



OLYMPIC report

Photographs by
Kensaku Hashimoto
by David Pelly

After the last medal had been handed over and the natural-gas Olympic flame had reluctantly spluttered to extinction, it was possible to look back on the 1976 Olympic Regatta—and not without some amazement. Considering that it is supposed to be the pinnacle of sailing achievement, the number of boats taking part, 102, is small and the amount of trouble and expense required to run it is disproportionately great, considering that only 40 of the International Yacht Racing Union's 73 member countries took part.

The yacht harbour at Kingston, although far smaller and less ambitious than the one at Kiel, was quite adequate for its needs and could, in fact, absorb many more boats, particularly ashore. Lake Ontario provided magnificent sailing water, particularly when the hoped-for 'lake breeze' was operating properly. Unfortunately, this steady 15–20 knot wind only blew on two of the nine days on which there was racing. For the remainder of the time there was a variety of wind strengths and directions including three days of very unsatisfactory light airs.

Like the rest of the Olympic Games, the entire regatta was conducted inside an 'iron curtain' of security. This was maintained strictly, but with unflinching courtesy, by police and military. It is none the less an extraordinary state of affairs when the competitors had to live, literally, behind bars, for the entire period of the event.

The regatta organisers stood by their decision to completely ban team support boats and to strictly control press and spectator boats.

Race management varied from course to course but there was only one serious mistake when a Tornado race was abandoned after an attempt to re-lay the windward mark went wrong.

Our table shows that the medals were distributed among sailors from ten nations and that only West Germany won more than one gold medal. The results do not entirely reflect the great strength of both Russia and

East Germany in every class. The emergence of Spain as a major force in Olympic sailing should be noted as should the surprising lack of success by French and Australian yachtsmen.

From the British point of view, the overall results were disappointing. That may seem a strange thing to say when British sailors carried off a gold and a silver medal but in the Finn Class David Howlett was definitely the favourite while in 470's Crebbin and Clark showed they had the speed and skill to win if things had gone more their way. Our Soling did as well as anyone honestly expected but the Tempest was a complete disaster for reasons that we will go into more fully. If it is any consolation, Britons won more races (eight) than any other nation.

SOLING (24 boats)

Appearing at the Olympics for the second time, the Solings were a strong and extremely competitive fleet. The speed difference between one top Soling and another is infinitesimally small and the first ten

Tornados approaching their slipway in the Olympic harbour at Kingston. Although much more modest than at Kiel, the facilities were perfectly adequate

boats in the fleet frequently reached the windward mark with only seconds between them.

As well as being competitive on the water, the Soling was the most obvious arena for the power struggle between rival manufacturers, particularly sailmakers. At least six of the helmsmen taking part were themselves sailmakers.

Boats were either Elvström, Bianchi and Cecchi or Abbott with the last having a slight edge. An interesting story surrounds the boat used by the winner Jensen. He borrowed Bill Abbott's own boat *Odds 'n Ends* to use as a trial boat prior to the Games and then became convinced that it was faster than the Elvström one he had carefully brought from Denmark. He therefore chartered it and sailed it to first place. Jensen is manager of Fogh Sails in Europe.

Bronze medal winner Dieter Below used an Elvström boat with North sails. There are now so many North foils that you have to specify not only which one you are talking about but also which 'pattern' of sails, in this case Tutzing made but San Diego pattern.

Britain's North manager Iain Macdonald-Smith tells me that the most successful techniques at Kingston appeared to depend on a flattish mainsail which would not overpower the boat when sailing free. The point is that on Lake Ontario there is generally more sea than wind and it is essential to be able to weave easily through it.

Another weapon which the Russian Budnikov used to good effect was a minimum weight small spinnaker which in the ultra-light airs was the only sail that would stand up. If there had been any real heavy weather they would have just crossed their fingers and hoped it held together.

