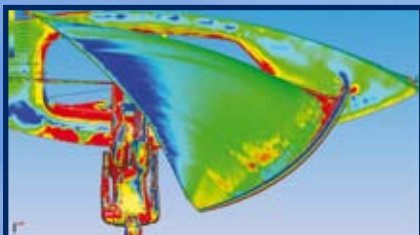


# FINNFARE

APRIL 2011



THE UNDERWATER FINN



BIG FLEETS IN ACTION



COUNTDOWN TO PERTH



FINN SAILING IN RUSSIA





*The winners choice!*

Phone: +41 33 847 1770  
Email: [info@wilke.ch](mailto:info@wilke.ch)  
[www.wilke.ch](http://www.wilke.ch)



SWISS MARINE COMPOSITES  
**WILKE**  
CH - LEISSIGEN



**Devoti Sailing.com**

Devoti Sailing has dominated the international Finn sailing scene in recent years.  
Please contact us for more information and offers for a fast and quality built boat.

Contact:  
Přikop 27/2a, 602 00 Brno  
Czech Republic  
Phone: +420 546 210 285  
Mobile: +420 602 140 116  
Skype: [devoti.sailing.s.r.o.](https://www.skype.com/user/devoti.sailing.s.r.o)  
Email: [info@devotisailing.cz](mailto:info@devotisailing.cz)  
[www.devotisailing.com](http://www.devotisailing.com)

## Opening shot: xxx



### President's Letter

Dear Friends,  
Dear Fellow and Future Finn Sailors,

With the down-under regatta season with majors at Perth and Melbourne and lots of training days in sunny Australia coming to an end there is yet another busy Finn racing season to start in the Northern hemisphere.

In terms of entry numbers as well as quality of competition, the 2011 ISAF Sailing World Cup season starts with record Finn entries in both Palma and Hyeres. These figures

are self explanatory and show the strength and depth of the international Finn fleet. To our satisfaction the fleet is not only large but includes a number of new athletes in the class as well as new countries and a strong junior/young senior fleet which are all inevitable ingredients for a healthy Olympic class.

Back on shore another major issue for the class will be the 2011 May ISAF Olympic Event selection in St Petersburg, Russia. Thanks to a unique mixture of the Finn's traditions and the ability to reshape itself as a boat and a class, we are looking forward to the Olympic event vote in the hope that ISAF will honour and acknowledge the values and efforts of the Finn class by selecting the men's single-handed heavyweight event for the 2016 Rio Olympics.

As regards to our internal tasks in the association there has been much work since the San Francisco AGM last September.

Site visits were conducted to future major Finn event venues and valuable interest was received for the Finn Gold Cup, Junior Worlds, and the Europeans from places like Estonia, St Petersburg, Hyères, Lake Garda and potentially Valencia. The Executive will also work on a potential 2015 Middle East Finn event.

Class rule changes adopted last September have been put in effect with some amendments following intense discussions between ISAF and our Technical Committee. A big thank you to TC Chairman Richard Hart for coordinating this very important

part of our life. Similarly, there has been much work put into setting up the new Finn hull database, on which our Chief Measurer Jüri Saraskin will give a presentation at the 2011 Helsinki AGM.

In terms of our development programme introduced in 2006 there are new and promising challenges ahead. Support requests came in recently from Argentina, Israel, Macedonia and the Philippines and the opportunity to bring Finn sailing to these countries is a big asset to our class.

Marketing wise I can report that the new marketing working party set up in San Francisco and led by double world champion Jonas Høgh Christensen is in the process of addressing the marketing and media challenges of the 21st century facing sailing in general and the Finn as an Olympic class. I hope that the first results of this work can be presented to you by early July.

So much for now, I wish you all the best for your sailing and private lives and hope to see many of you soon on or off the water.

Best regards

A handwritten signature in dark ink, which appears to read "Dr. Balazs Hajdu". The signature is written in a cursive, flowing style.

