

# FINNFARE



APRIL 2009

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Photo by François Richard



**Just imagine how you could succeed with your new 2009 model Devoti Finn**





Photo: (c) Rolex/Dan Nerney

## Opening shot: Ed Wright tacks ahead of Zach Railey at the Rolex Miami OCR



### President's Letter

**Dear Finn Friends,  
Dear Fellow Competitors,**

As a result of the 2008 November ISAF conference in Madrid, the Finn continues its Olympic pathway as one of the most long standing Olympic sailing classes.

Yet again our beloved boat, the spirit of Finn sailors individually as well as a class, and last but not least passionate Finn supporters managed to show the world of sailing that this true Olympic single hander must have a slot within Olympic sailing events.

Olympic Finn campaigns offer the challenge that is envisioned in the Olympic ideals. The Finn allows the widest range of weight, age and physical sizes to compete on a truly equal level and is the only dinghy to allow sailors above 85kg to compete at Olympic level. All countries across the world bring more and more sailors to the Finn at a younger age. Class newcomers are now mainly juniors, many new countries are starting Finn programmes and thanks to the sailors and their teams as well as the IFA development programme Cyprus, India and Venezuela managed to take part in the 2008 Olympic Finn competition in Qingdao.

The inclusion of so many junior Finn sailors and the above new Olympic Finn countries show that the Finn's durable equipment minimises the cost over an Olympic campaign. The building rules have such a narrow margin that all the boats are equal. It is possible to buy off the shelf equipment from different manufacturers, all measured using ISAF's In-House Certification programme (IHC) and win races the next day.

In terms of racing we are already in the midst of the new Sailing World Cup (SWC) series with the first events already concluded and this is only the beginning of a busy 2009 regatta season. Beside the SWC regattas and other established Finn regattas, we are all preparing for this year's Finn majors, the Gold Cup in Copenhagen, the Senior and Junior Europeans in Varna, and the Junior Worlds in Balaton. The effort put in by the hosts of these events is much appreciated and the class looks forward to visit the wonderful venues selected for these prestigious Finn events.

Wishing you all the best for your sailing and personal lives in 2009.

Best regards

Dr. Balazs Hajdu  
HUN-1  
IFA President





## FINNFARE

### Circulation

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### Contributions

Articles, race results, photographs and reports from countries are always welcome. Please include FINNFARE in your National Association for mailing newsletters, bulletins, press releases and race reports.

### Advertisements

All advertisement enquiries should also be addressed to the Editor. Technical details and rates are available on request and on the IFA website [www.finnclas.org](http://www.finnclas.org)

### Email

Please email photos as high resolution jpeg files. High resolution photos for the cover always needed. Most Mac compatible formats accepted.

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Photo (c) Fabrizio Prandini

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## 60 years of Finn Sailing

This is Rickard Sarby. He is the reason why tens of thousands of sailors have enjoyed sailing Finns, and even why you are reading this magazine today. Rickard Sarby designed the Finn back in 1949 and this year Finn sailors past and present from right across the world are celebrating the 60th anniversary of this absolutely classic but thoroughly modern class.

The photos on this page are a selection of largely unpublished photos from the Bert Sarby Archive that will be used for the 60th anniversary book. Above: Uppsala harbour in 1956. Below: Finn No. 1, building Finn No. 1, Finn No. 2

### Celebrations

Many National associations worldwide are staging their own events and celebrations. News of these events will appear on [www.finnclass.org](http://www.finnclass.org) as they are announced and as they happen. Please check back regularly. If your association is planning an event or occasion please let us know about it.

### Birthplace of the Finn

The Swedish Association is organising a special event at Uppsala Kantoförening (UKF), just to the north of Stockholm (pictured above 1956). It was here that Finn sailing all started. This was Rickard Sarby's club.

Sverker Hard from Sweden writes, "In 2009 the Finn is 60 years old. Since the Finn was born in Uppsala, at the sailing club UKF, UKF is arranging an international championship and 60th anniversary regatta in the sailing waters outside Uppsala. This will happen August 14-16.

We have already contacted sailors in Sweden and other countries and we hope to see a starting field of 50 boats or more. We will also have social arrangements and other activities at the club. And for example we actually hope to be able to show the first Finn ever built (number one) for sailors and other visitors at the club!"

More information and online registration at: [www.finnsm2009.se](http://www.finnsm2009.se)

### Update on 60th anniversary book

The 60th anniversary book is starting to take shape. To date hundreds of photos from across the world have been sent for inclusion, but there is still much work to do.

If you would like to contribute to the success of the book there are three ways of helping:

**1. Send in photos.** However many there are it will never be enough. Please ensure you have copyright permission before sending and send as high resolution RGB jpegs. We have plenty of photos from the past 10 years, but the big gaps are in the 1960s and 1970s.

**2. Send in a story.** As well as photos, there will be stories from each of the years from 1949-2009. We are looking for personal accounts of Finn racing, Finn people and Finn stories. You don't have to be an Olympic contender, we just need great stories from people who have sailed or love sailing Finns. Please keep them to around 400 words. Don't be shy.

**3. Advertise.** If you are a Finn supplier or gear supplier, advertising is still required. The book can only be as good as the content, but the more it can pay for itself, the better it will be.

All material is needed by around the end of March/early April.

Please think about how you can help and send me what you can as soon as possible.

Thanks

*Robert*

Email: [robertdeaves@yahoo.co.uk](mailto:robertdeaves@yahoo.co.uk)



## Finn TV is here

Fans of Finn sailing now have an exciting and groundbreaking new way of viewing clips and interviews featuring the stars of the Finn racing scene. In recent years, the number of short video clips and especially the emergence of stern camera mounted clips has rapidly expanded and the class has sought a long lasting solution to maintain and manage all these clips efficiently from a single portal.

In the past the Finn class has always managed to successfully combine tradition with state-of-the-art technology and is today, delighted to announce the arrival of 'The Finn Channel', a dedicated YouTube channel managed by the International Finn Association.

After just four months, there are 53 videos online, the site has 73 subscribers and has more than 10,000 channel views. If you



haven't been there yet go to [www.youtube.com/TheFinnChannel](http://www.youtube.com/TheFinnChannel) or link to it through the IFA's website. Once again the Finn class is at the forefront of adopting new technology and maximizing the marketing potential of sailing.





All photos: (c) Rolex / Dan Nerney

**All photos: (c) Rolex/ Dan Nerney**







### Coaches Regatta – 34 races in 4 days

Chris Cook writes, "The third running of the coaches regatta had 18 boats competing over 4 days. The conditions in Miami were picture perfect with a wide range of wind strengths. Zach Railey (above) took the overall victory in the event based on the scores but in the end everyone came away with four great days of training and learning. Jose Oti was top master at the event carrying the green jersey nearly from start to finish.



Canadian Sailing Team Head Coach Ken Dool was the guest coach for the event while Canadian Sailing Team members Ian Hogan and Billy Gooderham set the marks and ran the race committee for all the races and skill challenges.

Day one had 8 to 10 knot breezes and 9 races. On day two the reaching slalom and downwind elimination had the best wind of the event topping out at 12 knots. Both skill challenges were won by Zach Railey but he was under a lot of pressure from Andy Casey in the final heat of the elimination, winning by less than a boat length.



Day three was scheduled for starting practice. The fleet worked on boat handling and starting techniques for the first part of the day followed by some longer races and a slalom race to shore in dwindling breeze. On the final day of the event the wind did not co-operate and after a postponement on shore, a lot of people started packing up. Late in the day a light breeze made some final sailing possible late in the day to wrap up a 34 race series. A lot of racing, a lot of fun and a lot of learning.

Special thanks to the US Sailing Center in Miami for allowing us to run this event out of its facility."

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## The 'down under' circuit 2008/9 - old faces and new names

**John Shallvey writes,** "Well last sailing season was 'full on' and as a rejuvenated Finn Fleet in a post Gold Cup year set to fight it out domestically with new sailor's new boats and a new enthusiasm. Ben Ainslie last year took four wins from four events but this year it was far more open as the results showed. James Patterson won SIRS Warwick Hill won Sail Melbourne and then the Nock turned up from big boat duties to win the Nationals, this time in Adelaide.

For those who did join us last year, this year and next will follow the same format. We have what is the Sail Down Under Series ([www.saildownunder.org.au](http://www.saildownunder.org.au)) and then in addition we have the Australian Nationals so any sailor that wants plenty of sailing in the best conditions then come on down again. The events under 'sail down under' are able to provide support for teams that want to send containers etc and we as a class can help you with logistics and given the current demand if you send a boat, mast and sails we will probably buy that to. The Australians are all keen and post Gold Cup are taking the fleet to other cities is generating great interest.

