

blowing. Racing was hopefully postponed for two hours but with no abatement the race was cancelled.

**Overall Results:**

- 1 K 9961 L. Smith (Hollingworth Lake S.C.), P. Withers (Lyme Regis S.C.) 4.4.1.1.1.5 — 16 pts.
  - 2 F 10440 P. Delaumeau, X. Delaumeau (S.R. Rochelaise) 1.5.7.9.4.2 — 32.7 pts.
  - 3 IR 10027 A. Bell, M. Bell (Lough Neagh S.C.) 2.10.2.29.3.16 — 47.7 pts.
  - 4 K 9761 A. Robinson, R. Andrews (Midland S.C.) 5.1.9.19.7.10 — 54.7 pts.
  - 5 IR 10667 H. van der Puil, J. van der Puil (Royal Cork Y.C.) 23.9.5.5.11.3 — 55.7 pts.
  - 6 S 7394 S. Hedlund, G. Oredsson (Ronneby S.S.) 11.2.16.15.5.8 — 66.7 pts.
- |           |        |            |        |
|-----------|--------|------------|--------|
|           | points |            | points |
| 7 K 9824  | 67.4   | 10 IR 9325 | 82.7   |
| 8 K 10705 | 68.4   | 11 S 8124  | 84     |
| 9 K 9255  | 70.7   | 12 K 9878  | 91     |

	points		points
13 S 9078	97	37 K 10476	208
14 Z 10434	104.7	38 F 10456	212
15 K 10361	107	39 G 10323	213
16 N 10421	117	40 GR 6634	218
17 K 9095	123	41 G 10322	221
18 F 8623	126	42 F 9191	226
19 S 8398	132	43 MA 9767	227
20 S 6807	134	44 S 77	227
21 K 9488	139	45 D 9103	235
22 N 10560	141	46 N 7399	236
23 N 7396	143	47 D 9021	241
24 S 9024	144	48 D 10269	245
25 N 8360	144	49 N 7397	251
26 Z 10428	157	50 F 9856	277
27 S 9011	157	51 B 8060	280
28 S 6811	161	52 L 8903	283
29 G 10489	163	53 D10267	284
30 F 1874	174	54 I 8900	286
31 F 10611	181	55 S 9753	289
32 Z 10424	183	56 H 6161	290
33 S 9010	189	57 H 7405	293
34 S 8123	192	58 N 7866	299
35 F 10617	194	59 I 10375	303
36 G 9262	207	60 F 9199	327

## Frank Berry gives his reactions and comments on aspects of the Europeans other than the racing

S.S. VIKEN/AGIR provided a marvellous seventh Fireball European Championship under extremely arduous conditions. Their first problem was that in early May two well lubricated revellers set fire to the house to be used as headquarters, race office, cafeteria and general gathering point. Not to be dismayed the Club organised building site huts for the Race office and tent(s) for the catering and gathering place. This all meant that water and electricity had to be laid on over a distance of 800m and obviously somebody knew somebody else and it was all there. The next problem (that I heard about) was the Holy tent, lent by a local church, was in holes. Seams ripped apart by the strong winds. Again a quick phone call, this time to the military and two more tents appeared. I suppose the members are still polishing the tent pegs before returning them in perfect order.

I think that the award of merit should go to the ladies and their DAUGHTERS who provided food from 07.00 until 21.00 every day, always with a smile and an answer in whatever language you might happen to speak.

The only problem that the club could not solve was a very big lump of rock called Bratto. It certainly was big and bent the wind every way, whatever direction it decided to blow. I was told that if they had started planning two years earlier they might have even persuaded someone that they needed a few million tons of granite infill. Maybe they will manage it one day as the local shipyard is to build even bigger tankers and there will have to be some blasting to get them out.

Typical of the attitude of the members and their friends was the day of the downpour. Wet sailors appeared out of their tents just before nightfall and I heard of one non-member who found room for eight Norwegians and four Italians at twenty minutes' notice.

On a purely personal note, one competitor had several protests. I happened to be a member of the three man jury and the last protest to be heard was against an Englishman which went his way. I was accused of being UK biased due to the result and the noisy demonstration at the prizegiving was to say the least embarrassing to me and harmful to the Class. Obviously the protester knew nothing of the jury deliberations and why things went the way they did. If he

had known, his actions would have been entirely opposite and he would not have stirred up the Western European — UK friction.

To brighter things. An innovation was the talent night. Every one was shipped several kilometers to a local school which by English school standards was a palace. There a meal was provided by the same band of willing ladies and entertainment by Club members.

Perhaps we will all be back in Uddevalla at the invitation of Bengt Forster for the Ski-Skate — Yacht Regatta next February 13th.

Then came the turn of the various member associations present. I think first prize should go to Bernard Ancel from La Rochelle, who, representing the French Association, took the stage by himself, and we heard how his crew has to find his cigarettes after every beat before he can carry on down the reach. Anyway in a race held that Bernard had got to the windward mark fairly high up the fleet and before putting up the spinnaker asked for a cigarette. This was on one of the very windy days and as Bernard was lighting up something went wrong and they capsized. Just as they were about to turn turtle a UK boat sailed by very closely, I think Bernard described it as 'over' and grabbed the cigarette packet before it too got wet.

After several more stories the whole French contingent joined him for several rousing songs. Most Associations did their bit with the Swiss representing the shy Germans as well as themselves.

The English lot did their usual stint of breaking things. The Dutch took us all back to our early days with what looked to me like 'Ring-a-ring-of-roses' and the Swedes rounded off with a song which we were told was MOST disgusting and went 'R -----'. This was the only Swedish that I failed to have translated.

We were all very pleased to see so many new faces from new countries. No doubt they will have gone back home full of ideas and we look forward to seeing them again at future International events.

I am sure all the competitors would join with me and thank Bengt Forster and all his helpers for putting on such a well run event.