Dr. Balazs Hajdu  
HUN-1  
IFA President



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](http://www.finnclass.org)

## FINNFARE Editor

Robert Deaves

2 Exeter Road, Ipswich IP3 8JL, England

Mob: +44 (0)7932 047046

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

## Executive Committee of IFA 2010-11

### President of Honour

Gerardo Seeliger

Paseo Marquesa Viuda Aldama 52

28109 Madrid, Spain

Mob: +34 609 20 1020 • Tel: +34 91 661 6133

Email: [g.seeliger@vueltamundo.org](mailto:g.seeliger@vueltamundo.org)

### President

Dr Balazs Hajdu

Furj u 25, H-1124 Budapest, Hungary

Mob: +36 30 332 7415 • Fax: +36 1 319 1680

Email: [balazs.hajdu@t-online.hu](mailto:balazs.hajdu@t-online.hu)

Skype: bhajdu001

### Vice-President – Sailing

Tapio Nirkko

Urheilukatu 32 a 5, 00250 Helsinki, Finland

Tel: +358 44 0293293

Email: [tapio.nirkko@purjehtija.fi](mailto:tapio.nirkko@purjehtija.fi)

### Vice-President – Development

Zach Railey

Tel: +1 727 439 5505 (cell)

Email: [zachsail@gmail.com](mailto:zachsail@gmail.com)

Skype: zachrailey2008

### Vice-President – Masters' Fleet

Fons van Gent

Moerbeilaan 19, 6086 EC Neer

The Netherlands

Tel: +31 475 592048

Email: [fonsvangent@home.nl](mailto:fonsvangent@home.nl)

Skype: fonsvangent

[www.finnworldmaster.com](http://www.finnworldmaster.com)

### Executive Director

Corinne McKenzie

39 Rue du Portal d'Amont

66370 Pezilla la Riviere, France

Mob: +33 670 10 18 13

Tel/fax: +33 4 68 92 60 46

Email: [corinne.mckenzie@orange.fr](mailto:corinne.mckenzie@orange.fr)

Skype: corinnerollandmckenzie

### Chairman Technical Committee

Richard Hart

26 Lower Spinney, Warsash

Southampton, SO3 9NL, England

Tel: +44 1489 575327 • Fax: +44 1489 576908

Email: [Richard@Hart331.fsnet.co.uk](mailto:Richard@Hart331.fsnet.co.uk)

Skype: rhahart

### Honorary Treasurer

Tim Carver

Tel: +44 7798 927971

Email: [tim@timcarver.com](mailto:tim@timcarver.com), Skype: carvert

### Special projects

Michele Marchesini

Email: [michele.marchesini@me.com](mailto:michele.marchesini@me.com)

### Chief Measurer

Jüri Saraskin

Lossi 1A, Tallinn, EE0026, Estonia

Tel: (W) +372 6726 777, (H) +372 6726 222

Mobile: +372 501 1321, Fax: +372 6726 778

Email: [perimex@online.ee](mailto:perimex@online.ee)

### Chairman Marketing Committee

Robert Deaves

2 Exeter Road, Ipswich IP3 8JL, England

Mob: +44 (0)7932 047046

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

Skype: robert.deaves

**Cover photo:** Ben Ainslie back to his winning ways at Sail Melbourne. Photo: Shprt the Library/Sail Melbourne  
Insets:

**Next issue:** August 2011

**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](http://www.finnclass.org)

### FINN SHOP

[www.finnclass.org](http://www.finnclass.org)

### FINN MASTERS

[www.finnworldmaster.com](http://www.finnworldmaster.com)

### THE FINN CHANNEL

[www.youtube.com/thefinnchannel](http://www.youtube.com/thefinnchannel)

## Finn news

### Falmouth Finn Festival 2012

The Royal Cornwall yacht Club is working hard to put on a fantastic couple of events in May 2012. First up in the British Open and National Championships from 4-8 May, which is followed by the Finn Gold Cup and accompanying shoreside programme from 11-18 May, which will include a competitors parade, live entertainment, large TV screen, a food and drink festival, spectator ferries to watch the racing and a firework display.

Then, with the Finn World Masters starting in Pwllheli on May 27, about 150 km to the north there is a full month of fantastic Finn sailing to be had in the UK.

### It's Santander in 2014

ISAF have announced that Santander, Spain, will be the host venue for the 2014 ISAF Sailing World Championships.

In the natural setting of the Bay of Santander, one race course will be within the Bay, two opposite El Sardinero's beaches and one opposite El Puntal beach allowing spectators the opportunity to follow the regatta and athletes.