Our nationals held at the CYSA was a great event with 17 boats and with the J24 made for a great atmosphere in what turned out to be some of the nicest sailing water in the country. Great thanks to Musto coming on board to sponsor us. Anthony 'Nocka' Nossiter won it again but not without Laser legend Nik Burfoot giving him the Hurry up and the two new young guns James "Pato" Patterson and Warwick "Wocka" Hill being on the pace. John Shallvey [+40] was 5th and Jake Gunther [+50] 6th and the first of those masters. Thanks to John Bertrand and Ben Ainslie with Doggy Palfrey who took time from the Etchells to come and have a few with us.

Prepare for an Australian assault on the Masters in the coming years as there are plenty of good guys sailing well and wanting to get amongst it."

### Sydney International Regatta, 13-16 December 2008

1	James Paterson	AUS 223	1	1	1	(3)	3	2	1	1	1	1	12
2	Warwick Hill	AUS 243	3	5	(6)	2	1	1	2	2	2	3	21
3	Chris Caldecoat	AUS 252	5	3	(7)	1	2	3	4	3	3	2	26
4	Jake Gunther	AUS 3	(12)	dnf	4	4	4	4	3	5	4	4	39
5	John Condie	AUS 24	4	4	3	(6)	5	5	6	4	6	6	43
6	Mark Roberts	AUS 234	6	6	5	7	6	6	5	7	5	dnf	53
7	Matthew Mitchell	AUS 245	9	(10)	8	8	7	7	7	6	7	5	64
8	Shaun Wells	AUS 22	8	9	9	9	8	8	dnf	8	8	dnf	79
9	Robert Buchanan	AUS 242	7	dnf	2	5	dnc	dnc	dnf	dnf	dnc	dnc	86
10	Rob McMillan	AUS 2	2	2	dnf	dnf	dnc	dnc	dnc	dnc	dnc	dnc	88
11	Glenn Brown	GBR 224	10	8	dnf	dnc	dnc	dnc	dnf	dnc	dnc	dnc	102

### Sail Melbourne, 16-21 December 2008

1	Warwick Hill	AUS 243	1	1	1	2	2	1	1	(3)	1	1	3	14
2	James Paterson	AUS 223	(4)	3	2	1	1	2	2	1	2	2	2	18
3	Chris Caldecoat	AUS 252	2	(5)	4	3	4	4	3	2	3	3	1	29
4	Jake Gunther	AUS 3	3	2	3	4	3	3	ret	dnc	5	dnc	dnc	44
5	Mark Roberts	AUS 4	5	(6)	5	5	5	5	5	5	4	4	4	47
6	Dirk Seret	AUS 228	(6)	4	6	6	6	6	4	4	6	5	5	52

### Australian Nationals, 5-9 January 2009

The Cruising Yacht Club of South Australia, Adelaide

1	AUS221	Anthony Nossiter	1	[2]	1	1	1	1	1	1	[3]	1	8
2	NZL21	Nick Burfoot	3	1	2	2	[3]	2	[3]	2	1	2	15
3	AUS223	James Paterson	4	3	3	3	2	3	2	[4]	2	[4]	22
4	AUS243	Warwick Hill	2	4	5	[5]	[5]	4	4	3	4	3	29
5	AUS22	John Shallvey	[7]	5	4	4	4	6	5	6	5	[9]	39
6	AUS3	Jake Gunther	5	6	6	7	[7]	5	[7]	5	6	5	45
7	AUS242	Bob Buchanan	6	8	8	[9]	8	7	8	7	7	[10]	59
8	AUS4	Mark Roberts	[raf]	10	[dnf]	6	6	8	6	9	10	6	61
9	AUS226	John Condie	10	[11]	9	[10]	9	9	9	8	9	7	70
10	AUS204	Aaron Heritage	8	9	[dnc]	[dnf]	11	10	11	11	8	8	76
11	AUS228	Dirk Seret	11	12	7	8	10	11	[12]	10	11	[dnc]	80
12	USA808	Shaun Wells	9	7	[dnc]	12	13	12	13	[14]	13	12	91
13	AUS147	Max Fry	12	13	10	11	12	14	14	[15]	[15]	13	99
14	AUS211	Neville Wild	13	14	11	13	14	13	[15]	[16]	14	14	106
15	AUS244	Andrew Pollard	dnc	dnc	dnc	dnc	[dnc]	[dnc]	[dnc]	10	12	12	113
16	AUS233	Brian Reynolds	dnc	dnc	dnc	dnc	dnc	dnc	dns	13	[dnc]	[dnc]	132





## Sailor profile: Warwick Hill

**Name:** Warwick Hill

**Age:** 21

**What is your home town?** Eltham in Melbourne, Victoria Australia

**When did you start sailing?** Started sailing Sabots at around age 9

**Summary of sailing career to date:** After sailing Sabots for a number of years developing basic sailing and racing skills I moved into an Australian double handed one design class, the Flying 11. I sailed this for about 2 years before I out grew it and moved into Laser radials in which I spent a couple of years and competed at several national championships. I then progressed into the Laser standard in which my best result was a 19th at the ISAF Youth Worlds in Korea 2005. In late 2007 I then decided it was time to move on and was instantly drawn to the Finn class with a worlds only a few months away on my home waters of Port Phillip bay. I Imported a boat after the Portugal worlds and received it 3 months prior to the gold cup in Melbourne. I competed at all the usual Australian summer circuit regattas and the Gold Cup. Jumping into the class in a pre-Olympic year meant that my first few regattas were a baptism of fire with so many of the world's top sailors in attendance. Since then I have continued with the Australian circuit and recently won the first round of the World Cup at Sail Melbourne after placing second at the Sydney International regatta the week before.

**Why did you take up sailing?** Not sure really. I always liked the water and was introduced to sailing by my parents who have always had boats and my school holidays generally consisted of holidays spent on a boat cruising lakes and coastal waters.

**What was your first boat?** A Sabot, basically a higher performance version of an oppi but without the gaff rig.

**What was your favourite boat and why?** My favourite boat is the Finn because it is the boat that I currently own and sail.

**What class did you first race in?** Sabots.

**How much time do you spend on the water each week?** Depending where I am in my training cycle I generally spend about 2-3 sessions on the water each week on average.

**Who are your sailing heroes and why?** Not too sure about who my sailing heroes are but I do admire Ben Ainslie.

**Why did you take up the Finn?** Because I grew too big for the Laser class.

**How long have you sailed the Finn?** As of February 2009 I have been sailing Finns for almost a year and 5 months.

**What is your favourite venue?** I love sailing on my home waters of Port Phillip bay especially in a big summer sea breeze.

**What is your least favourite venue?** A lake in Victoria I once did a training camp at. The water level was a little low and it was a 50 metre walk through knee deep mud to get from the boat park to the water.

**When was your first major win?** I guess I would say the recent win at the first round of the ISAF World Cup at Sail Melbourne.

**What are your strengths in sailing?** Being able to play percentages and having the patience to wait for the right opportunities to present themselves in a race. Also having studied meteorology a lot as part of my commercial pilot training I am pretty good at picking up on what is happening with the weather conditions.

**What are your weaknesses in sailing?** You can always be fitter both physically and mentally especially in the Finn class.

**What result gave you the most satisfaction?** My recent win in the first round of the World Cup. It's really enjoyable when you get results for your hard work.

**What is the single most important piece of sailing advice you could give to an aspiring sailor?** You create your own luck on the racetrack, the harder that you work the better you will do, its a simple equation.

**What is the Finn class's greatest asset?** I think the Finn is like a classic Italian sports car. It needs a lot of work to go fast all the time but very rewarding to drive.

**What are its disadvantages?** Its image to young people who are presented with so many other cooler, more extreme, faster sports and boats. It is good that the Finn has evolved so much over the years and it's now the oldest Olympic class, which is a tribute to both its fantastic original design and the longevity of the class.

**What other classes do you sail, if any?** I sail on a Mumm 30 (now a Farr 30)

**What other classes would you like to sail and why?** Not really sure. I would like to sail a high performance skiff of some sort but would probably spend too much time upside down for it to be enjoyable. I would love to do the Tour de France A La Voile

**What's the funniest thing you've ever witnessed at a regatta?** Seeing some of the tantrums that people sometimes have is pretty amusing. I couldn't stop laughing at a European guy who was next to me on a run at my first Laser nationals who completely lost it. He must have been having a really bad race I guess but it was funny to watch him jump around like an idiot yelling at the race committee who were about a mile away.

**What job would you be doing if you were not sailing?** Well seeing as I don't currently sail for a living, I am a commercial pilot although I currently work in a non flying role for a business jet charter company.

