

EUROPEAN CHAMPIONSHIP

The wind decreased for Wednesday afternoon's race in which flying ants Martin Wadhams and David Dutton crossed the finishing line in first place. This championship event was the first full regatta that nineteen-year-old Wadhams had put together, and from this point on he became Bain's chief rival. By the end of the week, many more experienced Fireballers were trying to convince Martin that he should sail a 470!

Thursday was the lay day. Many of the overseas visitors were tempted to cross to Denmark by ferry and take a train down to Copenhagen to investigate that city's well-known beauty spots. So great was the diversion that some people missed the last ferry back to Sweden, David Bain and Stuart Angus being amongst those who spent the night in the Helsingor ferry terminal with telephone directories for pillows. After this ordeal, the Scots team finished third in Friday's race, which was won convincingly by Wadhams and Dutton. Paul McNamara and Nigel Vivian came in second.

In order to win the series, Bain and Angus (whose unnamed boat had been christened "No Hassle" with a felt-tipped pen during the week) had only to remain in front of Wadhams and Dutton and consequently they covered them from start to finish coming in twelfth and fourteenth respectively. This left the final, heavy weather, race clear for local heroes Anders Delander and Pär Højman who led at the first windward mark and managed to defend their position from Britons Neil Thornton, Paul McNamara and Jon Alsop. This Swedish team deserved their final success after months of intensive training, coaching and long-distance travelling. They had travelled to Hayling Island for the UK selection trials to gain experience of big fleet starting line tactics, and also to the south of France in the spring, when the sea at Viken had been frozen right out to the main shipping channels, to race and tune against two other Swedish Fireballs.

Perhaps only David Bain and Stuart Angus themselves could match them for keenness and long-distance travelling. Since taking delivery of their new Rowsell hull last October, the lads from Dalgety Bay have attended every major open meeting and selection trial in Britain, which must have notched up several thousand miles. To take the silver cockerel trophy back home to Scotland after this journey must have made all that "hassle" worthwhile.

Sue Alsop.

1	K12063	Bain — Angus
2	K12369	Wadhams — Dutton
3	K11609	Slater — Stewart
4	S12124	Delander — Hojman
5	K11660	McNamara — Vivian
6	K11843	Thornton — Simpson
7	K12317	Alsop — Davis
8	K11988	Morrison — Turner
9	K11620	McLaren — Turner
10	K12265	Escritt — Tushingham
11	Z11968	Buchle — Gross
12	K11867	Body — Yeoman
13	K12309	Jones — Stacey
14	N11011	Trejésen — Olesen
15	K12220	Turley — Whitehead
16	D11522	Sodeman — Andersen
16	N10560	Skorge — Gundersen
18	S10899	Gafvert — Anersson
18	S10903	Axelsson — Paul
20	K11912	Bushby — Wilkinson
21	N 8315	Walderhaug — Sorte
22	S 9079	Stigborn — Weimen
23	F12104	Bornier — Fourchot
23	S10901	Carlsson — Johansson
23	S12125	Hedlund — Oredsson
26	F 7414	Gault — Gourmelen
27	K11831	Bisset — Cattenach
27	S12130	Carlander — Jonsson
29	F12120	Nicolas — Neron
30	F 1	Bertin — Koch
31	F10611	Burgaud — Bladou
32	S10895	Danielsson — Sten
33	O10421	Halvorsen — Hiedle
34	G10669	Lauber — Reekers
35	S10891	Ekdahl — Hulten
36	S 9018	Olsson — Hojman
37	D10264	Pingel — Grundvig
37	N11414	Gudmundson — Sola
39	S10387	Blomgren — Elmfors
40	G10998	Wilhelms — Wilhelms
41	N12459	Lotveit — Schreiner
42	S12023	Andersson — Agren
43	F11699	Certier — Vincent
44	B 3773	De Negri — Ingelaen

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