

FINNFARE



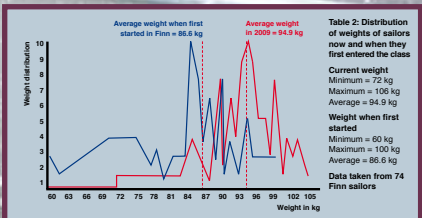
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Opening shot: Jan Willem Kok at the Hellevoetsluis winter regatta



President's Letter

Dear Finn Friends,
Dear Fellow Competitors,

With the down under regatta season coming to an end and the European circuit just beginning let me reflect on our recent achievements and the forthcoming challenges as a class.

The 2008 November ISAF conference in Madrid secured the status of the one person dinghy heavy event and the Finn as equipment on the Olympic programme. As a result the Finn class continues its Olympic pathway as one of the longest standing and most developed Olympic sailing classes.

Photo FINNish, the 60th anniversary book, comprehensively and beautifully outlines the achievements and views on the Finn of some of the greatest sailors in the last 60 years. Warmest thanks to Robert Deaves for his enthusiasm and work as a fruit of which this great publication was born.

In different words and based on individual Finn sailing stories, basically all past and present Finn heroes emphasised in the book that 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 single handed dinghy to allow sailors from 85kg to 110kg to competitively sail at Olympic level.

Furthermore, class newcomers are nowadays mainly at a junior age and many new countries are starting Finn programmes as well as Finn equipment production (e.g. BRA in the last years and RSA this year).

In terms of racing we are again having a busy regatta season. Beside the SWC regattas and other established Finn regattas, we are all preparing for the 2010 major Finn events, the Silver Cup and the Gold Cup in San Francisco, the Senior and Junior Europeans as well as the Finn World Masters in Split.

The effort put in by the organising clubs is much appreciated and the class looks forward to visiting these great sailing venues selected for these prestigious Finn championships.

Wishing you fair winds in 2010 and see you around the dinghy park.

Best regards

Dr. Balazs Hajdu
HUN-1
IFA President



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FINNFARE is a non-profit publication that is distributed free of charge to all IFA members and interested parties connected to the International Finn Class around the world. For extra copies, or if you have addresses of people who you think should be receiving FINNFARE, please contact the IFA Office.

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

All advertisement enquiries should also be addressed to the Editor. A media pack is available on www.finnclass.org

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Finn news

Class news

Finn Gold Cup 2010

The Notice of Race has been published and online entry is now open for the Finn Gold Cup in San Francisco in August. Link to it through www.finnclass.org. Entries received prior to May 31 get a \$15 discount. Entry numbers are expected to be high.

Finn Class on Facebook

The IFA now has its very own facebook page which contains up to the minute reports on regattas and lots of content being added by sailors. Within three weeks of going 'live' there were well over 500 fans and growing daily. It's your page so please make use of it. Find the link at www.finnclass.org.

New website development

The Finn class website at www.finnclass.org is undergoing a facelift and should be ready for release before the summer. The new site will feature lots of new functionality and content management as well as a new forum, a blog section, a brand new online shop as well as extensive photo and video galleries. The new site will make it easier to keep content more current and will include many more useful features for Finn sailors.

Finn Class ties

For those who are not aware, the IFA relaunched the Finn Class tie last year. Available through the Finnshop on www.finnclass.org, this 100% silk, hand made tie gets you noticed with its stylish, but subtle design. Ties are available in dark blue with silver Finn logo.

Finn gifts

The Yachting Studio in London, England offers a range of art and gift products for the sailing community covering a number of classes including the Finn. These gifts are now available on the Yachting Studio's website, but please link to it through the Finnshop on www.finnclass.org.

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Cover photo: Bryan Boyd, winner of the medal race at the Rolex Miami OCR. Photo: Rolex/Dan Nerney • Insets: Marc Allain des Beauvais catches the surf in Palma. Photo: Nico Martinez/Trofeo SAR Princesa Sofia MAPFRE • Ed Wright, overall winner in Miami. Photo: Rolex/Dan Nerney

Next issue: July 2010

BACK ISSUES: Back issues are available through the Finnshop on the IFA website at GBP 1.50 each including postage.

IFA WEB SITE

www.finnclass.org

FINN SHOP

www.finnclass.org/finnshop.htm

FINN MASTERS

www.finnworldmaster.com

THE FINN CHANNEL

www.youtube.com/thefinnchannel



Photo: Rolex/Dan Nerney

Bill Bell honoured at the Australian Nationals

John Shallvey writes, "At the Australian Finn Nationals the class presented Bill Bell with Life Membership of the Australian Finn Class. Bill is well known to both Australian and International Finn sailors as a sailor, race officer and judge and international jury member. With a quiet and unassuming nature, Bill has been of great support to sailors in loaning boats storing gear and looking after the benefit of sailors worldwide, not to mention providing assistance always and when required. We thought it only fitting that we honour the contribution Bill has made to the betterment of the class."

European Champion honoured

The 2009 European Champion Ivan Kljakovic Gaspic was named as 2009 Croatian Athlete of the Year. This was the first time in nine years that the Croatian Olympic Committee has made the award to a sailor. Ivan's fantastic year included podium places at four European ISAF Sailing World Cup events, winning gold at the Europeans and bronze at the Worlds, and ending up as number one in the ISAF World Rankings.



Invite to San Francisco

The Finn class is really looking to spending late August and early September in San Francisco for the Silver Cup (for Juniors) and the Finn Gold Cup. The last time the Finn World Championship was sailed on the US west coast was 1974, when Henry Sprague won in Long Beach. This return has been a long time coming and numbers are expected to be high.

Here is an invite from the host club, the St Francis Yacht Club.

On behalf of the members, officers, and directors of the St. Francis Yacht Club, it is my pleasure to invite you to the 2010 Finn Gold and Silver Cup World Championships. We are looking forward to hosting a memorable event with exciting competition in one of the world's premiere racing venues.

The St Francis Yacht Club members are excited to welcome you to the City of San Francisco, the Bay and our Club. We are honored to host the 2010 Finn Silver and Gold Cup World Championships – and the StFYC Organizing Committee has been working diligently to insure that this event will be one of the best ever. We have assembled a premier race management team to guarantee excellent sailing and we believe our onshore crew will make your stay easy, pleasant and above all enjoyable.

With the help of the generous donors and the Presenting Sponsor American President Lines, we expect to provide:

- Inexpensive transportation of your boats and equipment
- A true Destination Event, for you as competitors and your families
- Great, exciting racing on one of the premier racing waters in the world.

The StFYC organizes over 40 race days every year for all types of competition. We have a terrific membership, a superbly trained and managed Race Committee Organization, an amazingly reliable sea breeze – all of the components that will add up to an outstanding event. Make your plans early, bring your families and be ready for some good times.

On behalf of the members of St Francis Yacht Club, we welcome you.

David Sneary, Commodore
St Francis Yacht Club

John Callahan, Regatta Chairman
2010 Finn Silver & Gold Cup World Championships



To whet your appetite, here are some great photos of Finns on San Francisco Bay during the pre-Gold Cup in 2009



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Boat show season





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Editorial

Another decade has turned so it's time for a fresh and more colourful new look to FINNFARE, your favourite magazine. We hope you like it.

The digital age is producing more and more content, more quickly, both written and photographic, and while we try to bring you the best of it in FINNFARE, there is simply not enough space to publish everything that we would like to.

The new website to be launched this summer will provide a more organised, attractive and perhaps useful tool to achieve this. It is still a work in progress but should prove to be a useful asset of the ultimate singlehander, and will complement the printed FINNFARE.

Once again there was more material supplied for this issue than there was room to squeeze it all in, so if you have been missed out then we will try and fit it in the next issue.

There are many exciting plans for the coming year for enhanced content, but if you have any ideas or anything you'd like to see published, then please do get in touch. We love to hear from you.

The Finn class has an amazing few years ahead. For 2010 visits to the fantastic cities of Split and San Francisco beckon for what I am sure will be great championships, both clubs being rich in Finn history and culture.

See you out there.

Robert

It's boat show season again with Finns on display all over Europe.

Above left: the Moscow Finn Association spring into action at the Moscow Boat Show with a new Devoti hull (see news item next page).

Above right: the Danes show off the new Polish BlueBlue Finn at the Copenhagen Boat Show

Below: Andy Denison, Chairman of the British Finn Association, chats to Walter Riosa of HiTechSailing about his new Finn on display at the UK's Dinghy Show.



New Devoti dealer in Russia

Vasily Kravchenko writes, "Here we are picking up first two boats, ordered by the new Russian Devoti distributor 'Kater Life'. After this trip we have worked out the path of delivery and Customs clearance of new Finns for Russian customers (it is really quite tricky due to tough Russian regulations). So now we are capable of providing a full service for Russian customers, who want to join Finn class. Since November 2009 we have placed orders for seven new boats already."

Pictured in the photo are Vasily Kravchenko (National Secretary of Finn class in Russia), Martin Sova (Devoti Sailing) and Michael Petriga (Director of 'Kater Life').

For more information see: www.devotisailing.ru



Finnports aims to expand Australian Finn fleet



The Australian Finn fleet has grown over the last couple of years largely thanks to the enthusiasm of British ex-pat, Robert McMillan (left in 1986) who has imported 12 boats into Australia so far. Rob has had a long love affair with the class having started sailing in one at just 15 years of age. His career highlights include winning the British Championship three times and he narrowly missed out on selection in three British Olympic Trials. Now racing and residing in Australia, Rob is sharing his passion by importing a range of quality new and used boats and equipment at affordable prices.

He says, "In Australia there has never been a better time to get involved with Finn sailing. Fleets are active in NSW, VIC, SA and building in WA. There is an open exchange of ideas, first grade equipment available and real passion for the boat. We have the ISAF worlds in 2011 and a worlds in San Fran later this year. An Australian contingent is also going to the Masters Worlds in Croatia."

Rob's new venture, 'Finnports', imports a range of quality boats and equipment at affordable prices. "I had a lot of fun over the last 26 years with the Finn, met some great people and had awesome racing around the world. Through Finnports I want to change the fortunes and perceptions of the Finn class in Australia."

As of March, Finnports had four Finns in stock as well as supplying new HIT masts, second hand masts, new and second hand sails, new Needlespar booms, covers and many spare parts.

"I hope through Finnports to change the domestic scene for the good of all Finnsters to create a great local fleet, a vibrant masters fleet and an elite international squad."

More information at: www.finnports.com.au

Widespread acclaim for the new Finn book 'Photo FINNish'

Launched in November 2009, 'Photo FINNish – 60 Years of Finn Sailing' has attracted widespread acclaim from Finn fans and readers worldwide. The book brings together a complete photographic history of the class, with images from every year since 1949 along with fascinating and personal accounts from more than 60 exceptional sailors in a unique exposé of Finn sailing and Finn sailors.