**What do you like about the current Olympic circuit?** I don't know I have never done it! I expect that it is a challenge with lots of travel and time away from home and logistical issues involved but very rewarding also.

**What would you change?** Maybe have a new format of sailing – try something different, new rules, different courses, something really outside of the box.

**What gear do you use and why?** I have a Devoti hull, Wilke and HIT masts and North UK sails. I like the HV-2 and HV-2L best and like a stiff mast so the HIT comes out most of the time. I bought my boat off Aaron O'Grady so it's fitted out pretty nicely with all Harken fittings and Donaghys ropes and I also like having the tbs non slip on the floor; very grippy. I have also just got a new mainsheet which is a vectran core with Kevlar/black poly snakeskin cover which looks and works fantastically.

**Mention one important modification or tuning factor to get the best out of your Finn that might help a sailor starting out in the class.** Find a mast that you like and learn how to use it in all conditions.

Photos from Sail Melbourne

Top left: Warwick Hill enjoys the Port Phillip chop

Above: Warwick Hill • Below: Chris Caldecoat

All photos: (c) Sport the Library/Brett Crockford





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## Technical talk

from Richard Hart

After sixty years of rule making and changing in the Class, one would expect that the Technical Committee would be almost redundant. It's not quite there yet.

In compliance with AGM instructions, in August last year we asked for a number of rule changes, of which the most significant were about allowing electronic compasses and the weight reduction. Unfortunately the ISAF Class Rules Sub-Committee were worried that we would end up with anarchy if they agreed the weight reduction, and they have also raised issues about practically everything we submitted. They discussed the matters among themselves. Eventually after frantic activity at the ISAF November meeting, we had agreement over the weight change, enabling a backlog of new boats to complete measurement and leave the builders' yards. This part of our Submission went through. The paddle and bailer became optional, after a paragraph was added to say that you still need a bailer if you have a single bottom Finn (pre-1976 I think). The Pumping Flag was changed from [Q] to [O], but in the process it was altered to follow some standard wording from elsewhere (nothing should change in the real world). I am still chasing up various other bits, and expect that we will ask for some tidying-up next year.

Within the Class, there have been many discussions and questions about the alterations caused by the change in our compass and hull weight. During the discussions within the ISAF CRSC, Peter Hinrichsen suggested using a spreadsheet to calculate the results of changing compass, correctors etc. When I heard of this, I worked with Georg Tallberg (Chairman of CRSC) to provide this as a workable alternative to re-swinging altered boats. CRSC were not satisfied that doing so was sufficiently reliable without additional safeguards, and my experience with re-swinging supports this: the boat only has to add a kilo somewhere due to age etc, and the resulting requirements change dramatically. I see no real alternative to re-swinging for most boats, but for some, the possibility is there at A.15.7.

The need to re-swing so many boats has highlighted a problem, that we are short of ordinary Finn measurers in many countries. Sometimes this is because the National Authorities will not authorise or recognise

measurers, and so we asked for the right to appoint measurers if the National Authority did not. So far, this has not been accepted by the CRSC, and we have to get the boats re-swing as best we can. Jüri is hoping to attend various regattas during the year, but his main duty is to work as an 'Equipment Inspector', checking that things are right, not sorting us out. Please try to get your boats sorted before we get to the regattas! It's not going to be easy for everybody, and the change was never going to be easy: we can only say that the year after the Olympics is the least bad time to do it.

What else is happening? Well, at long last we have had a batch of Templates made to the coordinates that were checked, rechecked, put on new measurement baselines etc by Gilbert Lamboley. We are also getting a new batch of swing hooks produced: At the moment there is a lack of standardisation and we have had to revisit some of the drawings to sort this out. When all this is right, done and finished, I shall feel that the most important part of my Chairman's job has at last been done!

What have we in the pipeline? Hopefully, as little as possible: If it ain't broke, don't fix it! Some measurers wanted the basic information about correctors etc to be on the Certificates as well as on the Measurement

Forms. This seems very useful, no great deal, and we are going ahead.

Another matter that we should think about, is the possibility proposed by ISAF, that classes should have their Certificate and appropriate Measurement details recorded on a universal database. The information would then be less likely to get lost, and an Equipment Inspector would be able to access the information at a regatta, without having to pull in all the Certificates. I am going to talk with TC about this, and we may then seek a directive from AGM about whether to go forward. Please in the meantime have a think about whether you like the idea of your boat information being available to anybody (not essential for the database idea, but much easier). If the idea does go to AGM, your opinions should be with your national representative. Usually I am concerned that the opinions of the ordinary sailor (you and me) are not sufficiently put forward at AGM, on this occasion the situation is rather different: I don't mind if you know where my lead is, but Ben Ainslie might not want you to know these details about his boat (although I doubt it). If it all happened, we would be much more 'transparent' than the many classes which are 'one-design' because the builder says they comply with a secret building and tolerance specification!

### STOP PRESS

I have now been told that our Submissions have been agreed, subject to some improvements to the wording.

#### WHAT MUST YOU DO

- Read the Rules. The ISAF website is now much easier to navigate, and we expect that the consolidated changes will be on it as a file (CRC...) by the time you receive your hard copy of FinnFare.
- If you don't have a halyard lock, fit a stop to prevent the sail from being hoisted too high.

**WHAT CAN YOU DO** (but read the final Rule on the ISAF website):

- Fit a simple electronic compass (one that tells your heading, but doesn't do calculations about whether you are on a header etc).
- Reweigh and re-swing, to bring the weight down to 116kg (without painter and without the electronic compass (153g), but

with the electronic compass mounting (approx 104g). A "Reweighing" attachment to the Certificate is available to simplify paperwork for the Measurer.

- A rule has been inserted to allow reweighing by a Measurer without re-swinging. In practice, the boats are so near the optimum that nearly everybody will want to re-swing. You can take out the Magnetic Compass if the Hull and Centreboard LCG Measurement  $\lambda$  is more than 2110 mm, and take out weight such as correctors from positions between 1000 mm and 2100 mm forward of Station 0.

**What's all this?** The compass is normally less than 1100 mm forward of the LCG, so removal can't make the boat illegal on Radius of Gyration. Removal might move the C of G aft, which is why you must re-swing if your  $\lambda$  starts at less than 2110 mm. If you take lead out from forward of 1000 mm and less than 2100 mm (actually 3200 mm!), you can't make the Radius of Gyration illegal.



# Malcesine Fin

Sometimes when you are out sailing in extreme conditions you wish someone had a camera. The Malcesine Cup in 2008 was just such an occasion. Fortunately, Fabrizio Prandini brought a camera and this is the result. Many more at [www.classefinn.it](http://www.classefinn.it). Enjoy.







# nn Cup 2008





# sea gear™

## Sea hiking pants

Sea hiking pants have the following features:

- Non-flex fibreglass battens
- Reinforced small diamond seat
- Reinforced kneepads
- Super stretch neoprene
- Functional designs

## Waist lock hiking pants

Allows for restriction free movement of the upper body while providing you with a little extra support to make hiking more comfortable. The elasticised back has a wide covering band that can be pulled in tight and Velcro locked to give support. You can quickly adjust the level of support you want and to customise the fit and feel around the waist and back.

Ultra warm hiking pants are better for cooler conditions.

Airprene hiking pants are your ideal summer choice.

Also available Airprene & Neo Hiking Shorts

Sea-HP007



Sea-HP005



Sea-HP006



Sea-HP004



Sea-HP002

## Neo lycra

- 2mm Thermospun lined neoprene chest and back with spandex sides and neck
- Perfect to wear in mild weather
- Available in both short and long sleeve



Sea-LP009



Sea-LP010

## Fleece lycra

- Warm snug fit
- Moisture wicking material
- Ideal base layer



Sea-LP006

## lycra wet shirt

- 50 + UV protection
- Use to stay cool and keep the sun off
- Colours available - White, Grey, Black & Royal.



Sea-LP001

## Ultra warm

- 2mm Super stretch neoprene
- Water repellent outer coating
- Inner layers are Thermospun and metalite
- This top will make you smile on those cold sailing days.



Sea-W003



Sea-MS001

## Metalite hottop

- Ultra thin and flexible
- Light weight water shield with body heat reflection
- 0.5mm neoprene with lycra neck
- Colours available Black and Navy / Red

As a Finn Class sailor, CEO and founder of Sail Equipment Australia (Sea) I am pleased to introduce the Sea range to you. Sea is a proven product and worn by many in the Finn fleet throughout the world including Jonas Hogn-Christensen, Chris Cook, Zach Railey and Andre Budzien to name a few.

**Brendan** AUS-241

All Sea sailing tops incorporate a Performance Design Fit making them functional and comfortable to wear.



