

1974



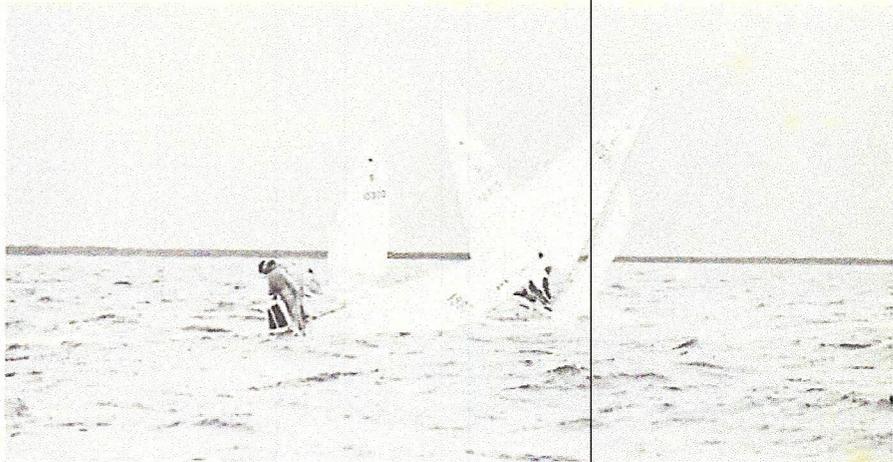
Spain's Gancedo Edges Finland's Bjurstrom

Spain's defending champion Felix Gancedo had to come from behind and win the last two races to beat out Finland's Bjurstrom brothers and win the 1974 European Championship, Hango, Finland, August 5-11. Felix's finishes of 8-3-2-1-1, dropping an 11th, netted 22.7 total points, while Bjurstrom had 1-4-1-5-5 and dropped a 7th for 26.0. Portugal's Queiroz and Figueirido were third with 35 points. Nieminen and Ajanko, Finland 41.7 and Sweden's Kraft Brothers, 58.4 rounded out the top five. This gave the unofficial "Team Championship" to Finland, followed closely by Spain, and runners-up Sweden and Portugal.

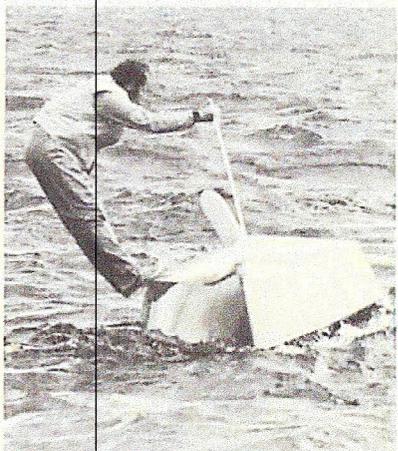
Tuesday the first race for the 28 starters from 12 countries was abandoned after the first reach when the wind came up to force 8. Gales prevented any racing for that day and the next. This left two races to be sailed each day with one throw-out, instead of the 7 races scheduled. Felix said after his capsize in Tuesday's heavy wind, "This weather is only fit for penguins to sail in". (See the Polar Snipe emblem of the regatta.) However, the sunshine and warm weather of the last two days left the competitors with a pleasant memory of Hango.

On Thursday, conditions had improved, and racing started about noon with winds of force 4 to 5. Two Finnish boats, Bjurstrom and Nieminen, took an early lead followed by two Swedish boats, Gilborn and Thorsell, with the Mediterranean competitors well behind. The second race was closely contested by Brodstedt of Denmark and Zendrera of Spain. Felix finished 8th after an 11th in the first race.

Friday the force 3 to 4 wind dropped to force 1 and Bjurstrom held an early lead to the finish, followed by Masso of Spain 2nd and Gancedo 3rd. For the afternoon race, Portuguese Eduardo de Queiroz held the lead he established at the first mark to finish three lengths



A heavy squall strikes with Force 8 (30-40 knots) winds; this race was abandoned.



The smiling winner, Felix Gancedo, and in more difficult moments when trying to raise his "Gran Numa" in the cold waters of the Baltic Sea. (Peter Lindholm photos)

ahead of Gancedo.

The final day, Saturday, was fine and sunny. Gancedo took an early lead with Queiroz second and Masso third. Bjurstrom, leading the regatta at this point finished 4th. In the 6th and last race, if Gancedo was 1st, and Bjurstrom 3rd or better, the Finn would win. At the first mark Gancedo was second and

Bjurstrom 4th, positions which they held to the last leeward mark, where Gancedo was gaining on Queiroz in first, and the two other Portuguese boats were gaining on Bjurstrom. Queiroz held the starboard tack too long on the beat to the finish allowing Felix to slip ahead and win the race, while Bjurstrom dropped to 7th at the finish.