Race 1: The Solings are a fascinating if difficult class to watch because they stay so close together. At the first windward mark, only a minute separates the leading ten or fifteen boats. Places change on the flip of a tack, and rechange on the flick of a spinnaker. Hotter competition is hard to imagine. Patrick Haegeli was the surprise winner of this race.

Race 2: Today's winner, Budnikov of Russia is almost more surprising. It really is an achievement to come from a country which does not manufacture any part of their boats and be competitive. However, Poul Jensen's second really gave us a more important clue in this race.

Race 3: On a hot, fluky day, Haegeli leads through out the race. Part of his secret seemed to be a

new 'soft' Melges mainsail which is good in lightish airs and hangs on well in slightly more breeze when the normal flat, light wind sails are beginning to lack power. A rather major wind-shift put Jensen, Kolius and Budnikov in an embarrassing situation but Below of East Germany got around it as did the veteran Geert Bakker, oldest sailor in the regatta. Iain Macdonald-Smith in *Stoic* had his best placing in the series.

Race 4: This was supposed to be on 22 July but was abandoned due to the lack of wind. In addition, one of the official tow-boats towed a string of boats over the rocks of Snake Island and the East German boat bumped heavily and knocked the glassfibre off the bottom of the keel; *Stoic* just avoided the same fate.

Sailing again on 23 July, the boats on Course Alpha had a good race in a breeze which gradually eased from around 15 knots. The follow-my-leader game was more pronounced than ever. The whole fleet went the same way on the beat and came to the mark in a great bunch with the Canadian Dexter just in front, followed by Kuhweide, Kolius, Below and Budnikov. The British Soling was in the middle of the fleet and having trouble with the spinnaker. Dexter managed

to hold onto his slender lead round the course but Below managed to lock onto Kuhweide's lee bow almost on the line and squeeze past.

Race 5: This was the crazy one with the 100° wind shift on the last leg, after which members of all three classes on the course careered over the line together under spinnaker. Everyone except the Jury thought it should have been abandoned. Good old Geert Bakker won it while Jensen had a 13th—and this one he had to count.

Race 6: A good thrash in a good breeze and Jensen showed that he is master of both light and fresh conditions. It was only to be expected that Willi Kuhweide and his German crew would enjoy a thrash and they were duly second.

Race 7: A fine race in a fresh, straightforward breeze. The closeness of the racing and the rapid place changing was again breathtaking. Budnikov, desperately fighting to get among the medals, grabbed an early lead, but John Kolius, who no one had really expected to do well, eventually wrestled him out of it. Brazil appeared among the leaders for the first time and managed to stay there, while Jensen and Below were conducting a private battle further



The regatta centre is on the left in this picture with a public gallery on the roof. Behind the Tornado can be seen the dinghy and keel-boat parks

MEDAL WINNERS

CLASS	GOLD	SILVER	BRONZE
Tornado	Great Britain	USA	West Germany
Flying Dutchman	West Germany	Great Britain	Brazil
Soling	Denmark	USA	East Germany
Finn	East Germany	USSR	Australia
470	Spain	USSR	Australia
Tempest	Sweden	USSR	USA



down the fleet. This was nail-biting stuff with the fate of all three medals changing on each leg of the course. Jensen eventually had the better of it finishing fifth and Kuhweide just stuck his bow over in front of Below and robbed him of a silver medal. In fact, Kolius and Below tied on points, but winning the race broke the tie in Kolius' favour. A more exciting finish to a series could not be imagined. □

TEMPEST (16 boats)

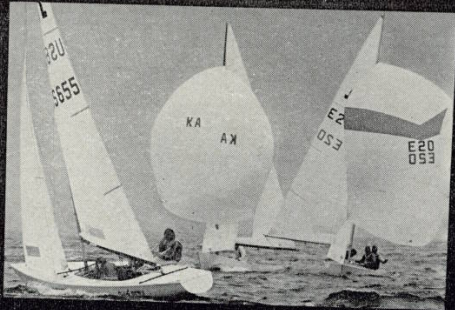
Although in its second Olympics, the Tempest only mustered 16 competitors and not all of them could be regarded as serious. Racing between the top five boats was good and even while the remainder were a little ragged. The boats were practically one-design being universally Mader hulls from Germany with the exception of the British boat. Masts were all Proctor, mostly with diamonds adjustable under way and about half with backstays. Individuality was mostly confined to jib sheeting and the rig control systems generally. The rig winner, John Albrechtson used Elvström sails but Norths were more popular. Dennis Conner, who used North sails, had a sleeve-luffed jib.

