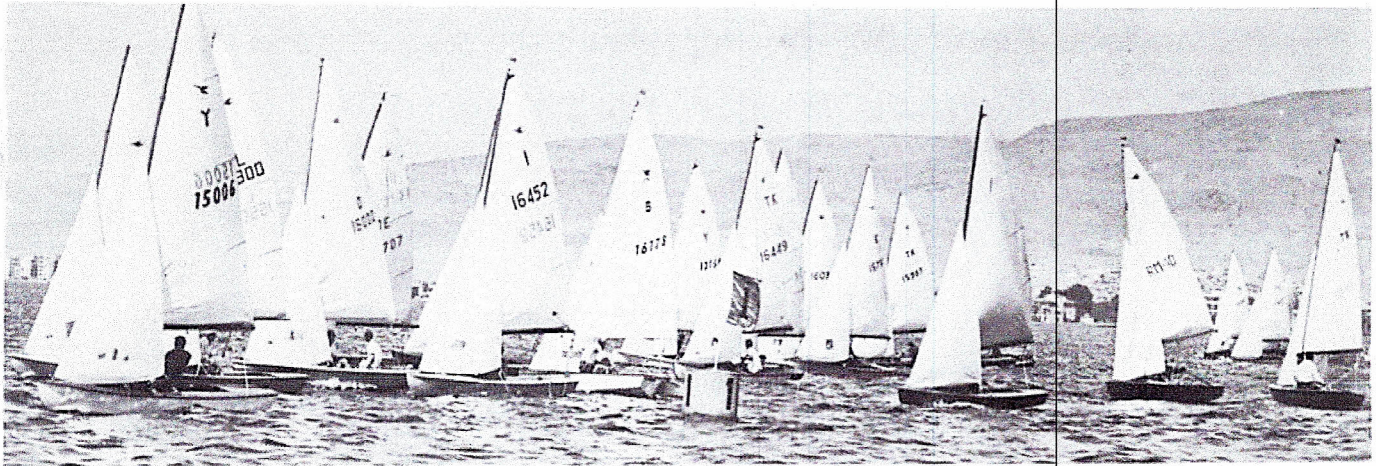
The racing was over Olympic courses in Izmir Bay.

1st RACE - Thursday 11:30 AM. Conditions were perfect with a few clouds, bright sun, and force 3 wind giving a slight chop with a few white caps. 15 contestants were on the line, and all had their own boats with the exception of Portugal, Austria, and England. The latter two racers were using Turkish boats, while the Portugese had a plastic boat belonging to J. Person, who had used it in the International Week tune-up races.

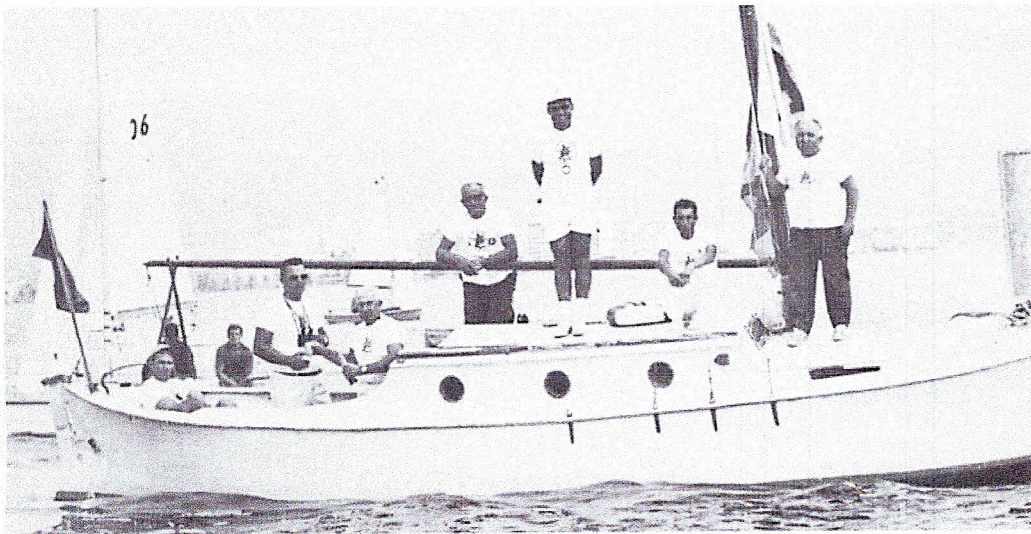
The defending 1966 champions Grego-Nicolic of Yugoslavia sailed right down the middle to be first around the windward mark, and led all the way to a first place finish. Following in order were Italy, Denmark, Sweden, and Portugal.