The organisation of the Championships will be based at the premises of the Prince Felipe High Performance Sailing Centre (HPSC) and Royal Yacht Club of Santander in Puertochico. The HPSC is a fully equipped facility and the practice and technical training venue of the Spanish Olympic Sailing Team. Its facilities include two warehouses and a 14 metre ramp.

### Mosaic poster of Finn logo

Used as the endpapers in the hardback edition of Photo FINNish, this Finn logo mosaic is now available as a poster. The size is 600mm by 210mm and it contains around 1,500 photos. There are only a limited number of these available, so when they are gone they are gone. Order now through the all new Finnshop on [www.finnclass.org](http://www.finnclass.org) for just £5 including postage.





Photo: (c) OnEdition

## Tribute to Don Nordquist

**Finn Class in grief:** It is with great sadness in my heart that I have to report that on Wednesday, 23 March 2011 the Finn class lost a great sailor, coach and friend.

In an accident during a training camp in Denia, Spain, Don 'Donning' Nordquist lost his life. Don and another coach had set out to check if the sailing conditions were suitable for training. A freak wave caught the coach boat and flipped it. Neither of the two coaches were wearing a lifejacket, but the second coach managed to swim ashore where she was aided by sailors and locals. Don was rescued by a lifeguard helicopter but it was too late and his life was not saved. Don was 52 years old.

Don was one of our class greats. He had top 10 finishes at Gold Cups and continued as a highly respected coach. In his coaching career he did a lot of work with Fredrik Loof and for the Swedish federation while he managed to run the acclaimed sailing gymnasium in Motala, Sweden. In

2005 he started to work with the Danish federation and coached me to Gold Cup victory in 2006.

Don was a serious and good hearted man with a lot to offer. He was a typical great. The guy in the background making sure improvements kept happening. He was modest and had a great feel for creating great sailors without it ever being about him. Don will be truly missed by all, especially sailors in the Finn fleet. I hope everybody will send their thoughts to his family, who meant everything to him. He was a true inspiration to me, as he was to many others.

R.I.P

His friend,  
Jonas Høgh-Christensen



## Arise, Sir Fons

In October 2010 our Masters President Fons van Gent was awarded a Royal Knighthood for all he has done for sailing in the Netherlands, and especially for the Finn. It was presented to him in a surprise ceremony by his local Mayor before the prizegiving of the Boerenkoolcup. Everyone knew about it but kept it a surprise. Fons, who has been a Finn Club Holland Committee Member for 25 years, and treasurer for 22 years said, "I am very proud and I was very touched by reactions from all my Finn friends. This is a moment you realise for whom you do all the voluntary work." Well done Fons



## Greek sports award for Ioannis Mitakis



Double Finn Junior European Champion, and runner up in the 2010 Finn Junior World Championship, Ioannis Mitakis (GRE) has been awarded an honorary distinction prize by the Hellenic Sports Journalist Association in Piraeus, Greece.

A big reception was held to award the 'Athletic Prizes', an institution established and organised for the 57th year by Hellenic Sports Journalist Association, in the "Melina Merkouri" theatre in the Peace and Friendship Stadium in Piraeus. The

prizes were awarded to best athletes, teams, coaches and disabled athletes voted for by the HSJA members. During the reception HSJA also awarded special prizes and honorary distinctions to people of the athletic community.

The 21 year old Piraeus Sailing Club athlete Ioannis Mitakis was awarded an honorary distinction prize. Mitakis is supported by the Piraeus Sailing Club and is one of the club's many promising athletes.



This young sailor has achieved some major accomplishments in the last couple of years. In 2009 he won the Junior European Championships in Varna, Bulgaria. He retained that title in Split in May 2010 and also finished 12th overall in the senior fleet. Then in August he placed second at the Silver Cup – the Finn Junior World Championship – in San Francisco, USA.

Mitakis said, "I am really happy about this award. This award means a lot for me because it is the first time that somebody has recognised my hard work. Also I am happy because sportscasters have voted for this award, and as we all know the media are not always keen on our sport, so to vote for me is really important."

On the future he says, "As a senior now it will be harder but until now my steps are quite good so my plan for 2011 is to continue this progress and my main goal is to take a place for my country in Perth for the Olympics of 2012."