The story of *Gift Orse*, Alan Warren and David Hunt's elderly but famous Tyler boat was a sad one. The boat was shipped to Canada sitting on its trailer inside a container. The trip was a rough one and at some stage the trailer collapsed so that the boat fell down onto its side and rudder. It arrived badly scratched and with a broken rudder. More significantly, frames in the bow compartment were found to be detaching from the skin; those in the after part are not accessible. All the time that should have been spent practising was needed to repair the rudder and clean up the hull but when the racing began it was clear that the boat itself was completely uncompetitive. When hauled for the rest day, a careful examination revealed that the hull was much softer than it should be and having gone over it personally and compared it with other Tempests, I have no doubt that it was damaged internally. With the benefit of hindsight, this conclusion could have been reached earlier and another boat chartered. □

Race 1: A straightforward race which reigning Gold Medallist Mankin easily won from Conner of the USA and Milone of Italy. Warren and Hunt were an embarrassing 12th. They clearly had no speed whatever—what could be the reason? After the race they explained they were using a mast which they had never tried before. Why? Because they had been too busy with repairs to their battered boat to have any trials in Canada.

Race 2: John Albrechtson of Sweden, one of the names to conjure

Sailing in the Soling fleet was always astonishingly close. Here Dexter of Canada hangs on to a perilously small lead at the gybe mark



The Texan Kolius was not even the expected US Soling representative, but he sailed steadily better throughout the regatta to take the silver medal



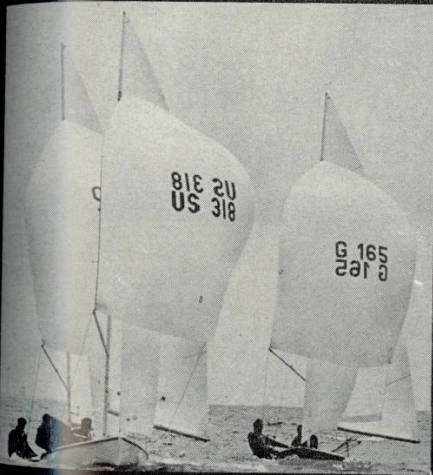
Not a place for the helmsman of nervous disposition: a typical Soling start. This was certainly the most competitive class in the regatta



Gold medallists by 0.7 point, Paul Jensen, Eric Hansen and Victor Bandelowski, who sailed in a borrowed Abbott boat



John Albrechtson in hot pursuit of Uwe Mares and Dennis Conner. The Tempest class resolved itself into a fascinating struggle between the best five boats



America's Cup helmsman and Star World Champion Dennis Conner proved just as adept in the Tempest, winning the bronze medal with the assistance of 46-year-old Conn Findlay who already possesses two gold medals for rowing