2nd RACE - 4:00 PM. During lunch the wind changed and then dropped considerably. Later in the afternoon, it came up direct from Izmir town in force 4. The Northern teams displayed very good racing in the strong wind. Especially, the struggle between Belgium and Sweden was breath-taking. The fleet split tacks at the start and when the groups came together at the windward mark, it was Belgium in the lead, closely followed by Sweden, Denmark, France, Norway, and Yugoslavia, who had made a good recovery after a bad start. Positions were maintained until on the beat after the 3rd mark. Then the Belgian skipper's toe-straps pulled out and he fell out of the boat, which capsized. By the time they got going again, they had lost 7 places. Shortly after, Yugoslavia's wire jib halliard broke; they capsized the boat in an effort to replace it, but were unable to do so, and so withdrew. Denmark and Sweden now took over the lead and at a dropping wind, sailed on to take 1st and 2nd respectively. Norway 3; Portugal 4; France 5.

3rd RACE - The second day dawned with strong sun and little wind. After postponement, wind rose to force 2 and a start was made at noon. Again the fleet split into two groups and as they converged at the windward mark, Portugal looked ahead approaching on a starboard tack, but Sweden came up on port, tacked just to leeward, and was able to lay the mark and just managed to get around the mark first. This marked the start of a hard fight between these two teams the rest of the way



START OF ONE OF THE RACES - Wonder how port-tacker Belgium (16178) made out!



RACE COMMITTEE was composed of top Turkish sailors.



GOVERNOR OF IZMIR, Namik K. Sento, makes closing ceremony speech.

around the course. They covered each other closely, and at the 3rd mark, Portugal got inside and took the lead. The boats did not go out so wide this time and Sweden managed to regain the lead over Portugal around the windward mark. On the run, Sweden drew well clear and their high morale from winning the 2nd race the day before thus had served them well. Close after came Portugal, Belgium, Yugoslavia, and Norway.

4th RACE- Same day at 3:45 PM wind force 2 and steady. Portugal was over early and really never recovered from this bad start. Yugoslavia proved to be the best as he employed perfect tactics throughout the race. He went up the middle to lead at the windward mark and then proceeded to move well clear of the rest. Portugal was erratic, going from 11th to 6th and then back to an 11th finish. After Yugoslavia came Norway, Finland, Sweden, and Spain. It now appeared that the champions Yugoslavia were in great danger from Sweden as they already had a DNF throwout and could not afford another bad position. To offset this, Sweden had a 4th place. The two teams were otherwise tied with 2-1-4 for 8 points each. As yet, Portugal with 3-4-5 (3 races) had 21 points, and did not appear to be a serious challenge.

5th RACE - Saturday 11:00AM - force 2-3 bright and sunny. This turned out to be the most important race of the series, for Portugal, in a rented boat, came in first and became a real candidate for the title. Meanwhile Yugoslavia and Sweden engaged in a fierce personal fight as they watched each other like hawks. Sweden, carrying out a preconceived plan, tried to carry Yugoslavia into a bad position, which they themselves could afford to take, but which would undoubtedly finish Yugoslavia's chance for the championship. Sweden carried them way out on a starboard tack, while other boats moved into the top positions. But Yugoslavia broke away from them to turn

the run into a dogfight as they traded positions with Sweden several times. At the leeward mark, they were close together with Norway. Sweden protested Yugoslavia for not allowing more room at the mark. Not upheld - and the final scoring was Portugal, Denmark, Finland, Sweden, Norway, Spain, Yugoslavia 7.

6th RACE - 3 PM sky overcast with slight rain. Race was sailed with Italy, Portugal, and Yugoslavia in top 3 places. But Norway protested because 1/4th of the way down the first beat the wind dropped completely and switched 180 degrees when it came up again. Belgium also protested on irregular procedure. Norway disallowed; Belgium finally upheld, and Chr. Rantil ordered the race resailed.

7th RACE - Sunday 12:50 PM wind strong 3.5-4 force. Yugoslavia's 1968 champion Ivancic was bringing up the rear in the series along with some others. sailed beautifully for a first place. Sweden led at the start of the race, but Portugal went through to windward and then drew clear of them on the next leg and had a 30 seconds lead at the leeward mark. Ivancic had now moved into 5th and continued to move on th 3rd working well up in the middle of the fleet. Meanwhile, Grego (Yugoslavia I) suffered a broken clew outhaul and by the time it was fixed, was in last position. At the leeward mark, it was Portugal, Turkey, Denmark, Norway, Jugoslavia II. On the final beat, they split up and the result was a victory for Jugoslavia II just ahead of Portugal. Meanwhile Jugoslavia I had made a tremendous recovery to finish 3rd and give them a real fighting chance of retaining the title. Result: Yugoslavia II, Portugal, Jugoslavia I (Grego), Belgium, and Italy.

Lunches were brought out as the 6th race had to be resailed. The weather was very unsettled with heavy storm clouds and much lightning but not too much rain. This was a critical race

(CONTINUED top of Page 12)

which could decide the championship between Sweden, Portugal, and Yugoslavia I.