## Editorial

Another exciting Finn year is before us with great events on opposing sides of the planet to look forward to in Helsinki and Perth. It is an important year for the Finn and Finn sailors in many ways and by the end of it we will have the first countries qualified for the 2012 Olympic Regatta in Weymouth.

There is lots going on so to stay in touch please do sign up for the email newsletter through our website [www.finnclass.org](http://www.finnclass.org). It's a great way to get the regatta and important news first. In addition you'll get interviews, feature articles and other news – all direct to your inbox about 70 times a year.

In this issue we have an interview with Perth winner Jonathan Lobert, an extended interview with the Russian Finn secretary Vasilii Kravchenko, a fascinating technical article from Mikko Brunner of WB-Sails, an update on the growth of the class in South Africa, as well as all the other news and results we could find.

The Finn class is stronger than ever with lots of development, new and returning sailors and more record breaking fleet sizes this year.

We still think the Finn is the best choice for the Olympics and for sailors who weigh more than 85 kg, and we think that no other class can get close to the Finn.

- It is a technical and physically challenging boat that demands the best from the toughest, fittest and strongest sailors in the world
- It has a massive sense of culture that everyone who has sailed the Finn can relate to – for many, the Finn is a lifestyle choice that lasts a lifetime
- It has an experienced and competent worldwide organisation that has achieved a global media spread through consistent, accurate and professional reports and through use of social media
- It has widely available, consistent and reliable equipment with relatively low running costs and no measurement or technical problems
- It attracts a massive depth in ability and age in more than 50 countries across the world, including a growing number of juniors
- The new free pumping rule has transformed downwind Finn sailing in over 10 knots into an absorbing display of skill, strength and athleticism – it is just great to watch
- It has a history that is littered with household names in sailing that everyone can remember – it is a class of the heroes and rock-stars of the sailing world

Very few classes can offer this complete package.

The Olympics creates heroes, and the heroes in the Finn class at the moment are some of the toughest, fittest, strongest and most recognisable sailors in the world.

The Finn is widely regarded as the ultimate challenge – winning takes dedication, commitment and performing at the limits of fitness and endurance. Sailors have to be strong, fit, agile and athletic while managing the mental aspects of a very tactical boat.

For those of us who sail it, it is a truly awesome challenge, allowing sailors to perform at the limits of endurance and strength and really showing the world what it takes to be an Olympic calibre athlete. Most of us will never get there but it is an inspirational challenge to sail alongside those who will.

See you out there.

*Robert*

## Georg Oser 1935-2011

On Thursday, January 14 2011, Georges Oser, honorary member of the Swiss Finn Association, died.

We have lost in him one of the pillars on which our class is built. He was one of the outstanding personalities among the Finn sailors of Europe and enjoyed the highest reputation from sailors of other classes.

Georges was a Finn sailor with heart and soul, known for having participated in all regattas he could reach. Together with his wife Marianne he travelled all over Europe in a VW camper. And even though most of his fellow Finn sailors preferred to stay in the hotel, at the end they always partied with him around the camper. Georges was well known for his friendly nature and his own sense of humour. He sailed the legendary Z1, in the early days always with a hat. Later on he was the first Finn sailor who started wearing a helmet.



His sailing achievements are outstanding: winner of the Finn World Masters in 1977, 1980 and 1982 and a second place in 1981. He finished among the top five at

Kiel Week and achieved a number of other great results. His contribution to the Finn class was the creation of the 'Veterans', today's World Masters Championship. He was the first masters' president. If we sail today in huge fleets at the World Masters Championship, we should remember that this is the result of the work of Georges Oser.

After the death of his wife Marianne, his companion for all his Finn travels, Georges stopped Finn sailing. He spent his free time with his new passion of riding motorcycles. He lived in Gelterkinden in north-western Switzerland and kept up his contacts with his Finn friends throughout Europe. On Thursday, January 14, he passed away from full health. The funeral took place on Friday January 21 in the Catholic Church of Gelterkinden.

In memory of a great Finn sailor

**Jiri Huracek**  
President of the  
Swiss Finn Association



# The new Finn mast from Concept Racing

The new Concept Sailracing CK01 Finn Mast has been more than 20 months in the making, after an innovative and 'total review approach' to the design and production process.