SOLING Results

	1	2	3	4	5	6	7	Net
1 P. Jensen/V. Bandelowski/ E. Hansen (Denmark)	2	2	13	6	13	1	5	46.7
2 J. Kolius/W. Glasgow/ R. Hoopfner (USA)	8	3	11	2	7	6	1	47.4
3 D. Below/M. Zachries/ O. Engelhardt (East Germany)	5	4	3	3	5	4	7	47.4
4 B. Budnikov/V. Zamotaikin/ Poliakov (USSR)	4	1	12	DSQ	3	8	2	48.7
5 G. Bakker/H. De Vlaming/ P. Keijzer (Holland)	14	5	2	RET	1	5	9	58.0
6 W. Kuhweide/K. Meyer/A. May (W. Germany)	11	7	4	4	11	2	6	60.7
7 P. Haeggeli/B. Troublé/ P. Dauvray (France)	1	13	1	5	17	11	12	64.0
8 G. Dexter/S. MacMillan/ A. Joemhans (Canada)	9	8	10	1	12	3	13	68.7
9 J. Sundelin/P. Sundelin/ S. Sundelin (Sweden)	3	14	9	8	2	12	10	71.7
10 Gastao Brun/V. Brun/ A. Wengert (Brazil)	17	9	6	16	4	13	3	81.4
13 I. MacDonald-Smith/M. Baker- Harber/B. Dunning (Great Britain)	15	16	5	13	8	10	RET	102.0

with in this class had a narrow win over Conner with Mares of Germany third and Mankin fourth. Warren and Hunt were again 12th, using their normal mast. This time there were no excuses—they just could not get any speed out of their boat.

Race 3: A bit of a fluke one although quite a fair breeze at the start. Right after the gun, Alan Warren threw a typically cheeky tack onto Albrechtson's lee bow. What of it? Albrechtson just sailed straight over the top of him. Following this, Albrechtson sailed brilliantly and led for most of the race. On the final beat however the Spanish helmsman Cancedo picked up a free-er.

Race 4: We were beginning to see the emergence of a fascinating duel between the leading five boats, Albrechtson, Conner, Mankin, Mares and Milone. The rest were just that. In the difficult sloppy sea (like Kiel?) it was Mares who fought his way up past Mankin, Milone and Conner but could not quite catch the wily Albrechtson.

Race 5: Like all the races on Alpha this day, the result was a crazy gamble. Mankin had a bit of luck here and came through second. Albrechtson and Conner on the other hand, had their worst results of the series—seven and nine.

Race 6: Good race in a good breeze. Uwe 'mast und schotbruch' Mares came thundering to the fore but he was already well behind Albrechtson on points and the Swedish crew thumped in with another second which placed them a step ahead of Mankin as well. Conner now had to count a fourth and fifth which gave him no chance of the gold unless Albrechtson were to have a bad last race.

Race 7: In a good steady breeze, a first-class battle between the five leaders. Both Albrechtson and Mares got boxed in at the start and Conner snatched an early lead. But Albrechtson was flying in this race. Just after the gybe mark he caught a wave perfectly and planed past Mares who then seemed to go to pieces and slumped to sixth. The flying Swede then relentlessly hounded the Americans and passed them on the beat. A roar of cheering went up as he crossed the line for a thoroughly well-deserved gold medal. □

TORNADO (14 boats)

Reg White and John Osborn started as favourites in this class and did not disappoint anyone. Since the Tornado was chosen as a new Olympic class four years ago, this pair have poured every resource available to them into the fight to reach and stay at the top. The weapons they were able to deploy included not only a boat and rig of superior speed but an unmatched experience of racing and seamanship. Reg's coolness in a crisis is legendary, dating back perhaps to his repeated appearances at the helm of





Little America's Cup defenders. So is his refusal to be upset by adversity. As an example, during practice his current Tornado *Tunnel* had one of its transoms completely removed when his son Rob sailed over a corpse. This was quickly repaired and then forgotten.

The White/Osborn boat is a Sailcraft 'tortured ply' Tornado, experiments with cold-moulded ones having been inconclusive. A new Sail-spar mast with rounded rather than sharp upper leading edge was felt to be a definite improvement. The sails eventually used were a North main from Bob Kettenhof's San Francisco loft and a Raudaschl jib. Although highly refined there was nothing in the least unconventional about the boat.

There was no uniformity in this class which consisted of a well-mixed cocktail of boats by Glas, Panther Craft, Sailcraft and Wallner. The one exception was McFaul's very special Gougeon boat, moulded in epoxy saturated wood and extremely stiff. He did not sail particularly well to begin with but was very fast later in the week. However, like the moulded Sailcraft boats, it will be a pity if this one proves definitely superior as it would be very expensive.