6th resailed RACE. Wind force 2.5-3 but soon dropped. Every one was excited since now a 3rd party (Portugal) had been added to the North-South (Sweden - Yugoslavia) competition apparent from the beginning of the series. Portugal and Sweden had 24 bad points each. Yugoslavia had 26.7.

Sweden was in the middle of the line; Yugoslavia did not have a very good start. Boats well spread out; at the first mark it was Turkey, Portugal, Belgium, Denmark, and England. But at the 2nd reaching mark, Portugal took the lead and started the second beat a boat length ahead. That was it, for they did not allow anyone to get any closer for the next 3 legs, and so a sweet victory gave them the championship title. Yugoslavia sailed a good race for 4th; Sweden had their worst of the series with a 13th spot. Results: Portugal, Turkey, Belgium, Yugoslavia and Italy.

At the farewell dimer held that evening, everyone cheered for the winners, and departed with wishes to meet in Yugoslavia in 1970. Thus ended this Xth Championship, which brought together 4 champions: 1954-Poissant (France); 1964 - Monstad (Norway); 1966-Grego (Yugoslavia); and 1968-Santos (Portugal).

ABOUT THE AUTHORS - Both Aydin Koral, National Secretary for Turkey, and Peter Harris, National Secretary for England, sent in reports of this important regatta, but several weeks after the event and with no pictures. They finally arrived in February, and this coordinated account is a combination of the two - text largely by Koral and race account by Harris. Peter's record is quite detailed, and it is evident he has a photographic mind and excellent memory. He also submitted interesting comments and perceptive analysis of the boats and teams, which will be published next month.

All pictures are by Halit Gokberk of Izmir. It was a fine regatta!

WHAT OUR GUESTS SAID:

Alexander Lukez, Eastern European and Yugoslavian National Secretary: "This organization has certainly surpassed, in every way, the one in Sweden in 1966. Everything was beautiful. The organization of the races was faultless. Congratulations for a job well done."

Svend Rantil, General Secretary for Europe and Sweden: "A very nice function. We had an enjoyable time. Thank you!"

Jean Machy, National Secretary for France: "Faultless planning. Very enjoyable. We are taking with us very fond memories." Mrs. Machy: "We found the organization and Izmir much nicer than we had thought. It is a perfect city. If the water in the bay were a little cleaner!"

Pisoni, National Secretary for Italy: "Everything was perfect. Congratulations to the Turkish Yachting Federation, Turkish SCIRA, and everyone who worked in this organization."

Raymond Lippert, National Secretary for Belgium: "It was a true championship. The races were organized perfectly. We are taking with us fond memories."

At the closing of the championship, the racers from Rumania were named "Most Courteous" and received great applause from everyone.

Final Results - Xth European Championship - Sept. 17-24, 1968. (6 of 7)										
Country	Skipper-Crew	Races	1	2	3	4	5	6	7	Pts. Fin.
Portugal	Santos-DaSilva	5	4	2	9	1	1	2	24	1
Yugoslavia II	Grego-Nicolic	1	DNF	4	1	7	4	3	34.7	2
Sweden	Liljestrand-Lundgren	4	1	1	4	4	10	8	38	3
Norway	Monstad-Sigurd	6	3	5	2	5	6	12	52.1	4
Denmark	P.Brodsted - S.Brodsted	3	2	6	8	2	10	10	53.4	5
Belgium	Godtsenhoven-Bontridder	8	7	5	10	9	3	4	61.4	6
Italy	Morin-Michel	2	9	DNF	7	8	5	5	65	7
Turkey	Karabilgin-Yalman	11	6	7	6	DNF	2	6	68.1	8
Finland	Rosenquist-Niiniranta	10	8	9	3	3	11	11	73.4	9
Spain	Alvarez-Ozores	9	10	12	5	6	8	7	81.7	10
Yugoslavia I	Ivanic-Videka	11	11	10	12	12	7	1	82	11
France	Poissant-Duhau	7	5	8	11	11	9	9	84	12
Rumania	Popovici-Ancuta	12	12	11	13	10	14	DNF	108	13
England	P.Farrands-R.Farrands	13	10	13	14	DNF	12	DNF	113	14
Austria	Allgeuer-Jocham	15	14	14	DNF	DNF	13	13	122	15

CHAMPIONSHIP VICTORIES

- 68 EUROPEAN CHAMPIONSHIPS (Izmir, Turkey) 1st-2nd-3rd
- 68 MIDWINTER CHAMPIONSHIPS (Clearwater) 1st-2nd-4th
- 68 UNITED STATES NATIONALS 1st-2nd-5th
- 67 WORLD CHAMPIONSHIPS 3 OF TOP 5

NATIONAL CHAMPIONSHIPS

- 68 PUERTO RICO
- 68 YUGOSLAVIA
- 68 BELGIUM
- 68 BAHAMA
- 68 CANADA
- 68 SWEDEN
- 68 FRANCE
- 68 SPAIN



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4035 R. PACIFIC HIGHWAY SAN DIEGO, CALIFORNIA 92110
Telephone (714) 295-8887