**Project Manager Michele Marchesini** said, "CK01 Finn Masts' outstanding performances are due to a skilful mix of engineering developments, on-the-water top sailors' experience and special high-tech manufacturing technologies. The key challenge for our team was to make these three factors converge together, and give birth to a new, modern generation of Finn masts."

**Roland Kleiter, Concept Aerodynamics Design Director:** "To get the maximum aerodynamic performance from a mast it has to work perfectly together with the sail, this is influenced by a number of variables combining aero shape, dynamic bend and torsion. The mast bending characteristics have to support the sail to provide the best sail shape over the wind range and must also achieve the best possible aerodynamic of the combination mast and sail. The task we had for the new Concept CK01 mast was to design a wing within the rules, which provides those characteristics."

"To get a better understanding of the flow around the mast and sail we have run exhaustive CFD flow simulations and tested different profile shapes to evaluate the effect on the lift and drag parameters for different lift conditions. In light winds our CK01 mast, combined with modern Finn laminated sails, produces higher lift with a smaller separation bubble on the leeward side and no virtual stall. In the mid range the achieved lift to drag ratio ensures best performance. In high

winds the mast sail combination produces significant lower drag and allows easier helm and better speed."

**Francesco Cipolloni, Structure Engineering:** "The design process of Concept Sailracing Finn mast followed what we defined a 'total review approach', consisting in a new way of thinking, more than a different outlook of existing benchmark products. In other words, we started from basics: International Finn Class Rules, mechanics, fluid dynamics, best available technologies and priceless feedbacks from top sailors. We decided to work out a special finite element code for better managing the complex amount of inputs without losing contact with experimental data. It has been hard, but we have got the expected result: this new software represents an invaluable tool for tuning mast behaviour, enhancing performances and taking off unnecessary weight. Our CK01 Finn mast is somehow 'alive', every single carbon fiber in its construction is important, and affects its dynamics significantly."

**Nicola Cigolotti, composite engineer:** "RMS – Recessed Mono-frame Shell is the result of an intensive structural analysis stage which ran parallel to the aerodynamic developments. This innovative recessed shape of the body lets the designer tune the mechanical behaviour, placing high-modulus fibres conveniently, saving weight and introducing new torsional parameters under sailing."



## FINN SHOP



BOOKS  
FINNFARES  
POSTERS  
TIES • PINS  
CUFFLINKS  
HALF MODELS



www.finnclass.org

## ISAF World Rankings

Fleet racing - Open - Finn - Wednesday 9 February 2011

Pos	Name	Nation	Events	Previous	Best	Points
1	Ivan Kljakovic Gaspic	CRO	7	2	1	4918
2	Rafa Trujillo Villar	ESP	7	1	1	4862
3	Zach Bailey	USA	7	4	3	4836
4	Edward Wright	GBR	7	3	2	4816
5	Giles Scott	GBR	7	5	3	4686
6	Marin Misura	CRO	7	7	3	4557
7	Jonathan Lobert	FRA	7	6	6	4529
8	Thomas Le Breton	FRA	7	8	7	4401
9	Andrew Mills	GBR	7	11	9	4367
10	Deniss Karpak	EST	7	12	10	4248
11	Gasper Vincenc	SLO	7	10	1	4207
12	Vasilij Zbogar	SLO	7	32	12	4157
13	Mark Andrews	GBR	7	9	9	4140
14	Dan Slater	NZL	7	22	2	4069
15	Piotr Kula	POL	7	13	13	4038
16	Eduard Skorniyakov	RUS	7	14	7	3999
17	Björn Allansson	SWE	7	20	17	3993
18	Giorgio Poggi	ITA	7	15	13	3990
19	Pieter-jan Postma	NED	7	23	2	3985
20	Michael Maier	CZE	7	16	2	3968

## Finn Class Video

Making the sport of sailing visually attractive has become one of the primary concerns of both classes and event organisers worldwide. This doesn't just mean publishing great photos and spectacular footage, but also the way in which they are presented. A new video released last year by the International Finn Association hopes to demonstrate what is possible and is offered to showcase how appealing sailing can be, as much as it showcases the Finn.