Sail Equipment Australia

[www.sailequipment.com.au](http://www.sailequipment.com.au)



**Name:** James Paterson

**Age:** 25

**What is your home town?** Adelaide, Australia

**When did you start sailing?** 1995 when I was 12 years old.

**Summary of sailing career to date:** I sailed Holdfast Trainers for a couple of years, then sailed 303s for a season then got into Lasers. I started to get too big for the Laser so decided to go sailing on Keelboats and ended up doing three Sydney to Hobart Races. I then started sailing the Finn and haven't looked back.

**Why did you take up sailing?** I took up sailing because my dad sailed.

**What was your first boat?** Holdfast Trainer

**What was your favourite boat and why?** A 303 which is a scaled down version of a 505.

**What class did you first race in?** Holdfast Trainer

**How much time do you spend on the water each week?** 5-15 hours

**Who are your sailing heroes and why?** Ben Ainslie because he is the true professional at everything he does.

**Why did you take up the Finn?** I got too big for the Laser and was getting bored doing keelboat racing.

**How long have you sailed the Finn?** 2 years

**What is your favourite venue?** Adelaide Sailing Club my home club. Nice seabreezes and plenty of great waves to surf.

**What is your least favourite venue?** I don't have one yet.

**When was your first major win?** Sydney International Regatta 2008

**What are your strengths in sailing?** My downwind sailing

**What are your weaknesses in sailing?** Fitness and tactics

**What result gave you the most satisfaction?** My win in Sydney in 2008

**What is the single most important piece of sailing advice you could give to an aspiring sailor?** Don't be afraid to ask lots of questions and to always listen to any ideas people may have.

**What is the Finn class's greatest asset?** Most people in the class are so helpful. If you have a problem you can always find someone to have a chat to try and solve it.

**What other classes do you sail, if any?** Occasionally keelboats

**What other classes would you like to sail and why?** Possibly a Star when my time is up in the Finn

**What job would you be doing if you were not sailing?** Being a Marine Biologist

**What do you like about the current Olympic circuit?** The new World Cup is a great idea which will hopefully help sailing build a bigger profile worldwide and create more media exposure.

**What would you change?** I would like to see the European regattas placed closer together so people coming from outside of Europe can compete in more of them.

**What gear do you use and why?** I use a Wilke mast and North UK sails.

**Mention one important modification or tuning factor to get the best out of your Finn that might help a sailor starting out in the class.** Make sure your mast is positioned in the right spot by measuring mast rake and leech tension.



**Name:** Andrew Mills

**Age:** 23

**What is your home town?** Ashford, England

**When did you start sailing?** Age 4

**Summary of sailing career to date:** Mirror-Topper-Laser Radial-Laser-Finn

**Why did you take up sailing?** I started sailing with my family

**What was your first boat?** Mirror

**What was your favourite boat and why?** Finn. It's the first boat that has allowed me to travel the world, it's great fun to sail and has good regatta rules which makes the racing high quality

**What class did you first race in?** Toppers

**How much time do you spend on the water each week?** If it is a training week then around 12 to 13 hours

**Who are your sailing heroes and why?** No real sailing heroes, Ricky Hatton is my sporting hero for his attitude and mentality

**Why did you take up the Finn?** Natural progression from a Laser and enjoyed the idea of getting up to weight as opposed to down to weight

**How long have you sailed the Finn?** Since late 2005

**What is your favourite venue?** Melbourne on a classic sea breeze day in the afternoon

**What is your least favourite venue?** Any cold venue

**When was your first major win?** Palamos Christmas race 2008

**What are your strengths in sailing?** Unlimited pumping conditions and reaching

**What are your weaknesses in sailing?** Staying interested on light wind runs

**What result gave you the most satisfaction?** Palamos Xmas race as it is my first and only major regatta win so far, hopefully much more satisfying results still to come though.

**What is the Finn class's greatest asset?** The friendly atmosphere in the class

**What other classes do you sail, if any?** Occasional bit of yacht racing on an X35

**What's the funniest thing you've ever witnessed at a regatta?** Probably watching sailors nursing their hangovers on the last day of the regatta!

**What job would you be doing if you were not sailing?** Something involving financial markets in the city

**What do you like about the current Olympic circuit?** A range of venues all over the world which all have different conditions

**What would you change?** Possibly more events

**What gear do you use and why?** Devoti hull, Wilke Mast, North sails. I think all are the best bits of kit on the market, in particular Wilke masts are made very well

**Mention one important modification or tuning factor to get the best out of your Finn that might help a sailor starting out in the class?** The boat is not as technical as people say, get a couple of basic settings and focus on sailing the boat



## Finn World Masters – a word from the President

The organisation of the FWM 2009 in Maubuisson, France, is going on. The entries are coming in quickly now. On February 27th we had 108 entries from 16 countries. At that moment the webmaster of the hosting club CVB is working on an on-line entry system, as I asked for. I hope it will be working by the time you are reading this. After the implementation of this, entries will come quicker and easier. The advantage for a local organisation is that no data has to be retyped and a complete data list of each competitor can easily be created, i.e. as an Excel document. This will secure this data for future activities.

At the same time, for the future, we are working on a system where the entries are made on the general Masters website [www.finnworldmaster.com](http://www.finnworldmaster.com) with a direct link to the Masters organisation for the present year. This means that we develop one system that can be used for the future, without, every year, inventing the wheel again. Therefore, I wish to thank Ewout Meijer and Jan Kingma for their efforts.

I recently opened a weblog on the Master's website under the button "President's blog". Here I will frequently keep everyone updated about Master's issues. I hope the sailors will find their way to it and appreciate this extra service.

At this moment I am working on new Finn World Masters Rules. These Rules were initiated a few years ago by a couple of German Finn Masters, but up until now nothing happened with the document. I commented these Rules and asked for comments from 11 Finn Masters all over the



world, including the Germans who made the draft.

Together with this I asked the 11 sailors if they are willing to take places in the new Masters Committee. Some of them do, some don't. My plan is to present this committee during the Annual Masters Meeting (AMM) in Maubuisson. I received their comments and will use them to make a definite document, which will be presented at the AMM as well.

During this AMM there will also be presentations from the 2011 candidates: Punta Ala in Italy and Pwllheli in North Wales (UK). One of them will be elected for the organisation of the FWM in 2011. You can see a pre-presentation on [www.finnworldmaster.com](http://www.finnworldmaster.com), under the button "Candidates 2011".

I have also asked the Labud Sailing Club from Split, Croatia to present their organisation for 2010 during this year's AMM. In 2007 the AMM has already voted for Split as the location in 2010. Furthermore I am trying to contact locations for the years 2012 and up.

By the end of March I will present on the Masters website the agenda for the AMM 2009, together with the draft Rules and the proposals some Finn Masters have sent me.

I hope to meet a lot of you in Maubuisson from May 30th till June 5th.

Fons van Gent  
(Vice-) President Masters fleet

Below: Masters 1999, Maubuisson,  
Photo: Deborah Cooper



## Don't miss the boat

Advertise your products and services to the full Finn market in one easy package through four separate products in 2009. Various package discounts apply to yearly bookings of one or more products.

- FINNFARE
- [www.finnclass.org](http://www.finnclass.org)
- 60th anniversary book
- The Finn Channel



Four  
products  
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message





## A new Finn for Brazil

A joint initiative between a Brazilian Finn sailor, Pata Boats of Hungary and the International Finn Association has resulted in competitive new Finns being built in South America for the first time in 35 years.

For the past three and a half decades, Finn sailors in Brazil have had to rely on using old and reconditioned hulls or importing new ones at great cost. Jorge Rodrigues explained the problem, "The huge difference in the currency and the value of the import taxes prevented many people from buying a new boat. The final cost of a new one, with all the taxes and transportation costs, was more than double the FOB price of the boat to us. In this scenario, it was almost impossible for the class to grow here."

However, a unique partnership between Jorge and the International Finn Association (IFA) FIDeS programme, has enabled new Finns to be built in Brazil using old moulds imported from Europe. He continued, "That's why I decided to try to build the boats here. We have been without a national Finn builder for decades, after Jorg Bruder died in 1973. Now we are starting it all over again. My original idea was in fact to build a new mould for the boat, and for this, I was looking for a precise table of offsets to build a plug for the new mould."

Discussions followed with the IFA, Gilbert Lamboley and Richard Hart, about building a new mould. "But I also wanted a modern boat, to allow me to have a reference in construction and quality to pursue on my future boats. I started to ask for quotations from many manufacturers, to decide the best boat to buy." Jorge finally bought a new Finn from the Pata boatyard in Hungary and on hearing that he was also looking to start building Finns, the company offered Jorge a set of unused Finn moulds, free of charge. The only problem was how to get them to South America from Central Europe.