SCIRA Rear Commodore Svend Rantil was the SCIRA representative aboard the starting boat Neptune. He said he had never had so little to do since he had such a competent and experienced committee. Race Committee Chairman was Hango Commodore Carl-Ivar Niska, and Regatta Chairman was Bengt Rosenquist, Finland's National Secretary.

Some of the shore activities including a sight-seeing tour of Helsinki had to be curtailed because of the cancelled races, but the garden party at Rolf Osterman's was a smashing success, with a liberal supply of Campari, Old Sumgler's whisky and Koff beer to go with the barbecue of chicken, sausages and pork. Felix Gancedo and Nils Toftgaard showed their form in the sack-jumping contest and artistic highlights of the evening were Panxo Pi-Suner's rendition of "Borriquito" and Enrico Rosso's "Volare". In the football game, Scandinavia vs the rest of Europe, there was a well-earned draw 2-2.

Random comments . . .

BOATS: The Skipper self-bailing hull is the most popular, especially good in

heavy weather. The Finnish Vamos are almost identical to the Skippers. Masso used Brodstedt's silver medal boat from Malaga. Correia's borrowed Skipper won the Junior World's in '73. Of the wooden boats, only the Finnish Halen was self-bailing. Quieroz' boat is a Brazilian 12000 which formerly belonged to Paradedda. The Swedish wood boats are well known for their speed.

MASTS: The South Europeans use Bruder, the Scandinavians Proctor and Skipper. Maybe this is why the former are faster in light air and the latter in heavy winds. The Bruder is no longer available. The English Needlespar section has been used so far only by Bjurstrom.

SAILS: North dominated. The Bjurstrom sails are made by Nils-Erik the "Snipe professor" of Finland, who is the father of the silver medal brothers Peter and Hakan. The Brazilian Ostergren sails were very fast in light airs.

From Henry Ericsson
Editor, Finnish
Snipe BULLETIN

EQUIPMENT USED BY THE TOP 10 BOATS

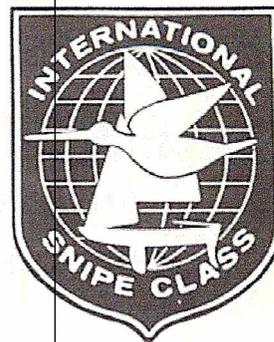
Skipper	Boat	Mast	Sails
1. Gancedo	Skipper f.	Bruder	North
2. Bjurstrom	Halen w.	Needlespar	Bjurstrom (NEB)
3. Queiroz	Linenburger w.	Bruder	Ostergren
4. Nieminen	Vamos f.	Proctor E	North
5. Krafft	Eichenlaub w.	Proctor Beta	North
6. Masso	Skipper f.	Bruder	North
7. Raatikainen	Vamos f.	Skipper Cobra	North
8. Gilborne	Arvidson w.	Skipper	North
9. Zendrera	Skipper f.	Bruder	Piccolo/North
10. Correia	Skipper f.	Proctor E	Piccolo/North

f=fiberglass w=wood

XIII EUROPEAN CHAMPIONSHIPS (Top 20 of 28 Entries)

Boat	Skipper/Crew	Places	Points	Finish
E 19981	Gancedo/Otero	11-8-3-2-1-1	22.7	1
L 20281	Bjurstrom/Bjurstrom	1-4-1-5-4-7	26.0	2
P 12120	Queiroz/Figueiredo	13-16-5-1-2-2	35.0	3
L 20293	Nieminen/Ajanko	2-3-7-4-11-6	41.7	4
S 12375	Krafft/Krafft	10-6-4-3-12-11	58.4	5
E 19820	Masso/Belles	15-12-2-7-3-dsq	60.7	6
L 20682	Raatikainen/Kunnari	6-10-11-9-5-5	62.7	7
S 16868	Gilborne/Lundberg	3-13-8-6-17-10	66.4	8
E 19976	Zendrera/Pi-Suner	12-2-6-14-21-8	66.7	9
P 20832	Correia/Vilela	7-11-14-8-22-4	72	10
D 10300	Brodstedt/Christoffersen	5-1-15-12-18-21	73	11
S 20211	Thorsell/Nordwall	4-5-23-16-8-22	82	12
P 20401	Leite/Pacheco	17-18-17-15-6-3	84.4	13
N 19428	Sinding-Larsen/Hanssen	8-9-13-10-16-24	86	14
D 21063	Christensen/Sorensen	9-7-16-11-19-17	90	15
N 19429	Kjendlie/Brandt	18-19-9-20-9-9	94	16
I 18623	Rabbo/Dodero	19-22-12-18-7-18	104	17
Y 18638	Scuric/Lipe	14-14-22-21-15-16	110	18
N 19096	Hogberg/Maartmann-Moe	16-15-21-22-20-15	117	19
K 16902	Harris/Ribiero	24-25-10-17-26-18	118	20

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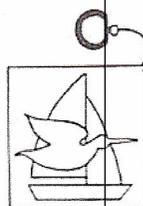
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