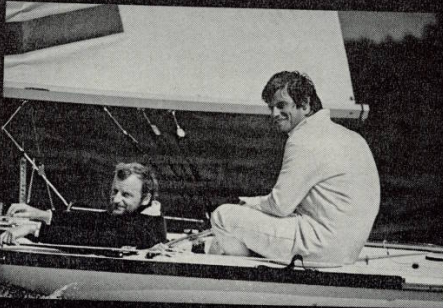
Race 1: Right from the first moment the race appeared to be between old rivals Reg White of Britain and Jörg Spengler of Germany. Sparring warily in the early stages they stayed together round the whole of the 'extended' course (triangle, sausage, triangle, sausage, windward). Only on the last downwind leg did White manage to break away and snatch a narrow, 11 seconds lead by the finish. Disaster hit Brian Lewis of Australia when the shackle to which all rigging leads in the Tornado snapped and the rig fell neatly over the side.

Race 2: Almost a carbon copy race except that White won by one minute this time. A most disappointing lack of speed from USA's David McFaul who chalked up his second very bad placing.

Race 3: A light, fluke affair with tricky holes in the wind, into one of which White fell whilst leading. McFaul got it right and so did Brian Lewis but Spengler got hopelessly stuck and crawled home an embarrassing 11th, while White was lucky to get away with fifth.

Race 4: On a very light, patchy afternoon of trying heat in which the Tornados only just managed to crawl round the short course, Reg White and John Osborn dismayed their rivals by showing as great a mastery of these conditions as of heavy weather. Barring accidents there appeared to be no chink in their armour and a third first place gave them an almost impregnable position. Following this race, a careless tow-boat knocked a sizeable chunk off *Tunnel's* starboard bow.

Race 5: The first attempt to hold



Mares driving out from below a helpless Alan Warren. This was just one of a series of bad moments for the British Tempest crew who were unable to get any speed from their boat.

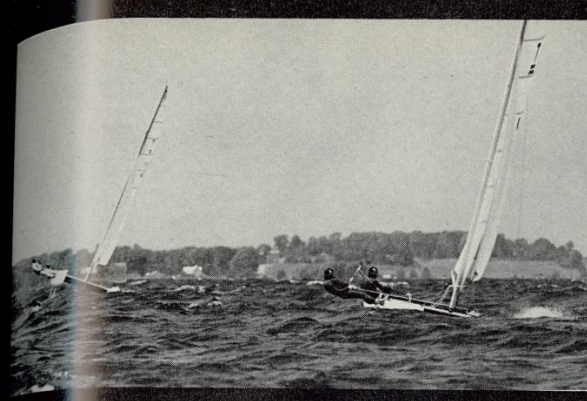
John Albrechtson (left) crowned a long and distinguished sailing career with a gold medal.



The impeturbable Valentin Mankin, who, like Rodney Pattison, could have been the first yachtsman to win three gold medals.

TEMPEST Results

	1	2	3	4	5	6	7	Net
1 John Albrechtson/Ingvar Hansson (Sweden)								
2 Valentin Mankin/Vladislav Akimenko (USSR)	4	1	2	1	7	2	1	14.0
3 Dennis Conner/Conn Findlay (USA)	1	4	4	3	2	3	5	30.4
4 Uwe Mares/Wolf Stadler (W. Germany)	2	2	3	5	9	4	2	32.7
5 Giuseppe Milone/Roberto Montola (Italy)	5	3	6	2	RET	1	6	42.1
6 Claes Christensen/Finn Christensen (Denmark)	3	5	7	4	12	7	3	55.4
7 Allan Leibel/Lorne Leibel (Canada)	6	9	8	8	1	5	7	62.7
8 Ben Staartjes/A. Ekels (Holland)	7	6	DSQ	6	3	9	4	65.1
9 Felix Gancedo/Jesus Turro (Spain)	11	7	5	7	8	6	11	78.7
10 Joern Helner/James Byrne (Australia)	8	11	1	10	14	10	10	79.0
14 Alan Warren/David Hunt (Great Britain)	14	13	10	14	4	8	9	92.0
	12	12	14	9	13	RET	8	104.0



White and Osborn driving to windward ahead of Lewis of Australia. They were expected to have superior speed in a breeze, but equally impeccable light airs sailing gave their rivals no chance.