The book takes the reader from the boat's designer Rickard Sarby launching the first Finn in Uppsala in Sweden in 1949, full circle through to the 60th anniversary regatta back there in September 2009.

Here's what people have said so far:

"Robert Deaves has done a terrific job of pulling together some great photos and stories from the Finn class over the past 60 years. It was great fun recently to review the book with PJ Montgomery and former American Finn sailors Scott MacLeod and Cam Lewis. The Finn is such a competitive class and has helped in developing some of the top sailors in our sport including Olympic legend Paul Elvstrom through to most recent Olympic Gold medalist Ben Ainslie. My years in this class were an important chapter in my sailing career and the catalyst for other sailing opportunities. The book does a great job capturing what is so special about the class."

Russell Coutts



"...a fantastic document..."

Bert Sarby

"Exceptional. A magnificent record for world sailing."

Peter Montgomery

Epic, magnificent, fantastic."

Vernon Stratton

"An absolute triumph."

Peter Danby

"Brilliant. A masterpiece."

Philippe Rogge

Below: PJ Montgomery presents copies of 'Photo FINNish' to former Finn heroes Cam Lewis, Russell Coutts and Scott Macleod at the World Yacht Racing Forum in Monaco in December 2009





Photo: Rolex/Dan Nerney

ISAF Sailing World Cup 2009-2010



The 2010 ISAF Sailing World Cup started in Melbourne in December, then moved to the Rolex Miami OCR in January and then onto Palma for the Trofeo SAR Princesa Sofia MAPFRE. Over the summer the series will take in Hyeres, Medemblik and Kiel before ending up at the Sail for Gold Regatta in Weymouth. After the first three events, last year's winner Ed Wright (GBR) has taken a commanding lead with wins in both Miami and Palma.

1. Sail Melbourne

The 2009-2010 ISAF Sailing World Cup started at Sail Melbourne at the end of 2009. The series opened in strong winds then went light and then produced some shifty conditions to mix things up a bit.

The weather continued to be mixed until the medal race day which produced great sailing conditions under blue skies and 12-15 knots of breeze.

While James Paterson dominated the early part of the series, last year's winner Warwick Hill finished the opening series just seven points adrift. Paterson started the medal race nervously and sailed a conservative race, but was happy with the overall win. British visitor Henry Bagnall took the medal race from Paterson, while Hill could only place fifth and dropped to third overall.



Sail Melbourne 2009 - Final Results

1	AUS 223	James Paterson	1	2	1	1	1	(5)	3	3	4	16
2	AUS 21	Henry Bagnall	2	1	4	(7)	4	3	5	6	2	27
3	AUS 243	Warwick Hill	3	3	2	(4)	2	4	4	1	10	29
4	AUS 235	Timothy Castles	4	(8)	3	3	3	1	2	7	6	29
5	AUS 260	Christopher Caldecoat	7	5	8	2	6	2	1	(10)	16	47
6	AUS 3	Jake Gunther	6	4	5	5	5	(11)	10	2	22	59
7	AUS 234	Shaun Wells	9	9	7	9	(10)	9	6	4	12	65
8	AUS 5	John Shallvey	5	6	dnc	dnc	7	7	7	9	14	68
9	AUS 2	Robert Mcmillan	dnc	dnc	6	6	dnc	dnc	8	5	8	72
10	AUS 228	John Condie	8	7	(9)	8	8	6	9	8	18	72

11	AUS 252	Andrew Baglin	71
12	GBR 64	Craig Kirpatrick-Whitby	74

Below: James Paterson · Right: Paterson, Timothy Castles, Paterson, Henry Bagnall.
Photos (c) Jeff Crow/Sport the Library



2. Rolex Miami OCR

A week of generally light wind – though the first day was cancelled amid fears of heavy storms coming through – was characterised by the dominance of the British team. Last year's winner of the ISAF Sailing World Cup, Ed Wright, started as he meant to go on with a race win and apart from a slip up in race 3 never finished worse than fifth to win the regatta by 20 points from team mate Giles Scott. British sailors won six of the 10 race series, while Zach Railey and Gasper Vincec took one each. Vincec closed out the series well with a second place in the medal race to snatch bronze from Railey. Meanwhile, rising French star Jonathan Lobert won the final two points races in style.

For the medal race, the wind remained generally light even though there were forecasts of more. After a good start for both Bryan Boyd and Railey at the pin end, Boyd eventually emerged ahead to lead throughout to take his first race win of the week and move up two places to end the week a very creditable fifth overall. Railey did not fare so well. Needing to keep fourth placed Vincec in check, while also having a chance at snatching the silver from Scott, Railey came off worst on both accounts, finishing sixth in the race to drop one place to fourth overall and drop off the podium.



Rolex Miami OCR 2010 - Final Results

1	GBR 11	Edward Wright	1	2	[19]	1	4	1	1	3	5	2	8	28
2	GBR 41	Giles Scott	2	7	1	3	3	3	[8]	6	2	7	14	48
3	SLO 5	Gasper Vincec	5	12	5	8	[19]	2	7	1	3	5	4	52
4	USA 4	Zach Railey	4	5	4	4	1	5	4	5	9	dns	12	53
5	USA 14	Bryan Boyd	12	4	[18]	2	2	6	10	4	15	9	2	66
6	FRA 112	Jonathan Lobert	8	[25]	8	7	15	14	6	2	1	1	6	68
7	NOR 1	Peer Moberg	7	8	6	9	6	8	[13]	11	8	3	10	76
8	ESP 100	Rafael Trujillo	14	6	3	6	7	7	5	7	[18]	6	18	79
9	FRA 115	Thomas Le Breton	11	9	2	5	5	[20]	11	9	4	8	20	84
10	RUS 9	Eduard Skornyakov	6	3	[13]	12	13	4	9	10	11	4	16	88

Fleet

11	GBR 634	Andrew Mills	95
12	GBR 88	Mark Andrews	103
13	AUS 241	Brendan Casey	110
14	POL 17	Piotr Kula	135
15	CAN 5	Greg Douglas	137
16	USA 619	Caleb Paine	145
17	USA 40	Luke Lawrence	149
18	IND 11	Nachhatar Johal	150
19	EST 11	Lauri Vainsalu	150
20	CAN 902	Brendan Wilton	152
21	USA 5	Andrew Casey	163
22	USA 12	Phillip Ramming	201
23	USA 74	Henry Sprague	201
24	CAN 26	Paul Brikis	206
25	USA 505	Erik Lidecis	209
26	USA 8	Scott Mason	212
27	CAN 7	Adam Nicholson	227
28	USA 150	Louie Nady	238
29	USA 30	Forrest Gay	241
30	CAN 1	John Romanko	247
31	TUR 35	Efe Kuyumcu	250
32	USA 47	Robert Kinney	251
33	USA 78	Andrew Kern	276
34	BRA 28	Cesar Gomes	287
35	USA 1213	Andras Nady	292



Photos: Top group - Ed Wright, Giles Scott, Jonathan Lobert, Zach Railey

Left: Giles Scott, Ed Wright and Gasper Vincec.

Photos: Rolex /Dan Nerney

3. Trofeo SAR Princesa Sofia MAPFRE

The 41st Trofeo Princesa Sofia was a regatta of extremes. The first day was lost with not much wind and waiting for the RS-X fleet to finish its racing. On day two Rafa Trujillo posted a 2-3 to take the early lead – which he would hold onto until the penultimate day. Day three brought 30-40 knot winds. There was no racing, but some spectacular photos as the fleet was sent out and in again.

Trujillo held onto his lead on day four, but on day five both Ivan Kljakovic Gaspic and Ed Wright had started to get their act together and moved into a first and second with only the medal race to sail. The opening series had been reduced from 10 races to seven and it was proving to be a high scoring series as very

few sailors could find any sort of consistency in the very shifty and variable conditions. Jonathan Lobert had moved up to third, while Trujillo slipped to fourth.

The medal race again brought light winds with the 2008 Olympic Silver medalist Zach Railey leading from start to finish to round off a challenging week for him in the best possible way. Behind him positions changed on every lap. Finally Wright pulled past Kljakovic Gaspic on the final upwind and then put a crucial boat between them at the end of the final run to win the regatta from the Croatian. Meanwhile, Lobert just fended off teammate Thomas Le Breton, by gaining one place on the last leg to take the bronze.

Photos: Nico Martinez, Jesus Renedo/Trofeo SAR Princesa Sofia



Trofeo SAR Princesa Sofia MAPFRE 2010 - Final Results

1	GBR 11	Ed Wright	5	8	10	12	1	1	38	8	45	25	GER 771	Jan Kurfeld	126
2	CRO 524	Ivan Kljakovic Gaspic	10	1	9	5	7	2	18	12	46	26	CAN 5	Greg Douglas	135
3	FRA 112	Jonathan Lobert	11	15	1	4	4	4	21	14	53	27	RUS 1	Alexey Selivanov	151
4	FRA 115	Thomas Le Breton	9	4	5	21	8	6	16	6	54	28	NZL 10	Matt Coutts	151
5	ESP 100	Rafael Trujillo	2	3	3	8	13	12	24	18	59	29	USA 619	Caleb Paine	152
6	SWE 11	Daniel Birgmark	16	25	4	10	3	15	9	4	61	30	NED 83	Timo Hagoort	154
7	GBR 85	Andrew Mills	7	24	8	3	2	16	23	10	69	31	EST 7	Harles Liiv	163
8	GBR 41	Giles Scott	3	27	11	15	5	3	17	16	70	32	POR 5	Frederico Melo	164
9	USA 4	Zach Railey	BFD	19	17	2	11	7	14	2	72	33	USA 40	Luke Lawrence	167
10	SLO 5	Gaspar Vincec	1	11	DNC	23	14	9	5	DNF	85	34	SWE 33	Max Salminen	174
11	GBR 88	Mark Andrews	72	18	RUS 9	Skornyakov Eduard	94					35	ESP 10	Ero Pons Penin	176
12	NOR 1	Peer Moberg	73	19	CZE 1	Michael Maier	97					36	GER 712	Christoph Froh	201
13	EST 2	Deniss Karpak	74	20	POL 17	Piotr Kula	105					37	ESP 310	Alejandro Aranzueque	202
14	ESP 7	Alejandro Muscat Diaz	74	21	FIN 218	Tapio Nirrko	109					38	IND 11	Johal Nachhatar	203
15	POL 7	Rafa Szukiel	74	22	GRE 77	Ioannis Mitakis	113					39	AUT 3	Florian Raudaschl	207
16	ITA 146	Paoletti Michele	84	23	ITA 101	Riccardo Cordovani	114					40	ITA 981	Enrico Voltolini	208
17	ITA 117	Giorgio Poggi	90	24	SWE 6	Björn Allansson	121					41	NED 844	Gert Van Der Heijden	210
												42	CZE 81	Tomas Hrnal	241
												43	POL 12	Milosz Wojewski	242
												44	FRA 99	Marc Allain D Beauvais	248
												45	GER 5	Joerg Moessnang	250
												46	CZE 21	Jan Cajcik	250
												47	IRL 4	Ross Hamilton	255
												48	CZE 11	Patrik Deutscher	264
												49	GER 62	Uwe Barthel	284
												50	GER 75	Christian Rupp	286
												51	ESP 21	Mauricio Luque Diaz	287
												52	GER 127	Julian Massler	299
												53	GER 136	Christian Teichmann	307



Interview with Mike Fletcher



During Sail Melbourne, Australian Finn Association President John Shallvey got a chance to interview one of sailing's legends, Mike Fletcher – an Australian Champion sailor, sail maker, designer and known to many in the boat park as 'the coach' or just Fletch. The interview took place at Sandringham YC, which was the site of 1956 Olympics, where Mike Fletcher almost took part...