This is where the International Finn Associations FIDeS programme came in. FIDeS is the IFA's development programme, providing aid, gear and funding to projects and sailors worldwide. The Brazilian project is without doubt its most adventurous and ambitious to date. FIDeS generously provided a grant to fund the logistics and transport of the moulds from the Pata yard in Hungary to Brazil. But Pata's involvement didn't end there.

Jorge said, "We explained our need to Rodney Cobb, and he worked out with Antal Gabor to host Lorenzo Cardoso at the Pata boatyard to learn the Pata B4 production process. Lorenzo is naval engineer specialised in construction of small dinghies and carbon fibre construction. He is also the owner of the Holos company, in Rio de Janeiro, that is my associate. Antal was very helpful and friendly, opening the doors of his boatyard to us and, giving us all the information that we needed to produce a quality boat. I don't have enough words to thank both him and Rodney for the support that they gave to our project."

The first boat out of these moulds was presented to the Brazilian Finn sailors in early November 2008 at the South American Championship, hosted by the Rio de Janeiro Yacht Club, and the results look terrific. "Currently, there is a lot of interest in people buying these boats, especially here in Brazil, where the class is growing. Last year we had at our Nationals a record of 22 boats.

The idea is to cover mainly Brazil and South America initially. Central America can also buy boats from US based companies, but we want to have the South American market attended first, this is our priority."

"There have been so many people involved that it is hard to mention everybody. At the very beginning I received a lot of info from Gilbert Lamboley about the hull lines and measurements. The Chairman of the International Finn Technical Committee, Richard Hart also assisted us on this phase. The Finn class, via its Executive Director Corinne Rolland McKenzie and its President Balazs Hajdu, also helped us a lot to bring the Finn moulds to Rio. We also received a lot of encouragement and support from Bruno Caruso and Fernando Madureira, the previous and current Finn class secretaries here in Brazil. My hope is to offer a well built Finn at a fair price, to really allow the class to grow here in Brazil and South America."

Balazs Hajdu (HUN), President of the IFA commented, "This project is a milestone in the International Finn Development Support (FIDeS) program helping among others developing Finn nations and young Finn sailors in joining their national as well as the international Finn scene. Although the FIDeS program was only introduced a couple of years ago, the 2008 Olympic Sailing Regatta already showed how effective such Olympic class initiatives can become. Cyprus, India and Venezuela were all new countries for the Finn in the Olympics and they were all supported by the FIDeS program."



Above: National Champion Henry Boenning will be the test pilot for the new Brazilian Finn

Top: Lorenzo takes the first sail in the new Finn he built

Below: Jorge Rodrigues (left) and boatbuilder Lorenzo (right) celebrate the launching in Rio.







Photo: Overseas Agency/François Richard

The eighth edition of La Semaine Internationale de Cannes attracted a massive 80 boat fleet from 12 countries from February 17-20. The enthusiasm of the sailors to get started early in this post-Olympic year seems unstoppable.

The French fleet produced the largest contingent, with many sailors already in training for this year's Finn World Masters in Mauboussin. Everyone found old friends and made new ones this week. Has there ever been such a deep and diverse fleet for a Grade 3 regatta this early in the season? Olympic hopefuls, club sailors, Masters and

returning old hands all celebrated the Finn in a week of competitive and friendly racing.

The field was dominated by Tapio Nirkko, only once placing outside the top 4 in his first ever graded event win. Behind him, up and coming youngsters Jan Kurfeld, Bjorn Allansson, Frederico Melo and Jonathan Lobert mixed it with 2008 Olympian Giorgio Poggi to fill out the top six places.

The first day started with no wind and didn't get better, so the sailors filled in time with talk on shore of all things Finn related.

Wednesday brought new conditions, wind, rain, choppy seas, cold weather. After winning the Palamos Christmas Race, Andrew Mills got off to a great start by taking race 1 followed by a 7th. Nirkko replied with a 2, 1 to lead overnight. Thursday wasn't much better with race wins going to Lobert and Allansson.

Finally on Friday there was sun and wind with some great racing to wrap up the week. Nirkko made sure of the week with a 1, 4 while Kufeld had a similar score with a 2, 3. Melo took out the last race to move up to fifth, one point ahead of Lobert.

1	FIN	TAPIO Nirkko	11	(2, 1, 3, 12, 1, 4)	41	HUN	ANTAL Gabor	187	(34, 37, 48, 36, 32, dsq)
2	GER	KURFELD Jan	20	(4, 6, 9, 5, 2, 3)	42	FRA	BAUMGARTEN Régis	188	(58, 36, 30, 23, 54, 45)
3	SWE	ALLANSSON Bjorn	29	(3, 21, 4, 1, 10, 11)	43	FRA	BOULAN Damien	192	(43, 11, 52, 41, 45, dnc)
4	ITA	POGGI Giorgio	30	(11, 27, 7, 3, 7, 2)	44	POR	QUINA Rodrigo	192	(28, 50, 25, 46, 55, 43)
5	POR	MELO Frederico	39	(5, 3, 21, 9, dsq, 1)	45	GBR	SMITH Julian	196	(21, 49, 41, 33, 52, dnc)
6	FRA	LOBERT Jonathan	40	(9, 25, 1, 13, 12, 5)	46	FRA	ALLAIN DES BEAUVAIS Marc	197	(22, 44, 50, 56, 25, bfd)
7	GRE	DRAGOUSSIS Alexandros	42	(6, 8, 10, 8, 19, 10)	47	FRA	BAUDIN Arnaud	203	(30, 63, 42, 61, 36, 34)
8	GER	MITTERS Martin	47	(15, 4, 11, 4, 13, 20)	48	GER	BOLOGINO Andreas	205	(18, 59, 53, dnf, 40, 35)
9	FRA	HAY Laurent	50	(17, 5, 5, 7, 20, 16)	49	FRA	GROSSARD Jean Paul	209	(53, 35, 54, 26, 41, 60)
10	AUT	RAUDASCHL Florian	50	(10, 20, 8, 18, 5, 9)	50	SWE	ANDERS Nordin	209	(36, 62, 49, 30, 43, 51)
11	FRA	LE BRETON Thomas	53	(12, 23, 2, 10, 28, 6)	51	FRA	MONTAGUT Benjamin	223	(33, 56, 57, 48, 29, dnc)
12	NED	ZETZEMA Wietze	53	(7, 2, 15, dns, 15, 14)	52	FRA	FOURCADET Amaury	228	(55, 42, 47, 40, 60, 44)
13	GBR	MILLS Andrews	63	(1, 7, 12, 22, 21, dnc)	53	FRA	ALEXIS Stéphane	229	(19, 41, 32, dns, 56, dnc)
14	GER	KURFELD Ulli	69	(20, 16, 16, 2, 18, 17)	54	FRA	RICHARD François	231	(45, 66, 56, 35, 49, 46)
15	GER	SCHREIBER Anian	72	(31, 29, 6, 14, 16, 7)	55	ITA	D'ALBERTAS Vittorio	231	(48, 54, 44, 37, 65, 48)
16	DEN	ANDRESEN Kaspar	73	(39, 10, 13, 19, 8, 23)	56	FRA	GODEFROY Joel	249	(raf, 38, 27, 53, d+d, 50)
17	GER	HOFFMANN Gunter	77	(42, 19, 14, 11, 9, 24)	57	FRA	ZOCCOLA Yves	250	(49, 39, 51, 59, 62, 52)
18	ITA	RECCHI Carlo	83	(16, 45, 23, 25, 6, 13)	58	FRA	FAUROUX Jacques	252	(57, 53, 67, 50, 38, 54)
19	GER	MEID Dirk	84	(14, 14, 19, 15, 22, 22)	59	ITA	PETELLA Filippo	260	(32, 57, 66, dnf, 64, 41)
20	AUT	GUBI Michael	91	(24, 48, 20, 31, 4, 12)	60	ITA	CISBANI Paolo	260	(38, 68, 34, 63, 57, dnc)
21	GBR	TREMLET John	94	(8, 13, 33, 32, 23, 18)	61	ITA	PIRAM Pietro	265	(54, 52, 59, 52, 58, 49)
22	FRA	GASTON Jean Paul	97	(25, 17, 17, 17, 50, 21)	62	ITA	PITINI Antonio	290	(dnf, dnc, 64, 55, 48, 42)
23	NED	ZETZEMA Jan	111	(26, 26, 62, 6, 14, 39)	63	GBR	BROWN Paul	294	(61, 60, 58, 34, dsq, dnc)
24	FRA	TETARD Pascal	125	(40, 22, 35, 20, 17, 31)	64	GBR	TILL Mike	295	(dnf, 61, 63, 54, 61, 56)
25	GBR	POTTER David	136	(13, 46, 31, 28, 37, 27)	65	GER	SCHERER Thomas	303	(59, 55, 55, dnf, 53, dsq)
26	ITA	CORDOUANI Riccardo	142	(dnf, 28, 22, dnf, 3, 8)	66	FRA	LIGUET Jean	304	(60, 64, 61, dnc, 66, 53)
27	ITA	ANTOLINI OSSI Frabrizio	144	(29, 31, 28, 42, 31, 25)	67	FRA	LE FRAPPER Philippe	308	(51, 58, 69, 49, dsq, dnc)
28	GBR	BRUNTON Adrain	145	(44, 47, 18, 43, 11, 29)	68	FRA	GRALL Sébastien	325	(dnc, dnc, dnc, dnc, 44, 38)
29	FRA	ROUMAILLAC Jean claude	147	(47, 30, 38, 21, 26, 32)	69	FRA	GUILLOU Alain Pierre	329	(63, 65, 65, dnc, dsq, 55)
30	POR	PINHEIRO DE MELO Jorge	153	(23, 40, 24, 58, 30, 36)	70	FRA	RANUNKEL Charles	331	(64, 73, 68, 45, dsq, dnc)
31	FRA	JEAN Christophe	164	(35, 33, 43, 47, 27, 26)	71	FRA	POISSANT Didier	331	(dnf, 72, 70, dnc, 51, 57)
32	NED	CASANDER Rodrick	166	(46, 12, 60, 44, 34, 30)	72	HUN	GRAHAM Douglas	335	(65, 71, 72, 60, 67, dsq)
33	GBR	SELLARS Howard	166	(52, 15, 36, 57, 35, 28)	73	FRA	SIOT René	336	(dnf, 69, 75, 65, 69, 58)
34	FRA	ITURRALDE Orotz	169	(62, 51, 45, 16, 24, 33)	74	FRA	MONTESINOS Jean Claude	337	(dnf, 74, 71, 62, 71, 59)
35	FRA	NICOLAS Patick	169	(50, 18, 37, 24, dsq, 40)	75	FRA	HUTTER Patrick	357	(dnf, dnc, dnc, dnc, 33, dnc)
36	FRA	LOBERT Philippe	171	(37, 24, 40, 51, dsq, 19)	76	FRA	MICHAL Bernard	358	(dnf, 70, 73, 64, 70, dnf)
37	GER	HUBER Alfons	173	(27, 9, 29, 27, dsq, dnc)	77	FRA	GAVARRY Max	365	(dnf, dnc, 74, dnc, 68, 61)
38	ITA	MENONI Nicola	178	(dnf, 43, 39, 39, 42, 15)	78	FRA	PHILIPPE Yann	370	(dnc, dnc, dnc, dnc, 46, dnc)
39	SUI	FATZER Hans	183	(56, 32, 46, 29, 39, 37)	79	FRA	LAPORTE Pierre	373	(dnf, 67, dnf, dnc, 63, dnc)
40	ITA	BUCCIARELLI Gino	186	(41, 34, 26, 38, 47, 47)	80	FRA	KURTZ Michael	383	(dnc, dnc, dnc, dnc, 59, dnc)





