The European Snipe Championship, scheduled every other year, was held for the 9th time August 1-3, 1966, at Karlshamn, a pleasant small town with a large harbour in the area of Bleking, known as Sweden's Garden, situated on the Baltic Coast. The harbour mouth, protected by numerous small islands with rich foliage and wooded ridges afforded a large expanse of clear water for setting Olympic courses.

The measuring, checking of sails and spars, and weighing all boats was completed early Sunday, so that a practice race was held that afternoon. This was won by Sweden. After this, the officials opened their ceremony was performed with the hoisting of the national flags at the Karlshamn Segelsalck Clubhouse located on a rocky island. The Snipes were kept a short distance away at Lillevik, a pleasant small well-protected bay from which the boats sailed through a narrow entrance. This was a short distance from Karlshamn through a fine wooded area known as Vagga Park.

15 boats representing the following 14 countries were entered: Austria, Belgium, Denmark, England, Finland, France, Italy, Yugoslavia, Norway, Portugal, Spain, Sweden, Switzerland, and Turkey. Norway allowed 2 entries because in addition to the 1966 National Champion Sigurd Haug, the Norwegian Nils Monsen, who won the title when it was last held in Italy in 1964, was by custom allowed to defend his championship.

First Race - Held Monday morning with a strength 2 wind, a very closely fought battle ensued between Grego Antun and Nikolic Simo of Yugoslavia and Jukka and Peikka Ninimanta of Finland. They rounded the last leeward mark for the final beat neck-and-neck, Yugoslavia eventually drew away to win while Sweden (Tryggen Liljestrand and Jan Rusberg) finished third.

Second Race - After a brief pause while the boats remained in the water, a start was made. All the boats approached on starboard with Yugoslavia right on the line, and most went over to port tack pretty quickly. At the first mark, it was very close with Sweden just ahead of Yugoslavia and Switzerland. France, coming in on starboard and sailing slightly free, got in front of Italy and Norway (Monstad), on port tacks and losing speed. In the reach, Yugoslavia worked up to windward and took the lead and stayed there for good. Positions were maintained in general by the rest, but Finland started working up from 13th at the first mark. On the 2nd beat, Yugoslavia covered Sweden well on the port side, and Finland was now in 7th place. On the run, positions were maintained. Coming on the final beat, Sweden again went well out to port with Yugoslavia covering, and trying to get free, Sweden tacked repeatedly. But Yugoslavia eventually gave up trying to cover as they were afraid other boats might work up on them. As they had done previously, France tried a long port tack out to starboard. Yugoslavia got the winning gun 20 seconds ahead of Sweden with France 3rd and Norway 4th. Finland finally finished her gallant comeback in 5th.

Jugoslavia at the end of the first day with two 1sts had started off the series on a very sound footing.

Third Race - Tuesday saw an overcast sky changing to rain and a strong wind causing many to put on flatter sails. As they jugged for a start, the wind dropped to force 4 in a choppy sea. There was considerable crowding at the port end with boats running out of water, and after two general recalls, the start was delayed for some time. When the start was made, the wind had eased further and the boats stayed on the port end. Yugoslavia soon tacked to starboard and pulled up well after an indifferent start while France and Finland quickly went over to port after crossing on starboard. Finland appeared to hold on this tack too long, for Yugoslavia was first around the mark and Sweden crowded in just ahead of them. France was 4th. On the 2nd reach, Yugoslavia drew away to a clear lead as in the previous races, while Finland passed Sweden, who was apparently handicapped with a flat mainsail. Around the home mark, Yugoslavia covered the following boats to the line, concentrating on Sweden and France, leaving Finland alone to carry on on port tack. France again went out on a long port tack while Yugoslavia stayed with Sweden, constantly increasing their lead. France meantime gained consistently, moving from 5th to edge out Finland on the finishing line for 2nd place. So it was Yugoslavia again with France 2nd, Finland 3rd, Sweden 4th, and Spain 5th.

Fourth Race - After a break of 30 minutes, with the sun now making conditions more pleasant and the wind dropping to force 2/3, a start was made in quite a nasty swell. Bunching at the port end forced many boats over and a recall was made. They got away cleanly at the next attempt with the leaders in a group three-quarters of the way down the line on starboard. Yugoslavia, France, and Sweden - as they went out on port tack, Sweden was not able to point quite as high and Yugoslavia kept working up to windward with France close behind. At the mark, it was Yugoslavia, Sweden, Norway, France, Denmark, Switzerland, and Turkey.