Left: Mike Fletcher. Above: with Victor Kovalenko
Photos: Yachting Australia

JS: Mike, in the 60th year of the class [2009] – and you have been around for all of them – when was the first time you saw the boat and your impressions?

MF: For the 1956 games the boats were supplied and built locally by Savages and the local Victorian Yachting Council bought four. There was a squad of 10 and eventually that made to four and we all trained hard in the four boats to get the Olympic spot. I gave it a pretty good shake but if not for a port-starboard then it may have been me, and not Colin Ryrie, that got that spot?

JSL: Impressions?

MF: It looked a beautiful boat. I am a bit of a traditionalist and love any boat with those classic lines. The Finn certainly has great lines and when you sail them, you appreciate what a great sea boat they are.

JS: Can we touch on that decision by you to move to Europe to work with the great Elvstrøm and indeed then set up an Elvstrøm loft here in Australia?

MF: I was working here in Melbourne for FICO [yacht fittings] as a design engineer and had seen that grow to be well established, and Colin Ryrie through a friendship with Paul wanted to set up a loft here. For me it meant a move to Sydney and then six months in Denmark to 'learn'.

JS: Elvstrøm is credited as a great thinker so tell me about those times talking over beers and coffee?

MF: [No drinking but a lot of coffee.] All those guys were 40 years ahead. They worked as hard then as the top guys do today, and they were great thinkers but harder workers. We would start at 7am work till 5.30pm, then go and sail Finns for 3-4 hours. Then it was to the loft for a recut or to the boatyard to shave or glue bits on to a mast. All that these guys did, and Paul was the leader, was live sailing: talk it, do it and live it.

JS: There are only a few still about like you – maybe Sid and Gus – that can still shape a mast and learnt that understanding. What is it that makes the Finn rig and sailors so adept at making those changes?

MF: Simple. You must know the elements of an unstayed rig. Sideways and fore aft bend gives the boat life, height the sails, luff curve must fit the mast. And then there are the ways to do it.

JS: One thread with all the sailors you have coached is that they do their own luff curves and seam picking. You are strict on this?

MF: You just can't sail and survive at a top level without a basic and working knowledge of aerodynamics. If you don't understand how the sail is made and shaped you end up sailing around for a season with a slow sail wondering why? Well, with my sailors I might tell them and show them and later we have a chat, go to a loft and make the changes then get back on the pace, time is precious so can't be wasted with slow gear. You have to know how to fix it. You just can't improve if you spend a season with a slow rig. That's why we have been really successful here in many classes.

JS: Tell me about that tuning and the time management.

MF: One of the important things is I insist my guys have good training partners and they are just that – training partners. That way we can tune the boats and gear in hours, not weeks, and work on what needs to be worked on. Once you know how to steer and tack etc then sailing by yourself is useless. It needs to be with a partner and properly recorded.

JS: If I can be delicate, tell me about today's youth? In the old days it was self-learnt; is there an unhealthy reliance on coaches?

MF: No. I have just started working with kids again and it's inspiring to see kids just soaking it in. And now with proper programmes they get what it took us a lifetime to learn but in a concentrated form. No, the kids today are just great and we are producing just great young sailors.

JS: So how is that translated to the Finn?

MF: Being such a technical boat, improvement can be greatly accelerated. As a coach you see far more out of the boat than in it. I can tell when a boat is going through the water properly and from outside if the small adjustments improve performance. Once fast trim is found then it just up to them to remember and understand how to get it again and again for each wind strength and sea condition.

JS: If you could take all the qualities and build the perfect Finn sailor what might he be?

MF: Just over 185cm, 98-100 kg and be fit and then get fitter. It's about righting moment. When I worked with Laser Olympic medallist Michael Blackburn I asked him why he dropped weight [83 to 80]. The answer was "because now I am fitter and hike harder." Like a canting keel righting moment without weight is always fast

JS: So the attributes of the Finn as a class?

MF: A big boat for the big guys. Outside of the Star it's the only boat to sail for a big guy. They are great fun to sail and plenty to play with and keep you interested with sails rigs and development. Also the guys in the boat park tend to be a similar eco-social scale where there is a maturity of mind and body and fun guys to be with. But the boat is just a great boat to sail

JS: Funniest thing you have seen in the Finn?

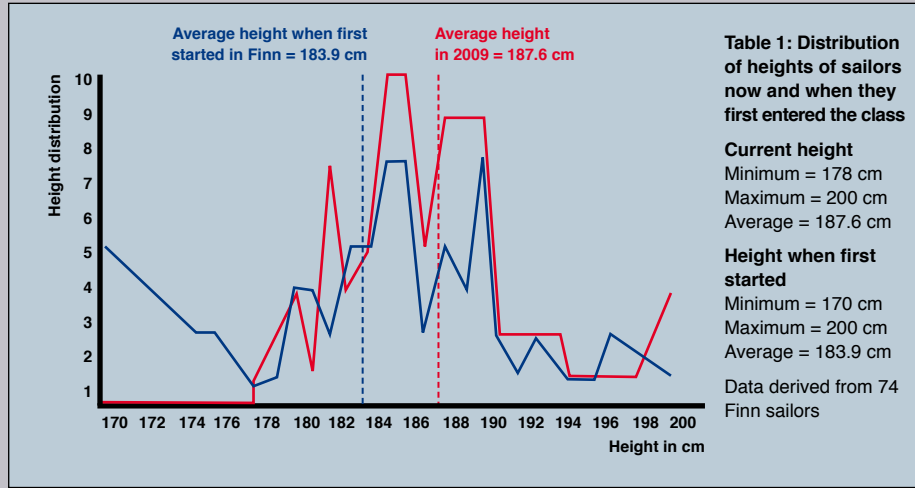
MF: Back in the days of supplied gear at the Olympics the sailors used to get two of these work of art spruce masts polished like furniture and within two hours the boat park was full of shavings and or glue and hours of sanding and varnishing destroyed. I remember at the games in Tokyo, the mast builder wanted to commit hari kari. Or like Ron Jenyns. When everybody was sanding, he was there gluing bits on.

JS: OK a free kick. Anything you need to add about the Finn.

MF: After 60 years they are still the same boat. I recently visited Paul Elvstrøm after the Denmark Gold Cup and we saw the first one. But with all the weighing and balancing thinking and searching for what makes them tick, putting on light bows and different deck lay-ups, they still remain the same boat.

A statistical look at the Finn class

For this statistical analysis our target group was the top 50 ranked Finn sailors in the world as well as a whole group of new young sailors coming into the class and we asked them a bunch of questions about their weight, height and age and the results and analysis make for some interesting reading. We also asked them for their comments on the Finn.



Ed Wright (GBR): *Physically, mentally, technically the Finn is the most all round demanding boat of them all. It's for men not for the weak. It is the only dinghy a man can sail in the Olympics.*

Jonas Høgh Christensen (DEN): *I love it; it is the most fun, challenging boat for strong, athletic sailors with a competitive edge and technical challenges.*

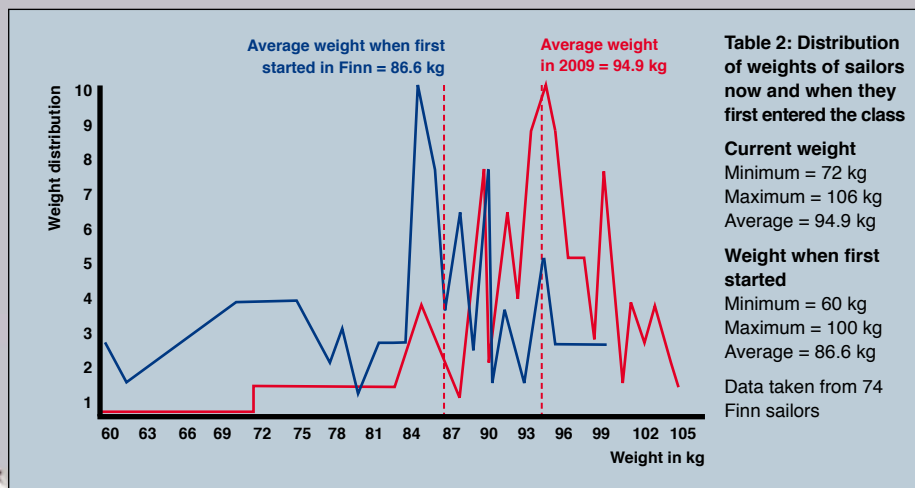
Vasilij Bogar (SLO): *The Finn has less politics than in other classes. It is a very challenging class to sail, especially in trimming. I also found it hard to keep my weight around 80kg in the Laser.*

Tomas Vika (CZE): *The most important thing is that there is no other Olympic class for guys like me who weigh more than 85kg. The Finn is called the 'heavyweight dinghy', but it's not so simple: If you are more than 180cm tall and you want to work on your physical condition in a gym you will always weigh more than 85kg and that is the reason why Finn has to stay as an Olympic dinghy in future years.*

Tapio Nirkko (FIN): *The Finn is the only single handed dinghy for my size. It is also a very cheap class for equipment when hulls and masts are so good quality that you can sell them with very good resale price. Also sails don't wear out that quickly. As a class the atmosphere is very good and a large bunch of good sailors make the training and competitions high standard.*

Nachatar Johal (IND): *The Finn gives so much flexibility in having a mast and sail designed specifically for yourself. It is very tactical sailing with not much boat speed differences in top sailors and relatively new sailors. Very cooperative, friendly and helpful international fleet. I don't have to starve myself to remain 80kg for sailing the Laser and I can eat properly.*