Reports from Marco Buglielli

Photos from Trofeo Bertacca by Emilio Bianchi

## Malcesine Finn Cup

A wonderful and windy edition of the International Finn Cup took place in Malcesine at the beginning of October, attracting 49 Finn sailors from 10 countries.

The first day of racing dark clouds were hanging over Garda Lake and one race was sailed with a strong north wind up to 25 knots. The second day, with the mountains around the lake white for the snow fallen during the night, the north wind was still blowing but only at 14 knots and decreasing during the day. Two races were completed and the third was abandoned at the end of the first downwind because the wind completely died.

For the final day the Race Committee decided to anticipate the start at 9 am in order to take advantage of the Garda morning north wind, the Peler. And so it was, with three glorious races in strong wind with gusts up to 30 knots in the first race and wonderful sunshine. A perfect setup for the local photographer Fabrizio Prandini who took some wonderful shots (see centre pages).

The series was dominated by Florian Raudaschl (1-7-2-2-1-1), with the young Italian Marko Kolic in second place (3-3-20-4-2-3). Marko was also awarded the Andrea Menoni Trophy for the best placed Italian. Third place went to Riccardo Cordovani (9-2-17-1-3-2). Now that the Fraglia Vela Malcesine has been completely renovated and has wonderful and modern facilities, the Malcesine Finn Cup is definitely returning to its previous status and participation.

1	AUT 3	Raudaschl Florian	7
2	ITA 40	Kolic Marko	15
3	ITA 101	Cordovani Riccardo	17
4	SLO 99	Moze Tine	21
5	GRE 8	Dragoutsis Alexandros	30
6	GER 22	Mitterer Martin	34
7	ITA 97	Recchi Carlo	41
8	ITA 70	Lubrano Francesco	45
9	HUN 6	Gaszton Pal	50
10	ITA 82	Bosetti Roberto	58

## Coppa Italia

The two final events of the 2008 edition of Coppa Italia Finn took place between September and October on Garda lake.

The lake maintained its reputation and both events enjoyed windy conditions, allowing for a perfect final of the series.

Overall winner was Riccardo Cordovani, who largely dominated the series, with almost 100 points margin on second place Francesco Lubrano. Third place went to Simone Mancini, followed by Marko Kolic, Marco Buglielli, Carlo Recchi and Roberto Bosetti.

This was a record year for the Coppa Italia Finn, with 34 races sailed in 8 weekends between March and October in different locations around Italy and 99 Italian sailors participating, together with several guests from abroad.

The prizegiving took place in December during the Bertacca Trophy in December and the top ten sailors in the standings received very nice prizes offered by the sponsors. There were also other rich prizes assigned by drawing lots.



The supporting sponsors were: North Sails Italia, HiTech Sailing, Bertacca Sail Equipment, Grappa Bertagnolli, Devoti Sailing, Essemarine, Harken, Tomasoni, Nordstudio and Residence Ca' del Lago.

1	ITA 101	Riccardo Cordovani	823
2	ITA 70	Francesco Lubrano	727
3	ITA 926	Simone Mancini	722
4	ITA 40	Marko Kolic	701
5	ITA 2	Marco Buglielli	683
6	ITA 97	Carlo Recchi	683
7	ITA 82	Roberto Bosetti	638
8	ITA 103	Mauro Merlini	589
9	ITA 54	Fabrizio Antolini Ossi	553
10	ITA 67	Gino Bucciarelli	514

## Trofeo Bertacca

The sixth edition of Trofeo Bertacca took place in Torre del Lago, close to Pisa, at the beginning of December. 40 Finns were attracted from all parts of Italy for this event, which is now the classical end of

season regatta for the Italian Finn fleet. The organisation was perfectly cared as always by Italo Bertacca.

During the Saturday night dinner in Viareggio the Coppa Italia prizegiving was held in a very pleasant atmosphere.

The weather was nice for the season, but only the wind was a bit reluctant and only three races were sailed in light airs, two of which had to be shortened.

Regatta winner was Giorgio Poggi (1-1-5) who returned for this occasion after a short holiday following the Olympics.

Second place went to Fabrizio Antolini Ossi (14-5-2) followed by Francesco Faggiani

(5-15-4), Simone Mancini and the event organizer Italo Bertacca. The prizegiving was extremely rich as usual for this regatta.

1	ITA 117	Giorgio Poggi	7
2	ITA 54	Fabrizio Antolini	21
3	ITA 4	Francesco Faggiani	24
4	ITA 926	Simone Mancini	25
5	ITA 34	Italo Bertacca	27
6	ITA 2	Marco Buglielli	30
7	ITA 37	Paolo Visona'	31
8	ITA 68	Piero Romeo	35
9	ITA 101	Riccardo Cordovani	37
10	ITA 1065	Andrea Biagioni	39







Paul Kamphorst (above) sent the results of two regattas in The Netherlands in late 2008.

### Boterletter 2008

The traditional final event of the year is at Kralingen Rotterdam. The famous roaring waves were absent this time. Instead the races were sailed in light conditions. The previous weekend Paul, Luuk, Jan Willen and Karel (pictured right) went out for a training in windy, cold and even snowy conditions. This didn't help in the changed conditions.

It took four races with one discard. The first race Karel van Hellemond was clear right away and increased his lead throughout the race, Wietze Zetzema came second and Nano third.

The second race had the same conditions and course. Although Karel was being watched, conditions at Kralingen are never the same. Karel lagged behind what he gained in the first. Kok and Van Viersen joined in after an extended nightsleep. It ended in a race between Wietze, Luuk Kuiper and Thierry, finishing in that order and leaving the rest more than a leg behind.