Jörg Spengler was one of the few people who could have challenged White for the gold medal, but he never managed to finish ahead of the British boat.

Reg White and John Osborn who were the undisputed winners of the gold medal in the Tornado. Four years of dedicated work brought them to this goal.



TORNADO Results

	1	2	3	4	5	6	7	Net
1 Reg White/John Osborn (Great Britain)								
2 David McFaul/Michael Rothwell (USA)	1	1	5	1	4	1	DNS	18.0
3 Jörg Spengler/Jörg Schmall (W. Germany)	8	10	1	4	2	2	4	36.0
4 Brian Lewis/Warren Rock (Australia)	2	2	11	7	5	3	2	37.7
5 Peter Kolni/Jorgen Kolni (Sweden)	RET	6	2	12	1	6	1	44.4
6 Walter Steiner/Albert Schiess (Switzerland)	9	7	3	2	9	12	3	57.4
7 Larry Woods/Michael De La Roche (Canada)	3	3	9	9	11	4	8	63.4
8 Franco Pivoli/Cesare Biagi (Italy)	6	11	4	8	7	7	5	69.7
9 Peter Due/Per Kjærsgaard (Denmark)	5	4	12	5	6	8	DSQ	71.7
10 C. De Cazenove/B. De Cazenove (France)	4	5	13	3	12	11	10	74.7
	7	9	7	11	8	5	6	76.7

this race on 25 July ended in a *débâcle* when the race officer signalled an altered course for the second windward leg but failed to re-lay the marks correctly.

Race 5: (26 July) With a good fresh wind White and Osborn romped away into an early lead. On the third beat, however, the hook snapped on Osborn's trapeze belt dumping him into the lake. Five boats went by as he climbed back aboard and struggled up the remainder of the beat. On the next off-wind leg he made a lash-up with line and a shackle and this collapsed again on the next beat. A further lash-up lasted out the race and they clawed back one place on the final beat to finish fourth. Meanwhile Brian Lewis, at last getting into his stride in fresher breezes, won the race from McFaul while Spengler, only fifth, began to see a silver medal slipping from his grasp.

Race 6: In another good breeze, and with no problems, White and Osborn streaked away into the distance to notch up their fourth win and secure the gold medal without needing to sail the final race. McFaul, who sailed steadily faster and better as the series continued again beat Spengler and tightened his grip on the silver.

Race 7: While everyone else, including White and Osborn, were packing up their boats and getting ready for the prize-giving, the remaining 13 Tornados were towed out for their last race on a dreary, hazy afternoon with a limp little offshore breeze. They only just managed to crawl round this anti-climactic race inside the time limit. The somewhat surprising winner was Lewis, but his 12th place meant that he had no hope of obtaining the bronze medal. McFaul's fourth was good enough for him to take the silver from Spengler by 1.7 points.

FLYING DUTCHMAN (20 boats)

This class resolved itself into a battle between double gold medalist Rodney Pattison and the Diesch brothers of Germany. It was a competition between complete opposites, in character and approach. Pattison's preparation had consisted of doing as little racing as possible prior to the Games, in order to conceal his progress from the opposition. Instead, he worked endlessly with Bob Hoare to produce a new 'super-boat'. Characteristically unforthcoming, he still will not say whether this boat is epoxy saturated, carbon-fibre reinforced or neither or both. He used his old Z-Spar mast, and set Musto and Cheret mainsails. Musto and Seahorse genoas and Banks and Musto spinnakers.