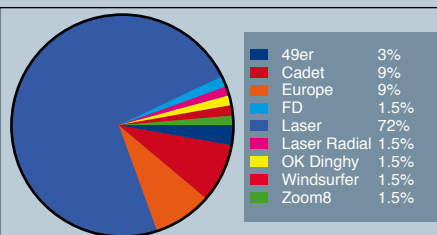
Daniel Birgmark (SWE): *Sailing the Olympic Finn gives you the most attractive Olympic challenge in sailing by putting very high demands on the sailors' athletic capacity as well as tactical and strategic skills. It's the perfect singlehander for sailors over 85kg. Competitive equipment is easily accessible and widely spread all over the world. It also has a relatively low cost because of long lived and high quality equipment, and there is a very strong second hand market.*



Photos: François Richard, Tosca Zambra, Jesus Renedo/Trofeo Princesa Sofia MAPFRE

Statistical data showing the relationship between ranking, weight, height and age started in the Finn

	World Ranking or Junior (J)	Age start Finn	Height	Weight		World Ranking or Junior (J)	Age start Finn	Height	Weight		World Ranking or Junior (J)	Age start Finn	Height	Weight
Ivan Kijakovic Gaspic	1	20	190	93	Tomas Vika	29J	16	189	96	Pavel Korych	J	18	186	85
Edward Wright	2	27	188	102	Federico Melo	30	20	188	100	Milan Hrnacal	J	14	189	90
Pieter Jan Postma	3	23	189	99	Anthony Nossiter	31	25	185	105	Roman Simacek	J	18	182	95
Rafal Szukiel	4	20	193	95	Marin Misura	32	21	192	98	Patrick Deutscher	J	15	183	85
Peer Moberg	5	34	180	83	Nachatar Johal	33	27	185	102	Tomas Hrnacal	J	14	196	96
Rafa Trujillo Villar	6	19	184	104	Alexey Borisov	34	20	187	96	Arnaud Baudin	J	19	200	100
Zach Railey	7	20	194	100	Guillaume Florent	35	29	189	95	Benjamin Montagut	J	18	180	80
Tapio Nirkko	8	16	194	94	Ben Ainslie	36	25	185	85	Lennart Luttkus	J	15	191	88
Giles Scott	9	20	198	95	Alex Dragoutsis	37	18	192	94	Alexandros Raris	J	18	189	94
Dan Slater	10	28	183	94	Andrew Casey	39	26	189	97	Giannis Mitakis	J	20	186	91
Daniel Birgmark	11	30	191	90	Jan Kurfeld	41	18	186	98	Antonis Tsotras	J	18	184	91
Eduard Skorniyakov	12	26	184	93	Haris Papadopoulos	42	24	189	97	Anastasios Katsimidis	J	14	185	72
Jonas Høgh-Christensen	13	20	186	102	Karel Van Hellemond	43	19	186	97	Ross Hamilton	J	20	180	94
Andrew Mills	14	21	190	95	Gaston Pal	44	19	182	94	Anton Sadchitov	J	17	182	92
Michael Maier	15	15	188	103	Andrej Gusenko	45J	17	188	96	Pavel Chistiakov	J	16	182	82
Piotr Kula	16	19	190	98	Rudolf Lidarik	48	14	184	103	Elemer Haidekker	J	12	193	88
Thomas Le Breton	17	26	187	97	Egor Larionov	49J	17	185	105	Andrew Baglin		28	188	98
Mark Andrews	18	17	200	96	Kaspar Andresen	51	20	196	90	Joao Signorini		25	185	90
Jonathan Lobert	19	21	195	96	Filippo Baldassari	53J	21	186	92	Anastaz Petrov		15	188	100
Florian Raudaschl	20	21	187	95	Mihail Kopanov	61	15	182	100	Aare Taveter		17	182	90
Giorgio Poggi	21	24	186	95	Lauri Vainsalu	69J	20	183	93	Heiko Eesalu		17	186	106
Deniss Karpak	22	23	200	95	Caleb Paine	74J	18	190	99	Marko Kolic		19	187	104
Alex Muscat	25	23	185	94	Jorge Zarif	75J	15	190	92	Raymond Hall		18	193	104
Bjorn Allanson	26	19	190	100	Dimitar Vangelov	J	17	185	83	Vasilij Bogar		34	188	92
Ricardo Cordovani	28	19	190	96	Jan Cajcik	J	13	178	92	Efe Kuyumku		23	181	101



The previous class the target group of Finn sailors sailed before moving into the Finn

Haris Papadopoulos (CYP): *For me sailing Finns was a completely new sailing school. Great competition among the best sailors of the world and I want to become one of them. Even when I was very light I could still sail the Finn in strong winds. I believe the key point is that different weights and heights can sail this boat.*

Campaign costs over four year period
 Boat (incl. foils, alu trolley, covers) 12,000
 2 masts 5,000
 3 sails per year 12,000
 Total 29,000
Annual spend EUR 7,250

Actual Finn equipment costs over four year campaign: 35 sailors provided campaign costs. The average spend was just over EUR 30,000 over four years, or EUR 7,500 a year.

Note: these costs are before resale on any gear. Finn equipment generally maintains high resale value, so most gear (apart from sails) can be reasonably expected to be worth 60-70 per cent of its purchase cost after a four year campaign.



Caleb Paine (USA): *I was 150 pounds (68 kg) when I started to sail the Radial and then a year later switched into the Laser. The Laser was a great boat, but I was still growing. The Olympics has always been one of my dreams and I would not have been able to do that in the Laser, because of my size. I was then approached by Scott Mason to sail the Finn. I sailed the boat and it was perfect. I now look forward to every sail I do in the Finn, and love competing.*

Summary

These numbers really show the evolution of young people's physiques and the help new mast and sail building materials have provided in making the Finn available for a larger range of body sizes.

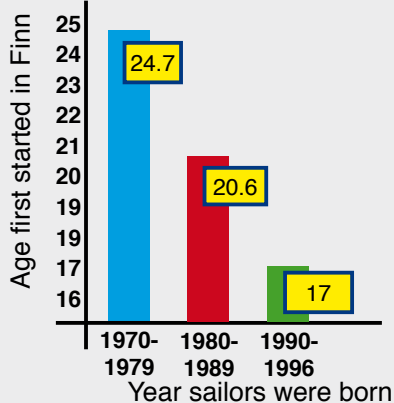
The range of weight, height and age are also important factors to showcase:

In the current Finn top 20:

- Age range from 44 yr to 22 yr = 22 years
- Height range from 180 to 200 cm = 20 cm
- Weight range from 83 to 104 kg = 21 kg

In summary, the above data showcases the Finn's ability to accommodate a wide range of sailors in respect of their age, weight and height.

Moreover, the data also shows that Finns are sailed from a much earlier age at international level and that there is an inevitable need for providing a suitable single-handed dinghy for young men, being nowadays naturally much bigger than their parents were.



Zach Railey (USA): *"For single handed sailing the Finn is my only option given my weight and height to pursue my Olympic sailing dreams. With the technical and physical demands of the boat, the Finn is a pure test of a sailor's ability to react to the changing conditions on the race course under intense physical exertion."*



Interview with Deniss Karpak

Deniss Karpak debuted in the Finn class at Palma in 2009 and has since take a string of top results in his opening year. As he was completing his preparation for the 2010 season we spoke to him about his sailing, his training and his thoughts on sailing and the media.

Name: Deniss Karpak

Age: 23

What is your home town? Tallinn, Estonia

When did you start sailing? October 1998

Summary of sailing career to date: Laser: 3rd - 2007 Cascais Worlds, 2nd - Kiel Week 2007, 4th - 2007 Europeans, 4th in rankings (summer 2009); Finn: 3rd - 2009 Kiel Week, 7th - 2009 Europeans, 9th - 2009 World Cup; Awards: 5 times (2005-2009) 'Sailor of the Year' in Estonia, 2007 'Best Young Athlete'

Why did you take up sailing? My dad Igor is also a professional sailor, ex FD sailor in USSR Olympic Sailing Team, so I'm already the second generation of sailors in our family. I like this sport, and I like to develop it in my small country and in the whole world.

What was your first boat? My first boat was actually an Optimist, the usual boat for the young children to get into sailing.

What was your favourite boat and why? My fav boat was Laser, I liked it so much because I think the biggest part of my sailing career connected directly with Laser, all my first big wins and emotions were in the Laser. I got my World Championship Bronze medal in the Laser, and I was in Qingdao in Laser....but now I am getting into a new sailing era, with new people around me, new friends and new boat....and now Finn is becoming my fav boat.

When did you take up the Finn? During the 2008 Olympics in Qingdao. I was watching the Laser medal race on my new Finn already.

Why did you take up the Finn? The last year of my Laser sailing, it was actually the Olympic 2008 year, it became to small for me, or I became too big for it....it was very hard to hold 82-85 kg of weight with almost 2m of height....crazy) and just after (already in Qingdao) the Olympics I decided to switch to the Finn and stop my diets and take the all advantages from sailing on the bigger Finn – heavyweight dinghy, so this was a normal evolutionary step in my sailing career.

What is your favourite venue? My fav venue is Kiel. Kiel Week is a great historical sailing event, when you will get a huge sailing experience, emotions and simply get the good life moments. Also Mallorca...Palma was my first serious training place in my Finn career. Conditions are great, regatta is also on the highest world sailing level....also a lot of touristic facilities....so you can get all you need in the one place.



When was your first major win or best results so far? My career best result was 3rd place at 2007 ISAF Sailing World Championship in Cascais, where I was sailing Laser. This medal was an historic moment for the whole Estonian Olympic sailing.

What are your strengths and weaknesses in sailing? When I was sailing the Laser....I was one of the fastest Laser sailors in the world in windy conditions, but sometimes I was also fast in light airs, but usually light wind was a problem for me...that's why I'm now in Finn. Now I'm a universal sailor.

What other classes do you sail, if any? Optimist, Laser 4.7, Laser Radial, Laser, Finn. Sometimes I take part in Melges 24 regattas, Laser SB3 and on some cruising regattas and sometimes I prove my sailing and gymnastics skills on 49er with my friends.

What other classes would you like to sail and why? I would like to sail Melges 24, Dragon, TP52, эMKa (new Russian national class).

What job would you be doing if you were not sailing? Actually I'm an economist. I have a degree in social sciences, and I sometimes do some web design and web pages. For example now I'm working on a new Social Network for sailors - ConnectedSailors.com, which is my gift to the whole sailing community.

How much time do you spend on the water each week? When I'm doing a normal training process, I spend 18-30 water hours per week.

Describe a typical training day? 8:20 waking up, morning training, running or cycling, breakfast....water training, physical training cycling, lunch, then gym (if I have it somewhere) and dinner...normal hard training day.

What's your main focus when you are training? Usually I'm training all my sailing skills in one session...so I'm always in 'total' shape, not doing 'tacks today, gybes tomorrow, starts after tomorrow, hiking after after tomorrow...'. so one week later you will forget tacks...and other first day's tasks. It's only my opinion.