On Sunday morning the first race, more wind, cold and frozen sheets. Again Wietze, Luuk and Thierry but they didn't gain distance as yesterday. Jan-Willem was back on track and Leo was on the move making fine tacks. Leo managed to edge into second behind Wietze and ahead of Thierry.

In the final race the fight was for second place as Wietze already had the event. Ewout Meijer took the lead at the first mark just before Luuk. In the end Jan Willem took the last win ahead of Thierry and Luuk.

It was nice racing that was thrilling to the end (given the ever changing wind conditions and directions) with great courses. This helped Thierry and Jan Willem to recover from pretty late (some minutes) starts.

1	NED 64	Wietze Zetzema	2	1	1	(dnc)	4
2	NED 881	Thierry van Vierssen	(9)	3	3	2	8
3	NED 888	Luuk Kuiper	5	2	(8)	5	12
4	NED 41	Karel van Hellemond	1	(8)	6	6	13
5	NED 780	Jan Willem Kok	(dnc)	4	9	1	14
6	NED 787	Nanno Schuttrups	3	(11)	4	7	14
7	NED 66	Ewout Meijer	6	(9)	5	4	15
8	NED 839	Timo Hagoort	4	5	7	(9)	16
9	NED 69	Wouter van Catz	8	6	(10)	3	17
10	NED 20	Leo Hartman	(10)	10	2	8	20
11	NED 27	Paul Kamphorst	7	7	(dnc)	dnc	28
12	NED 823	Nico van Wirdum	11	(12)	11	10	32
13	NED 101	Christian Scheen	(dnc)	dnc	dnc	dnc	42



### Boerenkoolcup 2008 - wsv. Het Witte Huis Loosdrecht

1	NED842	Pieter Jan Postma	1	1	1	2	1	4
2	NED45	Dennis de Ruiter	4	4	6	10	3	17
3	NED41	Karel van Hellemond	3	15	15	1	2	21
4	NED64	Wietze Zetzema	20	2	4	11	5	22
5	NED80	Sander Willems	6	3	dnf	7	7	23
6	NED787	Nanno Schuttrups	7	6	7	8	6	26
7	NED780	Jan Willem Kok	2	18	12	6	12	32
8	NED839	Timo Hagoort	18	14	3	4	11	32
9	NED12	Mark Neeleman	22	7	10	3	13	33
10	NED881	Thierry van Vierssen	12	12	2	12	15	38

11	NED84	Gert van der Heijden	38	27	NED77	Jan Jaap Lamme	101	43	NED117	Haico de Boer	164
12	NED100	Han Bergsma	41	28	NED703	Eric Bakker	112	44	NED862	Rob Woudstra	167
13	NED17	Wiebe Schippers	42	29	NED11	Henk de Jager	112	45	NED788	Peter Verseveldt	170
14	NED42	Martijn van Muyden	43	30	NED72	Lacus/Jan Groenhout	118	46	NED38	Olaf van Heusden	175
15	NED29	Bas de Waal	44	31	NED43	Jack van Hellemond	119	47	NED70	Ronald Top	179
16	NED25	Arwin Karssemeijer	53	32	NED722	Siebe Ekels	119	48	NED81	Pieter van Reewijk	186
17	NED19	Joost Houweling	60	33	NED20	Leo Hartman	122	49	NED31	Willem Nagel	186
18	GER150	Gunther O. Hoffmann	63	34	NED50	Jan Zetzema	122	50	NED18	Johan van Straalen	189
19	NED2	Wouter Molenaar	69	35	NED1	Jan vd Horst	123	51	NED774	Evert Jan Nilting	193
20	NED27	Paul Kamphorst	83	36	NED902	Pieter Risseeuw	123	52	NED32	Peter Verhoef	194
21	NED66	Ewout Meijer	85	37	NED241	Willem/Jan vd Bunt	126	53	NED101	Christian Scheen	196
22	NED841	Hein van Egmond	85	38	NED4	Ruurd Baerends	143	54	NED687	Fred Butter	214
23	NED904	Cees Scheurwater	88	39	NED10	Nanne Boot	145	55	ITA1	Philippe Rogge	228
24	NED777	Albert Kroon	91	40	NED748	Fons van Gent	149	55	NED54	Joos Bos	228
25	NED49	Jan Mark Meeuwisse	94	41	NED7	Gerard vd Krogt	150				
26	NED8	Rodrick Casander	94	42	NED88	Chiel Barends	161				



## US Nationals 2008

In October 2008, 33 Finn sailors descended on San Francisco for the US National Championships, which will also be the venue for the 2010 Finn Gold Cup. Olympians Dan Slater, Richard Clarke, and Zach Railey dominated the racing to a large extent, finishing 1, 2, 3, but the racing behind them was just as intense.

The wind increased each day of the regatta and most of the races were sailed on an incoming flood tide, and the wind had enough south in it to send shifts off the Marina District on to the race course. Slater built his finishing score by mastering the countercurrent up the wall from Ft. Mason to Anita Rock as well as the shifts early on in the event. Slater and Clarke matched with three wins apiece, but Slater was better until the last day when the stiffer breeze favored Clarke.

Clarke used his experience on SF Bay to only trail Slater by one point for the series. Zach Railey returned to California for sort of a homecoming after his successful trip to China. He told norcalsailing.org: "This is the



San Francisco will be the venue for the 2010 Finn Gold Cup

first US event I've been able to do since the trials last October. We spent so much time internationally, training over there, it's nice to come home and especially here at the St. Francis. It's one of the best places to sail in the world."

The first race was postponed for two hours awaiting the arrival of the westerly. On schedule, the sea breeze built and the course was laid. Sunny skies, a light ebb at the start, and the regatta was on! Railey rang the first bell with a first place finish, so as to say "I'm in the house" to his sponsors looking on the races from the plate-glass window of the club's grill room.

Veteran Finn sailor Darrell Peck, whose light-air prowess enabled his wins at the North Americans and Eastern Championships this

past summer, finished in fourth just ahead of 2007 National Champion Andy Casey. John Romanko led the current Canadian national team with an eighth, just behind master legend Henry Sprague and incoming USAFA So-Cal vice-president Andy Kern. Aussie David Giles led SFYC Youth Director Forrest Gay to round out the top ten.

On the second and third days of the regatta, the wind arrived on time and with increased velocity. PRO John Craig moved the course further east than usual, which made the weather legs heavily-favored along the Ft. Mason-Crissy seawall, the harbor jetty, and the rocks in front of the club. "Q" flag conditions prevailed for lots of those races, which made for great gains when jibing downwind in search of streaks and waves and many downwind photo finishes.

## US NATIONALS - ST FRANCIS YACHT CLUB

1	NZL 1	Dan Slater	2	1	1	1	[5]	3	2	4	14
2	CAN 303	Richard Clarke	3	3	[8]	2	1	4	1	1	15
3	USA	Zach Railey	1	2	2	[23]	2	8	3	2	20
4	USA 81	Darrell Peck	4	4	7	4	3	[14]	4	5	31
5	USA 55	Andy Casey	5	7	3	3	6	5	[14]	6	35
6	USA 74	Henry Sprague	8	9	[13]	5	4	1	6	7	40
7	USA 78	Andrew Kern	7	6	4	8	[12]	2	9	11	47
8	CAN 1	John Romanko	6	5	5	7	8	[16]	15	9	55
9	AUS 253	David Giles	10	[21]	9	12	9	6	8	3	57
10	USA 30	Forrest Gay	12	10	[15]	6	7	15	5	10	65
11	USA 808	R.Phillip Ramming	11	12	6	10	13	7	[20]	13	72
12	USA 2012	Adam Nicholson	9	[27]	10	11	11	13	12	8	74
13	USA 3	Rodney Hagebols	14	8	14	13	10	11	7	[OCS]	77
14	USA 16	Conrad Brown	[dsq]	14	11	9	16	10	16	12	88
15	USA 8	Scott Mason	16	17	12	[20]	17	12	11	15	100
16	USA 27	Jeffrey Allen	15	16	16	15	18	[24]	13	14	107
17	USA 48	John Harrop	21	[25]	18	16	14	17	10	17	113
18	USA 7	Bill Upthegrove	17	11	22	22	[24]	9	17	18	116
19	USA 31	Scott Griffiths	13	13	19	19	15	[26]	21	16	116
20	USA 35	Stephen Hutchison	20	[24]	24	18	20	18	18	21	139
21	USA 32	Charles Heimler	24	[26]	21	17	19	21	23	19	144
22	USA 777	Peter Aschwanden	19	18	[25]	21	23	20	24	24	149
23	USA 13	Macho Slavich	22	19	27	14	[28]	27	22	20	151
24	CAN 3	Ian Bostock	18	23	23	[29]	21	23	26	23	157
25	USA 1213	Andras Nady	23	15	[26]	26	26	25	25	22	162
26	USA 88	Philippe Kahn	26	30	20	27	25	19	19	[dnf]	166
27	USA 92	Peter Macdonald	25	20	17	24	22	[dns]	dns	dns	176
28	USA 505	Dennis Rowedder	28	22	29	28	29	22	27	[dnf]	185
29	USA 1217	Terry Dewane	27	29	30	25	27	28	28	[dns]	194
30	USA 11	Robert Carlen	29	28	28	30	[dns]	dns	dns	dns	217
31	USA 1109	Nick Salvador	31	31	[dnf]	dns	dns	dns	dns	dns	232
32=USA 60	Iain Woolward	[dns]	dns	dns	dns	dns	dns	dns	dns	dns	238
32=USA 555	Peter Jesberg	[dnf]	dns	dns	dns	dns	dns	dns	dns	dns	238