The Diesch brothers, cheerful, extrovert medical students aged 25 and 22, come from Friedrichshaven and learnt their sailing on the Bodensee (Lake Constance) where their father has been a local ace





having any clear advantage. The only big problem that the class appears to have is that the hulls do not appear to last for very long, or perhaps it is just that the competitors think so.

The class has certainly been a success in that it allows younger and lighter crews to compete in the Olympics; a slightly extreme example being the Whitehurst brothers of USA, aged 18 and 19 and weighing only 230 lbs between them, yet they won a race and finished a respectable ninth overall.

A very good feature was that competitors were able to come with equipment made in their own country without suffering any disadvantage. For instance, silver medal winner Gorostegui sailed a Spanish built Roga boat with VIM sails.

Phil Crebbin and Derek Clark were very unlucky not to win a medal. They finished first on two occasions (once disqualified) and also had two thirds whereas Gorostegui never won a race and only had one second and one third. The winner, Hübner, had one really lucky break when he won the race in which the order was turned upside down by a wind change but he nevertheless sailed extremely well and consistently. A 25-year-old engineer from Sorpsee-Iserlohn, he has been sailing 470's since 1972 and was third in the '76 European Championship. □

Race 1: Starting off as they meant to continue, 25-year-old Frank Hübner and his crew Harro Bode won the first race of the series from Victor Potapov of Russia in a closely contested race. Both these two are freshwater sailors and seemed able to keep their dinghies going through the big, irregular slop which is characteristic of Lake Ontario. Britain's Phil Crebbin and Derek Clark had an awful race dropping from fifth at the first windward mark to 11th at the next and finally 17th at the finish.

Race 2: On a grey, drizzly afternoon, British hopes soared when Crebbin and Clark loomed out of the mist clearly leading the race from New Zealand's Mark Paterson, only to be dashed when neither of them received finish guns. Both were judged premature starters.

Race 3: On a hot fluky day with major wind shifts, Crebbin and Clark displayed remarkable tenacity to finish first. Not many crews could bounce back from a 17 and DSQ especially when this particular crew much prefers a good breeze. On this day Hübner crashed to 13th and Potapov to 15th so it looked as if the British crew still had a slender chance of getting back into the series.

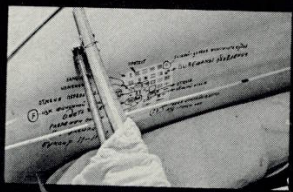
Race 4: This was the day on which racing was abandoned on Alpha course and perhaps should have been on Bravo. A major back from NE almost to N was perhaps predictable but the pools of almost completely still air were not. The pint-sized Whitehurst brothers from Pen-



Ten . . . nine . . . eight! In the highly competitive 470 Class, Crebbin and Clark were as fast as any, but an unlucky light airs race and a premature start robbed them of their chance of a medal

David Howlett started as favourite in the Finn Class, but seemed to use up too much energy worrying about the boat to do himself justice in the racing

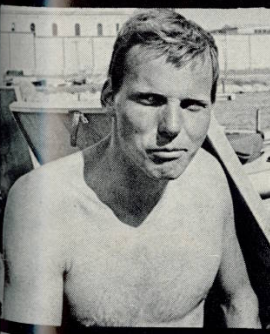
So now you know the Russian for protest!



470 Results	1	2	3	4	5	6	7	Net
1 Frank Hübner/Harro Bode (W. Germany)	1	6	13	6	1	23	1	42.4
2 Antonio Gorosteguy/Pedro Millet (Spain)	4	8	2	5	3	7	5	49.7
3 Ian Brown/Ian Ruff (Australia)	12	4	4	17	9	1	4	57.0
4 Victor Potapov/Aleksander Potapov (USSR)	2	2	15	10	4	4	13	57.0
5 Mark Paterson/Brett Bennett (New Zealand)	3	DSQ	10	2	5	2	16	59.7
6 Phil Crebbin/Derek Clark (Great Britain)	17	DSQ	1	3	19	5	3	69.4
7 J. Vuithier/L. Quellet (Switzerland)	13	15	6	16	2	8	2	71.7
8 Marc Laurent/Roger Surmin (France)	9	3	7	18	6	12	10	79.4
9 Robert Whitehurst/David Whitehurst (USA)	11	RET	5	1	16	16	12	89.0
10 Kazunori Komatsu/Mitsushige Kuroda (Japan)	14	10	12	11	8	13	6	95.7