Who is your coach are what are his/her major contributions to the training? From the beginning my coach was Igor Trofymov (ex Karpak) and now he is still my main sailing coach. He knows what I need and knows how to put me into the hard work. Then he knows how to transform my skills into the result. He is a great at doing this.

Who do you train with on the water and what do you learn from them? My first Finn steps were made closely with Gasper Vincec, so my good first sailing season is his work). Thank you Gasper! Now I train with any Finn sailors who are doing something on the water at the same time when I do.

What is the most important piece of advice you could give to an aspiring sailor? I can only say that if you want something...just go and take it. If you can't take – train hard, beat others and take it! Nothing is impossible, so your sports results are only in your hands. But training is the most important part of every action you will make.

What do you think is the most overlooked part of making the boat go faster? Boat weight, sailor's weight....hiking technique, downwind technique...I don't know, you should feel your boat and know, can it go faster or not...if not...think a bit and try harder.

What do you think are the Finn class's greatest assets? Finn is an open class, one design is not a good formula for sailing evolution. Carbon masts and progressive sails are the most cool parts in the Finn I think.

What do you think about the format of the current Sailing World Cup circuit? I think it is great, but I think ISAF should add some money prizes for the top 10 boats in the cup. About the points.... 1st place get 20 points. 20th place 1 point...but for example there are not 20 boats sailing in the Melbourne first World Cup, but the first sailor still gets 20 points.... but I think he should get points depending on total participants amount (15 sailors - 15 points, 7 sailors - 7 points...and so on) Also I think ISAF should organise some transportation methods for sending our boats across the world between the World Cups...I don't know how, but we need to think.

Is there anything you'd like to see done to improve the racing or format in general? I think sailors should have two 3rd places on the Olympics when the points are tied...))) I also think we need to have 2 discards...starting from 6 races made....there is a lot of cases for this.

How do you think sailing can improve its media image (or does it need to)? Yes we need to. Onboard cameras, cameras on Jury boats and starting vessels. Professional photographers on the same boats. We need all the sailors to write their sailing blogs with pictures and videos in one place (for example our future sailing blog: ConnectedSailors.com) If people will go to the one site and see all the sailors writing their blogs, interact with each other...people will still go there tomorrow, and the day after...to see the changes - sailing will get more popularity, traffic and coverage.

How do you think the media can improve presentation of sailing races? We need to get few professional marine HD cameras to make a cool sailing shots and video with the HD quality. We need to show more sailor's faces, not the boat and show more action...capsizing... I think we need also to add Virtual Spectator to our racing, as the AC is doing...put GPS transmitters into the boat and build the interactive sailing image...I think ISAF should recruit some professionals to set all this up.

Do you think sailing can ever be made TV friendly enough to attract large audiences? Yes...as I said we need to work with professional media workers iShares cup, AC, 18ft series...all these events are TV friendly so we can also get the same results in the future. Sailing should be transformed into the more monetary sport, like F1 and tennis. When there is money people like to watch who will take the next prize. People who're watching TV need more high quality videos, pictures and interviews... there is a lot to work we need to do on the way to make our passion (sailing) better!



Masters news



Finn World Masters in Split, May 2010

Fons van Gent writes: As most of you will know by now, the Finn World Masters Championship 2010 will be sailed in Split, Croatia from May 21-28. I visited Labud Sailing Club again, last February and I have, after we had three meetings about a lot of details, a very good feeling about the Masters 2010.

You can read this in my visit report on www.finnworldmaster.com. Everything is on the right course and, under the responsibility of Mr. Ivan Kuret, many preparations have been made. Entries are coming in everyday now and the estimate is we will have at least 150 competitors. I am looking forward to meeting all of you again, one year after Maubuisson, France and hope we will have a good and sportive championship again.

New scoring system

During the meetings in Split in February 2010 we discovered a bombshell in the new scoring system, so we decided to cancel it.

What remains new is that you will not sail anymore in the same group during the entire week, but for each sailing day new colour groups will be formed. These groups will be announced on the Sunday evening already, so from then you will know in what colour group you will be in every day. For all details about the new scoring system please read the explanation on www.finnworldmaster.com.

2009 no-show money to Haiti

In October 2009 I sent, as agreed in the Annual Masters Meeting in Maubuisson, 13 invoices to Masters who entered for the Finn World Masters 2009 in Maubuisson, but did not show up without any notification. 5 Masters gave a reaction. The result was: 2 convinced me having a legal reason for their no-show, 1 paid, one said he would pay but did not and one gave a rather unfriendly reaction and did not pay. From the rest I received no reaction, even after a reminder.

I felt that it was best to refund the one payment I did get, but his reaction was to donate the money to the victims of the earthquake in Haiti and I think this is a super gesture. In the meantime I transferred €130 to the Haiti account in Holland.

In the Annual Masters Meeting in Split I will further discuss the no-shows and I will come with new points of view.

Finn World Masters 2011 in Punta Ala, Italy

In 2009, in Maubuisson, we voted to organise the FWM 2011 in Punta Ala, Italy. Punta Ala lies on the Mediterranean coast, close to the island of Elba. On June 7th and 8th I will visit the Circolo Velico and the Punta Ala Camping Resort for the preparations of the Championship in 2011.

The organisation sounds very enthusiastic and I am looking forward to meet the people there. After my visit I will write my report on www.finnworldmaster.com. At this moment there is already a small presentation of the venue on our site.

Looking for new venues for future Finn World Masters

For 2012 we have, as a candidate, Pwllheli in Northern Wales, UK. On Wednesday May 26th 2010, in Split, we will vote for the venue in 2012 and as long as we have no other candidate we will sail in Pwllheli. There is nothing wrong with that. On the contrary: I have been there and it is looking very good. Please read my report on www.finnworldmaster.com. But I think it is a good thing when people can make a choice. So: if you think you know a club (or organisation) with a good venue for a future Finn World Masters Championship (2012 and later), please make them contact me via fonsvangent@home.nl

Fons van Gent
(Vice) President Masters Fleet



Technical briefing by Richard Hart

There seem to be more active Finn builders now than at any time since GRP boats were first permitted in the 1960s. It is pleasing to report that production is underway in Brazil, and that our Chief Measurer Jüri Saraskin has been there, checked things out, and trained a local measurer in Finn matters. Now there are plans to restart production in South Africa! The Brazil initiative was helped by the provision of some surplus hull moulds by Pata and by a grant from FiDes, our development fund. Similar arrangements are being discussed with the South Africa Finn Association.

Several of the builders now have a policy of asking for the attendance of our Chief Measurer periodically (particularly when new moulds are produced), so that he can liaise with the local Measurer and everybody can be satisfied that the new production is 'legal'. Jüri is NOT there to advise on whether it is a fast boat or on what the other builders are doing – he has to be impartial.

I was privileged to be asked to Devoti Poland during a visit by Jüri recently, to see arrangements at their new factory and to meet the staff and the local measurer Marcin Owczarkiewicz. The discussions we had during the visit were very encouraging and useful.



Last year, AGM required the setting-up of a class 'Gear Commission', aiming to ensure that nobody comes up with a 'magic boat' at the Olympics, and in particular, to make it impossible for anybody to gain an unfair advantage by spending huge amounts on technical development. There is a suggestion that Equipment should be from standard moulds etc generally available at least six months before the Olympic Regatta, and another proposing to cap Research and Development costs.

Because there is an overlap with the normal work of TC, I was asked to lead the work. I have yet to report back to the Commission, but feedback from TC and ISAF suggests that our possibilities are limited. We do not have the right to set special requirements for the Olympic Regatta. Anything we do must be through the standard vehicle of our Class Rules, as approved.

My enquiries suggest that the problems perceived in another class were largely due to the psychological warfare associated with the Olympics! In our own Class, we all talked about magic boats before the Lamboley Test came along in the 1970s, but not since then. When we went from "supplied boats" to owners' boats for the Olympics, we were worried about extra pressures on our rules, but in general the rules have been sufficiently robust to stand up to these pressures.

So do we need to do anything, and what can we do? Another class has perceived a problem, and so AGM has directed that we take steps to avoid having the same problem, if it exists.

One way to give everybody more confidence in our system is to make it as open as possible. If we put each boat's Certificate information on an open website, this would make the measurement details of all boats available to anybody – and show that the medallists are sailing boats that are fundamentally the same as everybody else's! We would have to limit the ownership information for privacy reasons, so some redesign of the Certification would be necessary.

When we visited the Devoti factory, they told us that they were frequently asked for the measurement information for older boats, because the Certificates had been lost. Once the website system got going, regatta authorities could check at any time that our equipment was properly certificated, and hopefully Equipment Inspectors would be able to concentrate on checking whether our boats were right, rather than on checking paperwork and stamps.

The other main way that we can address the concerns about special equipment, is to control the rate and timing of change. For example, if we change the boom rule in some way, the time to do so is just after the Olympics: if there are any magic surprises, they should have become known to everybody by the time of the next Olympics.



Photos: François Richard



Finn sailing from across the world

AUSTRALIA



John Shallvey writes: "This year we wanted to do something special for the 60th year so with the great support of Ronstan and Devoti Sailing we had a champion of the summer. After a very good and consistent summer we gave James Patterson the honour of our 'champion of the summer' with some great sailing and top 3 positions in 3 of our 4 major events."

Sail Sydney 2009

1	AUS 241	Brendan Casey	15
2	AUS 221	Anthony Nossiter	18
3	AUS 223	James Paterson	27
4	NZL 21	Nikolas Burfoot	33
5	AUS 10	Warwick Hill	38
6	AUS 21	Henry Bagnall	38
7	AUS 23	Timothy Castles	44

8	USA 16	Conrad Brown	70
9	AUS 260	Chris Caldecoat	73
10	AUS 9	John Condie	73
11	AUS 2	Rob McMillan	78
12	AUS 808	Shaun Wells	85
13	AUS 245	Matthew Mitchell	99
14	GBR 64	Craig Kirkpatrick-Whitby	111
15	AUS 22	Timothy Stranack	127

Sail Brisbane 2009

1	AUS 241	Brendan Casey	8
2	AUS 21	Henry Bagnall	12
3	AUS 7	Bucky Smith	19
4	AUS 2	Rob McMillan	26
5	AUS 252	Chris Caldecoat	33
6	AUS 24	David Schmidt	43
7	USA 16	Conrad Brown	49

Australian Nationals 2010

Sorrento Sailing Couta Boat Club

'Nocka' took out the 2010 Australian National title with an almost flawless sailing display, notching up six wins in a row out of 10 races. Second placed Nik Burfoot took the first three races, while Oliver Tweddle took the final race, which the top two didn't sail.