## Christmas Race, Palamos, Spain, 17-22 December 2008

1	GBR 634	Andrew Mills (right)	6	6	2	1	2	2	1	15
2	ESP 836	Alejandro Muscat Díaz	1	2	3	4	5	4	2	18
3	UKR 1	Oleksiy Borysov	2	4	5	3	1	3	3	19
4	ESP 1	Diego Fructuoso	5	1	6	5	7	5	5	32
5	GBR 41	Giles Scott	3	3	1	2	6	1	ocs	32
6	FRA 115	Thomas Le Breton	4	9	4	6	3	6	7	37
7	FRA 99	Marc Allain Des Beauvais	7	11	8	10	8	11	4	52
8	UKR 2	Illya Efremov	11	5	11	7	4	7	9	52
9	NED 84	Gert Van Der Heijden	8	12	9	8	10	9	6	56
10	UKR 21	Anton Sadchykov	10	10	7	11	9	8	8	60
11	ESP 981	Jano Toro Prieto-Puga	ocs	7	10	9	11	10		47
12	FRA 89	Montagut Benjamin	9	8	12	12	12	12		53
13	HUN 07	Graham Douglas	12	13	dnc	13	13	13		64





## More Finn News

### Silver Cup

The International Finn Association and the Batatonfüred Yacht Club invite the youth of the world to meet in Hungary for the 2009 Finn Silver Cup from July 30th to August 6th. The venue is the Balatonfüredi Yacht Club ([www.byc.hu](http://www.byc.hu)) and the event is eligible to any sailor under the age of 21 on 1st January 2009. A limited number of charter boats will be available.

Pata Boats is the proud sponsor and the champion will be honoured with an offer of one year's sponsorship from Pata Boats including free use of a brand new Pata Finn and mast. Double World Masters Champion Andre Budzien will run a one week clinic before the championship.

For more information see the IFA website to download the brochure or contact the IFA.

### Russian invite

Vasiliy Kravchenko of the Russian Finn Association invites sailors to Moscow for two regattas.

Open Russian National championship, Moscow, September 13-18  
International Moscow Regatta, Moscow, July 27 – August 2

Vasiliy writes, "All participants of these regatta can get fully equipped charter boats free of charge." More info at [www.finnclass.ru](http://www.finnclass.ru)

### Czech invite

Tomáš Vika writes, "I am sending an invitation for the two biggest Czech Finn regattas. Both of them are ISAF Grade 3. For more information contact Tomáš on [tommy.vika@centrum.cz](mailto:tommy.vika@centrum.cz)

Palavska Regatta 2009 on Nove Mlyny lake - Pavlov (South-east of the Czech republic, near Slovak and Austrian boarder) from 8.-10 May for Finn, Laser Standard, Laser Radial, Europe. [www.palavska.com](http://www.palavska.com)

Lipno Regatta - Czech Open Finn Championship on Lake Lipno (South of the Czech Republic) 3-6 September for Finn, Laser Standard, Laser Radial, Laser 4.7, 470, 420, Europe, Optimist. [www.cere.cz](http://www.cere.cz).

## ISAF World Rankings

For the first time since June 2006 Jonas Høgh Christensen is not occupying the world number one slot on the ISAF rankings.

### Fleet racing - Open - Finn - Wednesday 4 February 2009

Pos	Name	Nation	No.	Past	Best	Points
1	VINCEC Gasper	SLO	7	3	1	5007
2	TRUJILLO VILLAR Rafa	ESP	7	2	1	4951
3	POSTMA Pieter-jan	NED	7	6	2	4920
4	HOEGH-CHRISTENSEN Jonas	DEN	7	1	1	4918
5	KLJAKOVIC GASPIC Ivan	CRO	7	4	3	4793
6	COOK Christopher	CAN	7	10	2	4768
7	BIRGMARK Daniel	SWE	7	7	4	4745
8	RAILEY Zach	USA	7	9	8	4683
9	SLATER Dan	NZL	7	5	2	4647
10	SZUKIEL Rafal	POL	7	12	10	4564
11	NOSSITER Anthony	AUS	7	8	8	4551
12	WRIGHT Edward	GBR	7	11	2	4527
13	MOBERG Peer	NOR	7	15	5	4359
14	SKORNYAKOV Eduard	RUS	7	17	14	4281
15	POGGI Giorgio	ITA	7	14	14	4277
16	FLORENT Guillaume	FRA	7	16	7	4249
17	NIRKKO Tapio	FIN	7	19	16	4235
18	PAPATHANASIOU Emiliou	GRE	7	20	1	4134
19	AINSLIE Ben	GBR	7	13	1	4117
20	GOODBODY Timothy	IRL	7	18	18	4110

## Major Finn regattas 2009

22-27/3/2009	Athens Eurolymp Week	Greece	21-29/8/2009	<b>FINN EUROPEANS</b>	Bulgaria
4-10/4/2009	HRH Princess Sofia Trophy (SWC)	Spain		<a href="http://2009finneuropeans.org">http://2009finneuropeans.org</a>	
18-24/4/2009	Semaine Olympique Francaise (SWC)	France	27-30/8/2009	Djerdapa Cup	Serbia
5-9/5/2009	Expert Olympic Garda	Italy	2-7/9/2009	Balkan Sailing Championships	Serbia
8-10/5/2009	Palavska Regatta	Czech Republic	3-6/9/2009	Lipno Regatta	Czech Republic
8-10/5/2009	GKSS Regatta	Sweden	11-13/9/2009	Finn US Nationals	USA
27-31/5/2009	Delta Lloyd Regatta (SWC)	Netherlands	13-18/9/2009	Open Russian Championship	Russia
30/5-5/6/2009	<b>FINN WORLD MASTERS</b>	France	14-19/9/2009	Skandia Sail For Gold Regatta (SWC)	UK
	<a href="http://finn.france.free.fr/masters2009.html">http://finn.france.free.fr/masters2009.html</a>		20-22/11/2009	Cup Opatija	Croatia
20-29/6/2009	Kieler Woche (SWC)	Germany	26-29/11/2009	Sail Brisbane	Australia
1-4/7/2009	Intervela	Italy	4-8/12/2009	Canarian Sailing Olympic Week	Spain
3-11/7/2009	<b>FINN GOLD CUP</b>	Denmark	5-9/12/2009	Sydney International Regatta	Australia
	<a href="http://www.fgc-2009.com">www.fgc-2009.com</a>		14-19/12/2009	Sail Melbourne (SWC)	Australia
4-12/7/2009	Warnemunder Woche	Germany	17-22/12/2009	Christmas Race	Spain
4-8/7/2009	Flanders Regatta	Belgium			
17-21/7/2009	Travemunder Woche	Germany			
27/7-2/8/2009	International Moscow Cup	Russia			
30/7-6/8/2009	<b>FINN SILVER CUP - JUNIOR WORLDS</b>	Hungary			
	<a href="http://www.finnclass.org">www.finnclass.org</a>				
20-23/8/2009	North American Championship	Canada			

More details and regatta links can be found  
on [www.sailing.org](http://www.sailing.org)  
or on [www.finnclass.org](http://www.finnclass.org)

SWC = ISAF Sailing World Cup event



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Europeans **1<sup>st</sup>**

Hyeres **1<sup>st</sup>**

Sail Melbourne **1<sup>st</sup>**

Princess Sophia **1<sup>st</sup>**

Delta Lloyd **1<sup>st</sup>**

Miami OCR **1<sup>st</sup>**

UK Nationals **1<sup>st</sup>**

New Zealand Nationals **1<sup>st</sup>**

French Nationals **1<sup>st</sup>**

Sail for Gold **1<sup>st</sup>**

Kiel Week **1<sup>st</sup>**

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