The yoga the Jugo-Slavia swung smoothly around onto the reach for the next mark and immediately drew farther away to establish a clear lead, repeating the pattern of the other races. The order was the same starting the 2nd beat. When France tacked away, Norway split tacks and with increasing wind, the maneuver paid off for France as she slipped into 3rd place. Turkey, getting used to her borrowed boat, also moved up to 6th. No change during the run, and they all took small tacks up the middle on the final beat. Yugoslavia kept opening up and covered 1 min. 20 secs. ahead of Sweden, with France 3rd. Turkey nearly had 4th place, but had to pinch while Portugal sailed free across the line to take the spot.

Thus, with 4 races sailed and 3 to go with one discard, the perfect 1-1-1-1 score for Yugoslavia looked mighty good, but remembering how they were in a similar position in Italy in 1964, but lost the title in the last 2 races, they continued to keep their fingers crossed. Sweden, France, Finland, and Italy were all close on their tail. Wednesday was set aside for a rest day, and with stronger winds forecast, all anticipated the approaching climax.

Fifth Race - The sky was overcast and hazy with a light swell on the water. Wind varied during the race from force 1 to 3 and boats were all over the course. At the mark, it was Denmark, Norway, Italy, Portugal, Sweden, and Yugoslavia. On the reaches, Yugoslavia first took over Sweden while Norway shot pass Denmark to take the lead by a boat's length and as the
A LITTLE CONFUSION - It's rather difficult to figure out just who is going where as these boats round the mark at the end of a run. Finland 15901 appears to be the only boat in a good clear position. — Nilsson Photo.

TURKISH TEAM IN SWEDEN - (l. to r.) Ergun Sengun (crew); Mufit Camat; Rasit Yilmaz (skipper); Mufit Balue, District Sec.

wind dropped, Monkey moved further ahead. Spain and France also moved up on Sweden, and on the 2nd beat, Jugoslavia fought it out with them, as Italy pulled up into 2nd position after gaining 30 seconds on leading Norway. At the finish, it was Norway by 20 secs., Italy, Denmark, Jugoslavia, and France.

Sixth Race - Force 3 wind under clear, sunny skies. This was the closest race of all, for 5 boats got out ahead of the rest of the fleet early in the first lap. On the 2nd beat, the leaders were Sweden, Denmark, Finland, Norway, and Jugoslavia in order. They all split and traded tacks and it was first one and then the other in the lead and it was touch-and-go as to who would win. Sweden usually crossed first as the boats converged, and finally barely managed to beat Jugoslavia as they converged just in front of the finish line. Denmark was 3rd again; Finland 4th; and Norway 5th.

Thus sailing brilliantly in this race to take 2nd place, Jugoslavia was now assured of the Championship, with Sweden and Denmark in 3rd place, taking the fight for 3rd place. The finish promised thrills between Norway, Finland, Italy, and France.

Seventh Race - Overcast sky; no signs of predicted heavy weather; wind force 2/3; slight chop. This was Norway's race, as she was first over the starting line and led Sweden, Finland, Italy, Jugoslavia, and France around the windward mark. Then as the first 4 boats drew slightly away, Italy closed on Sweden but was luffed out of the race. Positions stayed the same during the two reaches, but then split tacks with the leaders saw first Sweden and Norway changing positions with all the others. In a dropping wind, Portugal moved up so that the end of the beat it was Norway, Sweden, Portugal, Jugoslavia, and France.

RACE COMMITTEE HAVING A BATH - (l. to r.) Bengt Kilsater, General Secretary for Europe; Svend Runil and Ove Hermansen.

On the run, France dropped 2 places. The wind increased slightly again, and unfortunately altered directions so that the boats were all able to lay the finishing line on one tack, thus robbing the spectators of what promised to be a closely fought last beat, which would have been a fitting climax to the regatta. The finish was as listed above.

Social Program - A visit was arranged to the Tingsryd Brewery and Facit-Halda typewriter factory. Also a boating expedition in Karlshamn Archipelago for which the sea was fortunately calm and the sun shone brightly. The prize giving was held in the local theatre with all competitors receiving medals and the first 6 teams expensive Swedish glass vases appropriately etched with names.

A feature of this regatta was the hospitality provided, which included for all competitors and representatives, lodging with local families. Typical Swedish meals were arranged and after one of their meetings, the secretaries were treated to a Sauna bath, which consisted of sitting in a small hut with a wood fire raising the temperature to 100/110 degrees C. and then plunging into the water at 5 degrees C. All voted it an invigorating experience.

I look forward to visiting Sweden again and am sure that in 1967 we shall see many shippers from Northern Europe entering the Northern European Open Championship to be held at Thorpe Bay (England) in June. — Peter G. Harris, Nat. Secretary for England

PARTIAL SCORES OF 1966 EUROPEAN CHAMPIONSHIP

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<th>Country</th>
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(The above includes all score information furnished - Ed)