1	AUS 221	Anthony Nossiter	10
2	AUS 21	Nik Burfoot	17
3	AUS 223	James Paterson	26
4	AUS 26	Oliver Tweddell	31
5	AUS 243	Warwick Hill	31

6	AUS 235	Timothy Castles	38
7	AUS 262	John Condie	59
8	AUS 3	Jake Gunther	70
9	AUS 234	Shaun Wells	73
10	AUS 260	Chris Caldecoat	77
11	AUS 9	John Shallvey	80
12	AUS 264	Aaron Heritage	88
13	AUS 242	Robert Buchanan	89
14	AUS 2	Robert Mcmillan	104
15	GBR 2	Henry Bagnall	108
16	AUS 72	Greg Clark	131
17	GBR 1	Craig Kirkpatrick-Whitby	141
18	AUS 252	Andrew Baglin	145



Photos: Steb Fisher

BRAZIL



The Rio de Janeiro State Championship was held in Rio de Janeiro Yacht Club (ICRJ), from 6 to 8 November, with 10 boats, from Rio and Sao Paulo. After seven races the winner was Henry Boening 'Maguila'. He won five races, racing with the last boat built by Jorge Rodrigues/Holos, showing that the Brazilian Finn is competitive against all the other boats. It was a very tight race between Henry and Fabio Bodra, Paulo André and Fernando Madureira

The Brazilian Nationals was held in Rio from January 29 to February 1. This year we had less boats than usual, due to the the Star Worlds being held there one week before. We were again blessed with beautiful and warm days, with moderate wind, with a total of eight races completed in three days.

The entire championship was a close match between Henry Boening and Jorge Zarif Junior, the current Finn Junior champion. This time the winner was Jorge Zarif Junior,

that had to wait until the last race to beat Henry Boening.

They both won four races each, but Jorge Junior got the title because he won the last event's race. In the Masters, Jorge Rodrigues won the title, sailing his first Finn built in Brazil.

We would like to invite all Finn sailors to participate on the 23rd Rio de Janeiro International Sailing Week that ICRJ will host from October 29 to November 2. This race is open to Olympic, Panamerican and Youth Sailing classes, and is one of the best championships that you can participate in Rio the Janeiro.

We also will promote a Finn Carnival Regatta next year, in February, for those who want to come to Rio to watch this big parade and also have the opportunity to sail on the Guanabara bay.

If you are interested in participating, please contact Fernando Madureira at: drfmadureira@hotmail.com

We look forward to seeing you here to enjoy the sailing and the city.

Brazilian National Championship 2010

1	109	Jorge Zarif	10
2	5	Henry Boening	10
3	45	Fábio Bodra	24
4	10	Fernando Madureira	31
5	100	Paulo André Pomerantzeff	32
6	1	Henrique Cabette	39
7	103	Luis Felipe Mosquera	46
8	102	Jorge Rodrigues	51
9	9	Ricardo Maffia	54
10	3	Ricardo Valerio	64
11	99	Jorge Vassilas	76
12	5(e)	Ricardo Ermel	78
13	5(p)	Pablo Zabala	82
14	55	Guilherme Pereira	88



CROATIA



Split Olympic Sailing Week Split, Croatia, 17-21 March 2010

Even without the current European champion, Ivan Kljaković-Gašpić from Split (he did not compete due to illness) there was a lot of action and exciting moments.

After two days were lost through no wind Mate Arapov, one of the best Croatian Laser sailors, raced in the Finn with an outstanding performance in a borrowed boat. After three races he was leading, and won race four but was OCS. In race five he was second after Marin Mišura and they had equal number of points before the final race. Mišura finished in great style winning the final race.

Misura said, "There has been a non-stop battle against Mate Arapov who has been a great surprise for all Finn sailors here. Mate is not physically perfect for Finn but we all know him as a great sailor and luckily for me he was tired in last race. After a long while I've performed well and I was sailing better each race."

1	CRO 25	Marin Mišura	9
2	CRO 6	Mate Arapov	15

3	POL 7	Rafal Szukiel	17
4	RUS 9	Eduard Skornjakov	17
5	SLO 573	Vasilij Žbogar	18
6	POL 17	Piotr Kula	21
7	CZE 9	Michal Hrubý	27
8	CZE 52	Tomas Vika	36
9	CRO 11	Josip Olujić	41
10	HUN 6	Gaszton Pal	49
11	HUN 8	Márton Beliczay	54
12	CRO 110	Lukša Cicarelli	61
13	HUN 270	Huszár Géza	64
14	AUT 3	Peter Mosny	71
15	CRO 52	Nikola Barić	72
16	HUN 212	Richard Hirschler	79
17	HUN 127	Péter Haidekker	80
18	CRO 88	Marin Mrduljaš	91
19	HUN 728	Elemér Haidekker	91
20	HUN 2	Peter Sipos	95
21	HUN 972	Gyula András Mónus	96
22	HUN 7	Graham Douglas	100
23	HUN 77	Szabolcs Pajor	119

DENMARK



Richard Berg-Larsen writes: There was no sailing in Denmark between the 12th of December and early March due to ice. Dragør, which is normally the most active winter sailing place due to the strong current holding the ice away, is still icebound in the inner harbor, but we will try to get the boats out this coming weekend.

The Copenhagen Boat Show called 'Boats in Bella' showed a brand new Finn from



BlueBlue in Poland. The boat looks very much like a Devoti, with smaller drain tubes. The transom looks a little narrow below the waterline, as is the case with their 470 and 420 that have been extremely successful the last couple of years; several Olympic candidates use their 470. The boat was hardly ready, and we actually helped rigging her, with a mast, boom and sail belonging to three local Finnsters.

The regatta season will commence the 24th of April in Kastrup. One big event, in 'Denmark' this year will be the Swedish Nationals taking place in Skanör, a good stone's throw from the Dragør Fleet of 20+ boats, and indeed an old Danish town. We therefore expect a large Danish fleet to claim the area back, at least for that weekend.

The Danish Nationals will be held in Sønderborg, just north of the Danish / German border, and we will probably see an even larger German and Dutch Fleet than normal, so we are looking forward to two very interesting Nationals this year.

Below: Danish Finn sailors enjoying the first copies of Photo FINNish at their Christmas lunch after sailing at Dragør (far left)



FRANCE



Semaine Internationale de Cannes 2010 Yacht Club de Cannes, 16-19 February

In a real mix of conditions, Rafal Szukiel won two races and narrowly edged out the Italians Giorgio Poggi and Filippo Baldassari who won one race each. Other race wins went to Alexandros Dragoutsis, Alejandro Muscat Diaz and Jan Kurfeld.

Results (82 entries)

1	POL 7	Rafal Szukiel	25
2	ITA 117	Giorgio Poggi	28
3	ITA 123	Filippo Baldassari	33
4	GER 711	Jan Kurfeld	36
5	GRE 8	Alexandros Dragoutsis	39
6	CYP 19	Haris Papadopoulos	39
7	CZE 1	Michael Maier	43
8	AUT 3	Florian Raudaschl	50
9	ESP 7	Alejandro Muscat Diaz	53
10	NED 83	Timo Hagoort	56
11	NED 6	Stefan De Vries	60
12	POL 17	Piotr Kula	71
13	SWE 6	Bjorn Allansson	73
14	ITA 101	Riccardo Cordovani	98
15	GER 71	Christophe Froh	116

16	HUN 6	Gaszton Pal	129
17	GBR 653	Adrian Brunton	133
18	GER 77	Ulli Kurfeld	133
19	AUT 7	Richard Gubi	136
20	POR 5	Frederico Melo	136
21	GBR 2	Allen Burell	136
22	HUN 8	Marton Beliczay	144
23	NED 844	Gert Van Der Heijden	145
24	GBR 672	David Potter	146
25	GER 64	Luttkus Lennart	153



Photos: Claire Allain des Beauvais

ITALY

Trofeo Bertacca

The seventh edition of Trofeo Bertacca took place last November in Torre del Lago Puccini, close to Pisa. This event is the classical end of season regatta for the Italian Finn fleet and attracted 38 Finns from all parts of Italy. The organisation was perfect as always by Italo Bertacca.



A warm and sunny weekend welcomed the participants, but wind was very light and fluky. Four races were sailed and the local Simone Mancini (2-1-15-1) managed to win the thanks to great speed and good tactics, beating Giorgio Poggi (1-2-1-2) for the win in the last race. Third place went to Filippo Baldassari (3-5-4-3) followed by Marko Kolic (5-6-3-5) and the Grand Master Franco Dazzi.



The prizegiving was extremely rich as usual for this regatta, with prizes offered by sponsors Rockport, Gottifredi Maffioli, Gleistein Ropes, Tomasoni Fittings and Harken, together with the regatta organizer Bertacca Sail Equipment. During the Saturday night dinner the Coppa Italia prizegiving was held in a very pleasant atmosphere.

1	ITA 19	Simone Mancini (left)	4
2	ITA 117	Giorgio Poggi	4
3	ITA 123	Filippo Baldassari	10
4	ITA 40	Marko Kolic	13
5	ITA 9	Franco Dazzi	16
6	ITA 4	Francesco Faggiani	18
7	ITA 985	Federico Laici	20
8	ITA 34	Italo Bertacca	20
9	ITA 134	Vittorio D'albertas	22
10	ITA 37	Paolo Visona'	24

Coppa Italia 2010

The eleventh edition of Coppa Italia Finn started in Anzio on 20-21 March. Five races were sailed as scheduled in perfect conditions with a steady south-easterly between 10 and 15 knots and steep waves.

The fight for victory was among Michele Paoletti, Riccardo Cordovani and Filippo Baldassari and Michele took it at his first Finn regatta after a two years break: a good start to his 2012 campaign.

The sponsors of Coppa Italia are: North Sails Italia, HiTech Sailing, Bertacca Sail Equipment, Grappa Bertagnolli, Devoti Sailing, Essemarine, Rockport, Magic Marine, Lizard Footwear, Nordstudio and Residence Ca' del Lago.

1	ITA 146	Michele Paoletti (below)	10
2	ITA 101	Riccardo Cordovani	11
3	ITA 123	Filippo Baldassari	11
4	ITA 40	Marko Kolic	13
5	ITA 892	Enrico Voltolini	18
6	ITA 70	Francesco Lubrano	20
7	ITA 90	Emanuele Vaccari	22
8	ITA 19	Simone Mancini	33
9	ITA 985	Federico Laici	34
10	ITA 2	Marco Buglielli	38

Six more events are scheduled for Coppa Italia 2010 with the following calendar:

10-11/4/2010	Punta Ala
24-25/4/2010	Caldaro
8-9/5/2010	Livorno
12-13/6/2010	Porto San Giorgio
10-11/7/2010	Desenzano
8-10/10/2010	Malcesine Finn Cup

Italian Open Championship 2010

The Open Italian Championship for all Olympic classes will be held in Formia (150 km South of Rome) from 23 to 26 of September.