Balashov leads at the gybe in light airs. His slightly weaker results in fresh breezes allowed Schumann to snatch the gold medal from him



David Howlett, (leading above) was the only Finn helmsman to win two races, but disasters on three other occasions made it impossible for him to get among the medallists

Jochen Schumann of East Germany had a remarkable string of results, marred only by two 12ths in fluky light airs

FINN Results	1	2	3	4	5	6	7	Net
1 Jochen Schumann (East Germany)	3	2	12	12	1	2	3	35.4
2 Andrei Balashov (USSR)	4	4	22	1	3	4	5	39.7
3 John Bertrand (Australia)	2	6	1	22	5	5	6	46.4
4 Claudio Biekarcok (Brazil)	6	7	5	19	2	1	11	54.7
5 Kent Carlsson (Sweden)	10	3	23	10	14	3	2	66.4
6 Anastas Boudouris (Greece)	13	8	9	4	21	7	4	77.0
7 David Howlett (Great Britain)	7	1	19	23	22	6	1	77.7
8 Sanford Riley (Canada)	1	DSQ	8	20	9	8	8	83.0
9 Mauro Pelaschier (Italy)	11	10	10	3	11	14	10	87.7
10 Serge Maury (France)	5	DSQ	20	2	7	10	14	88.0

sacola, Florida got it right on the first beat and trickled away into an almost unreasonable lead.

Race 5: For British supporters, this was the cruel day. In baking sunshine, the light north-easterly faltered, fluttered and finally died not before destroying the final hopes of a British medal in this class. Only the first beat was a beat and Crebbin emerged from it with a lead of over a minute. From that point on, things became more and more of a gamble as one group of boats would lie becalmed while another group sailed round them. Consider Hübner, for instance, whose placings at successive marks were 9, 8, 5, 12, 1, 1. Crebbin on the other hand recorded 1, 1, 2, 4, 8, 19. There was now no way in which they could recover their position. Hübner on the other hand tucked another first under his belt and Gorostegui another consistent third.

Race 6: A good thrash in 20 knots of wind. The Australians Brown and Ruff who at 32 and 29 are older and heavier than most 470 crews revelled in the breeze and roared away into a lead of almost two minutes from Paterson. But the Australians were already counting a 12th and ninth so Paterson became overall leader, especially since Hübner, who finished third, was disqualified.

Race 7: Another good, reliable breeze of 15 knots plus. Hübner and Bode made no mistakes taking both the race and the gold medal. The Swiss helmsman Vuithier, who stood no chance overall was second and Crebbin and Clark, game to the end, were third. Poor Victor Potapov saw each medal in turn slip from his grasp as he struggled in 13th. Brown finishing fourth actually dead-headed with the Russian on final points but snatched the bronze medal by virtue of having won a race where Potapov's best was a second. The consistent Gorostegui finished fifth and won the silver. □

FINN (28 boats)

Most serious competitors brought their own rigs and fitted them to the Abbott Finns supplied by the organisers. These were almost universally Needlespar 'M' sections with Musto or North sails. Britain's representative, David Howlett, who started off as favourite in this class, worked himself into a frenzy of hatred against this boat. Obviously it was unlike his own boat and undeniably it included features not called for in the Finn Class rules but he seemed to constantly miss the point that this was the same for everyone. During the measurement period, Howlett managed to get at cross purposes with practically everyone and risked disqualification by not turning up at the right time for a check measurement.

By the time the actual sailing began, Howlett appeared to have exhausted his store of aggression just when he needed it the most. Although he was the only man to win

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