Notice of Race and news will be available at www.cico2010.com. For further information please contact the Italian Finn secretary at classefinn@libero.it.



Photos: Marina Prinziavalli

NETHERLANDS

De Boterletter Races 2009

Kralingen, Rotterdam

Lucky Luuk Kuipers writes: 12 sailors showed up and on Friday afternoon Timo Hagoort, Gert van der Heiden, Nanno Schuttrups, Sander Willems and Jan Willem Kok went for a tune up. Heavy puffs and strong current meant we had to be acrobats to stay on board.

The first race was difficult and some had enough of it straight away. Mr Kralingen van Vierssen formed the HOH (Hang Over Hike) like me and we could not make it anymore against the young generation. The afternoon race was a fair race with a



good course. Timo got the sportsmanship prize from his competitors as he gave up his overall lead. Sunday brought less wind, good hiking, heavy puffs and shifting winds. Sander Williams won both, but Nanno had done enough to win.

1	NED 787	Nanno Schuttrups	7
2	NED 80	Sander Willems	8
3	NED 888	Luuk Kuijper	10
4	NED 30	Hero Mulder	11
5	NED 844	Gert van der Heijden	12
6	NED 839	Timo Hagoort	16
7	NED 42	Martijn van Muyden	22
8	NED 19	Joost Houweling	22
9	NED 823	Nico van Wirdum	22
10	NED 780	Jan Willem Kok	24

Boeren Kool Cup

The White House, Loosdrecht Lakes

Albert Kroon writes, "The year started with a good fleet of 56 Finns. At the last moment

Pieter Jan Postma showed up and everyone's expectations changed. On Saturday we sailed three races in very pleasant sailing conditions, sun and a breeze.

In the first race PJ took an overwhelming lead, but then took the Schildersgat, a narrow gap between each lake, over sailed the mark and lost to The Umpire of the Loosdrecht lakes Martijn van Muijden. PJ won the next two races. Chris Frijdal changed back from Star to Finn He had to pick up the tricks again after being absent for 15 years, but in the last race did very well.

On Sunday there was no wind so no races were sailed. Some wind came but not enough to sail. In the end the decision was made to get the beer pump working.

1	NED 842	Pieter Jan Postma	4
2	NED 45	Dennis de Ruyter	11
3	NED 787	Nanno Schuttrups	11
4	NED 42	Martijn v Muyden	15
5	NED 839	Timo Hagoort	15
6	NED 888	Luuk Kuijper	19
7	NED 747	Thierry v Vierssen	24
8	NED 780	Jan-Willem Kok	34
9	NED 703	Eric Bakker	36
10	NED 777	Albert Kroon	36

Photos: Jan Bart, Sallingshots



NEW ZEALAND



New Zealand Nationals 2010

Maraetai Yacht Club, 4 - 7 March

One of New Zealand's leading OK Dinghy sailors stepped into one of Dan Slater's spare Finns and took out the 2010 National title at Maraetai from 4-7 March. Mark Perrow sailed a consistent series, helped by Slater missing the last day through a prior commitment. Slater produced a clinical performance over the first two days to win all the races, while Perrow notched up seconds and thirds. On

the final day, three wins was plenty enough for Perrow to take his first Finn title.

1	NZL 11	Mark Perrow	16
2	NZL 1	Dan Slater	26
3	NZL 242	Roger Hall	32
4	NZL 232	Ray Hall	35
5	NZL 10	David Hoogenboom	44
6	NZL 23	Alan Dawson	48
7	NZL 245	Chris Wells	57
8	NZL 111	Brad Douglas	58
9	NZL 32	Tom Brien	75
10	NZL 229	Dirch Andersen	88
11	NZL 236	Brian Saunderson	94
12	NZL 55	John Duff	100

13	NZL 213	Maurice Duncan	102
14	NZL 193	Gerrit Bearda	103
15	NZL 235	Kevin Stone	112
16	NZL 230	Justin Hurst	133
17	NZL 205	Stewart Munro	152



Right: Mark Perrow, 2010 New Zealand National Champion

RUSSIA



1st Finn Siberian Cup 2009

Divnogorsk, Russia (Krasnoyarsk region)
27-30 August 2009
Yenisey River

The history of Finn class in Siberia starts in 1958, when the first two boats were delivered to Krasnoyarsk from Vladivostok. In 1960 some local yachtsmen built another two boats. The first Finn Championship of Siberia was held in 1964 on the Enisey River. Later in 1968 sailing on that river was prohibited due to extremely strong current, and the sailors moved to Divnogorsk on the artificial Krasnoyarsk Lake.

This lake is located between two mountain ridges, so the wind usually blows along the lake while the side relief causes local changes in the wind and makes the racing quite interesting, giving everybody the chance to win.

Active sailing lasted until 1990 and was interrupted by the USSR collapse. But since 2007 the Finn class in Siberia has started to reinstate. Local fans of the Finn looked for any old hulls and restored them. So by the time of the 2009 Siberia Cup they had managed to restore or rebuild 16 Finns.



The most popular boat was one that was rebuilt by Sergey Razumov, who is a real master of wood and boat making. He has built many wooden masts for Finn sailors as well. So the guys actually rebuilt the fleet with their own hands.

The 2009 Siberia Cup was held at the end of August over 3 days. The race committee held five races, with winds starting from four knots at the beginning of the regatta to 8-12 knots on the last day. Many tricks and capsizes of the boats gave a lot of fun to spectators at the side of the lake, while the struggle on the water was hard-edged.

As the result Vladimir Udartsev took the Gold with one second place and four race wins, while Alexey Kauchenkov and Arkady Chirkov fought for the Silver; it finally went to Alexey Kauchenkov ahead.

All three of them visited Moscow after that to participate in Open Russian Finn Championship.

For the future the Siberian Finnsters are aiming to expand their fleet over the coming year. For the 2010 Siberia Cup they have already restored or rebuilt 20 boats.

1	RUS 95	Vladimir Udartsev	6
2	RUS 1	Aleksey Kauchenkov	21
3	RUS 10	Arkady Chirkov	24

4	RUS 551	Sergey Popov	29
5	RUS	Valery Shevchenko	32
6	RUS 1771	Victor Bartsev	34
7	RUS 8	Anatoly Dubenko	37
8	RUS 555	Yury Penin	41
9	SR 175	Vitaly Molchanov	51
10	SR 1663	Nikita Lansky	52
11	RUS 595	Sergey Somov	53
12	RUS 81	Boris Alfeyorov	56
13	RUS 14	Sergey Kovalenko	57
14	RUS 91	Aleksey Naimushin	60
15	SR 1664	Sergey Razumov	69
16	SR 1547	Aleksandr Malinchik	85

Winter Riviera Regatta, Sochi

21-28, February 2010

1	RUS 9	Eduard Skorniyakov	7
2	RUS 1	Aleksey Selivanov	22
3	RUS 11	Dmitrij Petrov	23
4	RUS 14	Dmitrij Tereshkin	24
5	RUS 57	Egor Terpigorev	32
6	RUS 8	Konstantin Besputin	33
7	RUS 111	Ivan Izmet'sev	39
8	RUS 91	Vyacheslav Sivenkov	53
9	RUS 17	Vasilij Kravchenko	56
10	RUS 707	Egor Larionov	61
11	RUS 7	Aleksandr Kravchenko	66
12	RUS 2	Marat Ahmedov	78
13	RUS 15	Maksim Kuz'min	82
14	RUS 71	Artem Pupovskij	82
15	RUS 68	Dmitrij Malyshev	111



POLAND



Polish Championship

Leba, 24-27 September 2009

The Polish Championship was held in Leba on the Baltic Sea. Every day was very strong wind and high waves. On the first day only one race was sailed because wind was more than 30 knots with waves of few meters. Someone on the water measured 37 knots. Rafal Szukiel, the winner said, "We couldn't see the upwind mark between waves, even though was a motorboat nearby." Day two (Friday) was less wind but the waves were still large. Rafal Szukiel sailed well and won all four races. All competitors worked really hard in these weather condition. 'Big second' was Piotr Kula who in every race was just after Rafal. On day three (Saturday), there were three more races. All were won again by Rafal who dominated the event. A strong wind expert, he won the battle and the title of Polish Champion 2009. Piotr Kula - defender of his title won in 2008, sailed well, close to Rafal but this year finished second. Third was Michal Strusinski from Spojnia Warsaw.

1	POL 7	Rafał Szukiel (right)	9
2	POL 17	Piotr Kula	17
3	POL 1	Michał Strusiński	33

4	POL 12	Miłosz Wojewski	40
5	POL 45	Jakub Pasik	45
6	POL 9	Tomasz Kośmicki	49
7	POL 11	Artur Ponieczyński	68
8	POL 77	Maciej Pezała	88
9	POL 71	Maciej Miško	89
10	POL 41	Piotr Falczyński	95
11	POL 6	Tomasz Wieteska	109
12	POL 4	Paweł Karłowski	120
13	POL 19	Tomasz Mikulski	121
14	POL 111	Maciej Kula	124
15	POL 21	Jacek Bińkowski	138
16	POL 14	Marek Jarocki	146
17	POL 2	Adrian Palus	159



SPAIN



Christmas Race

Palamos, Spain, 17-22 December 2009

1	ESP 100	Rafa Trujillo (above)	12
2	ESP 7	Alejandro Muscat Díaz	15
3	SLO 5	Vincec Gasper	16
4	NED 6	Stefan De Vries	38
5	NZL 10	Matt Coutts	38
6	GER 127	Julian Massler	41
7	ESP 10	Ero Pons	44
8	RUS 73	Rozhkov Vitaly	48
9	NED 844	Gert Van Der Heijden	57
10	NED 839	Timo Hagoort	66
11	HUN 7	Graham Douglas	53
12	GER 21	Anian Schreiber	61
13	GER 214	Schulz	61

SWITZERLAND



Gingerbread Regatta 2009

Lake Thun October 31-November 1

The traditional Gingerbread Regatta on Lake Thun once again attracted more than 30 Finn sailors. The end of season highlight marked the end of a great sailing year. Three races were sailed in mainly light winds. With no discard coming into effect, consistent races paid off. A group of five boats stayed in close contact (Hans Fatzer, Carlo Lazzari, Christoph Wilke, Thomas Gautschi and Franz Buergi). The three race winners were Ruedi Baumann, Christoph Wilke and Thomas Gautschi. At the end Franz Buergi was the happy winner of the big gingerbread with the number one on it. Second place went to Thomas Gautschi and third to Christoph Wilke. As usual Saturday night was party time. The Swiss Finn Band rocked the club and everyone had lots of fun. In 2010 (June 23-27) Lake Thun will host the International Swiss Championship (event web site: <http://www.finnthunersee.ch/sm2010>).



Left: The Swiss Finn Band in action

(Picture: Hans Lehmann)

Above: Andreas Friderich (Picture: Sophie Martin)

1	SUI 12	Franz Bürgi	8	16	SUI 7	Jiri Huracek	55
2	SUI 496	Thomas Gautschi	10	17	SUI 13	Peter Kilchenmann	56
3	SUI 18	Christoph Wilke	11	18	SUI 10	Roland Schneider	56
4	SUI 3	Carlo Lazzari	14	19	SUI 29	Hans Althaus	59
5	SUI 11	Hans Fatzer	15	20	SUI 27	Michel Erni	60
6	SUI 96	Hans Lehmann	23	21	SUI 33	Michael Mutti	62
7	SUI 73	Beat Aebischer	23	22	SUI 70	Andreas Fuerer	63
8	SUI 94	Andreas Friderich	25	23	SUI 9	Andrea Roost	63
9	SUI 1	Flavio Marazzi	32	24	SUI 88	Björn Stern	70
10	SWE 7	Jan Fischer	34	25	SUI 58	Bruno Marti	76
11	SUI 17	Frederik Huck	34	26	SUI 20	Martin Leuch	78
12	FRA 40	Joseph Rochet	36	27	SUI 30	Urs Wenger	78
13	SUI 77	Robi Rösti	46	28	AUS 221	Ernst Schläppi	84
14	SUI 57	Ruedi Baumann	52	29	SUI 21	Bernhard Krienbühl	84
15	SUI 22	Harry Geisser	54	30	SUI 50	Rolf Megert	86
				31	SUI 44	Thomas Roost	89
				32	SUI 16	Bruno Imhof	91
				33	SUI 2	Helmut Klammer	99
				34	SUI 455	Pierre Jülita	101





Mardi Gras Regatta 2010

by Scott Mason

20 Finn sailors converged on the Southern Yacht Club February 19-21 for the fourth annual Mardi Gras 'Hangover' Regatta. Racing just after Mardi Gras and Ash Wednesday, New Orleans delivers great hospitality with crayfish, gumbo, cocktail parties and a hosted dinner in the French Quarter.

Ten races were held over three days in varying conditions. Lake Ponchartrain was cold and conditions ranged from drifting on Friday to 15-18 knots on Sunday. Scott Mason was fortunate to get an early lead in race 1 and held on to the finish. Forrest Gay (SFYC Youth Director and West Coast Finn transporter) was second, with local Guy Brierre third. Robert Kinney used a last gasp of breeze from the left to take race 2, with Mason and Brierre following right behind. The Nady's took top honors in race 3 (Louie has sailed Finns longer than Henry Sprague) with Kinney in third.

Day 2 brought a steadier breeze from the east at 6-10 knots. Mason extended over Gay and Brierre with a 3-1-1-4, with Kinney and Nady staying in contact. Local Macho Slavich took the final race then hosted a dinner for competitors, families and race officials at Margaritaville in the Quarter. The evening was fun, but early with prospects of storms Sunday and a 1030 start.



Day 3 looked tame at the outset, but the oncoming storm brought wind and shifty conditions. The no drop format forced Mason to restart on the X flag and herd Brierre to the right corner. Gay, Kinney and Nady came out of the left to beat out Mason and Brierre, but Kinney was over and ended his chances for a top finish. Kinney salvaged his regatta with two wins to close out the series, and Mason was close behind with a 2-3.

Kinney's OCS dropped him to fifth otherwise it would have been a California sweep. The sailors had a great time and look forward to Southern's hospitality in 2011.

1	USA 8	Scott Mason	29
2	USA 30	Forrest Gay	39
3	USA 150	Louie Nady	44
4	USA 57	Guy Brierre	53
5	USA 47	Robert Kinney	54
6	USA 117	Michael Mark	58
7	USA 13	Macho Slavich	70
8	USA 1213	Andras Nady	88
9	USA 23	Jim Hunter	102
10	USA 32	Charles Heimler	103
11	USA 1225	Jay Williams	111
12	USA 75	Ashe Beatty	125
13	FRA 126	Fabien Capeilleres	129
14	USA 26	David Herrera	131
15	USA 179	Louise Bienvenu	141
16	USA 2	Don Griglack	155
17	FRA 13	Benjamin Fournier- Foch	184
18	USA 1	Varnun Sheldon	187
19	USA 434	Bill Daily	197
20	USA 79	Shawn O'Daniels	198

US Midwinters 2010

Lauderdale Yacht Club

1	USA 4	Zach Railey	11
2	GBR 634	Andrew Mills	16
3	GBR 41	Scott Giles	16
4	GBR 88	Mark Andrews	22
5	USA 5	Andrew Casey	46
6	CAN 1	John Romanko	47
7	EST 11	Lauri Vainsalu	49
8	IND 11	Johal Nachhatar	51
9	CAN 5	Greg Douglas	53
10	USA 619	Caleb Paine	56

11	USA 30	Forrest Gay	82
12	USA 74	Henry Sprague	86
13	USA 12	Phillip Ramming	86
14	USA 11	Mathew Goetting	87
15	USA 8	RJ Bay	106
16	USA 505	Ian Wellwood	118
17	USA 150	Louie Nady	126
18	USA 78	Andy Kern	140
19	USA 17	Tim Slater	144
20	USA 51	John Hourinana	151
21	USA 32	Charles Heimler	162

Alamitos Bay YC Olympic Classes Regatta
March 20-21, 2010

15 Finns showed up for the 50th ABYC Olympic Classes Regatta. Seven races were completed on the ocean course in 5-10 knot wind and sporadic fog. Scott Mason, Henry Sprague and Eric Lidecis finished tied with 16 points, with Mason winning the tiebreaker and Sprague edging Lidecis by virtue of beating him in the finale. Laser veteran Vann Wilson joined the fleet and finished 4th. Lasers and Stars competed on the same course, and ABYC provided great hospitality with a Saturday BBQ.

1	USA 8	Scott Mason	16
2	USA 74	Henry Sprague	16
3	USA 505	Erik Lidecis	16
4	USA 28	Vann Wilson	21
5	USA 48	John Harrop	24
6	USA 78	Andrew Kern	25
7	USA 47	Robert Kinney	39
8	USA 60	Iain Woolward	42
9	USA 21	Vladimir Butenko	52
10	USA 1214	Peter Connally	57
11	USA 27	Jeffrey Allen	61
12	USA 1066	Glenn Selvin	64
13	USA 808	Bryan Nickel	69
14	USA 1213	Andras Nady	80

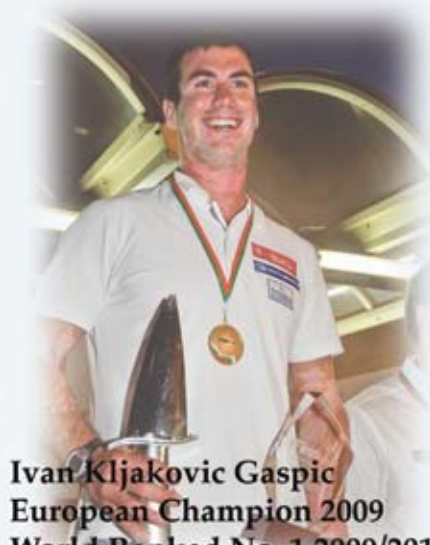
Below: more action from San Francisco Bay, location for the 2010 Silver and Gold Cups



Photos by Laura Scharfenstein

Photos by Chris Ray & simonson h2shots.com

Andre Budzien
3 times Masters World Champion
2007, 2008, 2009
with Pata B4 Finn



Ivan Kljakovic Gaspic
European Champion 2009
World Ranked No. 1 2009/2010
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Major Finn regattas 2010-12

5-9/05/2010	Regatta Port Bourgas	Bulgaria
8-16/05/2010	Finn European Championship	Split, Croatia
12-16/05/2010	Expert Olympic Garda - Eurolymp	Italy
21-28/05/2010	Finn World Masters Championship	Split, Croatia
24-25/05/2010	Goldacher Jollen Regatta	Switzerland
26-30/05/2010	Delta Lloyd Regatta (SWC)	Medemblik, Netherlands
19-23/06/2010	Kieler Woche (SWC)	Germany
24-27/06/2010	International Swiss Championship	Thunersee
3-11/07/2010	Warnemunder Woche	Germany
7-10/07/2010	Intervela	Riva del Garda, Italy
16-18/07/2010	North American Championship	San Francisco, USA
22-25/07/2010	British National Championships	Pwllhelli, Wales
23/07-1/08/2010	Travemunder Woche	Germany
9-14/08/2010	Sail For Gold Regatta (SWC)	Weymouth, UK
17-24/8/2010	Finn Silver Cup	San Francisco, USA
27/08-4/09/2010	Finn Gold Cup	San Francisco, USA
2-5/09/2010	Lipno Regatta	Czech Republic
14-19/09/2010	Hungarian Championship	Balatonelle, Hungary
17-19/09/2010	Open Dutch Championships	Medemblik, Netherlands
23-26/09/2010	Open Italian Championship	Formia, Italy
1-3/10/2010	International Finn Cup	Malcesine, Italy
2-3/10/2010	KSSS Olympic Regatta	Saltsjobaden, Sweden
29/10-2/11/2010	Rio de Janeiro International Sailing Week	Brazil
16-21/11/2010	Perth International Regatta	Australia
19-21/11/2010	Cup Opatija	Opatija, Croatia
14-19/12/2010	Sail Melbourne (SWC)	Australia
17-22/12/2010	Palamós Christmas Race	Spain

SWC = ISAF Sailing World Cup event

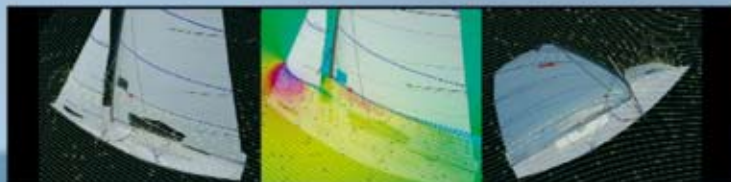
Future Championships

2011		
12-17/6	Finn World Masters	Punta Ala, Italy
30/6-17/7	Europeans	Helsinki, Finland
August	Silver Cup	Moscow, Russia
3-18/12	Finn Gold Cup	Perth, Australia
2012		
27/5-1/6	Finn World Masters	To be decided
May	Finn Gold Cup	Falmouth, UK
tbc	Europeans	Scarlino, Italy
28/7-11/08	Olympic Games	Weymouth, UK

More details and regatta links can be found on www.sailing.org or on www.finnclass.org
 Please check all details before travelling as dates can change at short notice

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