The video was produced by X-Trame Studio of Budapest in conjunction with the Finn class, principally using footage taken at the 2010 Finn Gold Cup in San Francisco, but also using material from a wide range



of other sources. The class posted the video on its YouTube site, TheFinnChannel, and to date it has received some 32,000 views. The direct link is: [http://www.youtube.com/watch?v=xGscya\\_LorE](http://www.youtube.com/watch?v=xGscya_LorE)

The video is available free of charge in broadcast quality on the Finn class's FTP server and is freely available to any TV or media outlet wishing to broadcast it. Contact: corinne.mckenzie@orange.fr for FTP details.

The video is also available to any Finn sailor as a special and unique tool provided by the class to promote sailing and to help with campaign funding. A 12.4 Mb MP4 file is available to download on the videos or document pages of [www.finnclass.org](http://www.finnclass.org).

The 2 minute and 40 second video showcases the sport of sailing at its very best. It speaks volumes. Enjoy





# ISAF Sailing World Cup 2010-11



The third edition of the ISAF Sailing World Cup is following the same pattern as in previous years with events in Melbourne, Miami, Palma, Hyeres, Medemblik, Kiel and Weymouth. The Brits have dominated so far with top three in Melbourne and Miami, with wins for Ben Ainslie and Giles Scott.

## 1. Sail Melbourne

Sail Melbourne 2011 – Final results												
1	Ben Ainslie	GBR 3	3	(9)	6	1	1	1	3	6	4	8 33
3	Edward Wright	GBR 11	10	3	1	6	(13)	4	1	5	2	4 36
2	Giles Scott	GBR 41	1	6	(11)	5	7	7	2	2	1	6 37
4	Jonathan Lobert	FRA 112	4	2	8	2	8	5	(10)	4	1	2 48
7	PieterJan Postma	NED 842	(11)	8	9	8	6	3	5	1	6	2 48
6	Thomas Le Breton	FRA 29	6	1	3	(24)	dnf	3	10	6	3	10 50
5	Zach Railey	USA 4	2	4	2	3	10	2	7	(11)	7	18 55
8	Andrew Mills	GBR 85	7	7	4	4	(15)	15	4	8	5	14 68
9	Vasilij Zbogor	SLO 573	5	10	7	10	5	8	(12)	10	9	20 84
10	Dan Slater	NZL 1	9	11	(12)	7	4	12	8	9	12	16 88

11	AUS235	Timothy Castles	113
12	AUS1	Brendan Casey	113
13	RUS57	Egor Terpigorev	145
14	AUS223	James Paterson	147
15	AUS243	Warwick Hill	155
16	AUS2	Rob McMillan	155
17	AUS261	Oliver Tweddell	168
18	AUS11	Shaun Wells	171
19	AUS260	Chris Caldecoat	181
20	IRL4	Ross Hamilton	196
21	AUS262	John Condie	208
22	AUS3	John Shallvey	216
23	AUS8	Dirk Seret	240



The weather didn't quite live up to expectations at the start of Sail Melbourne 2010 as the first day was lost for Finns because of lack of wind and the third day was lost because of too much wind.

Light winds on day four favoured Ainslie as he posted three race wins to take the overall lead of the regatta. It was starting to turn into a British benefit, and on day five, Giles Scott was the best performer of the four Skandia Team GBR sailors with a scorecard of 2-2-1, though Ainslie continued to lead the series.

Ainslie took a six point lead into the medal race with Scott in second place, who was one point clear of Ed Wright. Jonathan Lobert, Thomas Le Breton and Zach Railey could technically still win.

Photos: Above Thomas Le Breton. Right: Ed Wright, Jonathan Lobert, Zach Railey. (c) Sport the Library/Sail Melbourne

Pieter-Jan Postma leapt to an early lead, and while the British sailors covered each other, he raced away to an easy win. However, this was all about final points and the Ainslie had it under control. "Ed was going right and Giles was going left," said Ainslie. He had to choose: "I went with Giles. It (the wind) was slowly clocking left but there was a big right hand shift which lifted Ed."

Wright took advantage of the lift to finish second, ahead of Scott and Ainslie. This allowed him to leapfrog Scott in the overall standings, leaving Great Britain with all three podium positions.



## 2. Rolex Miami OCR

From start to finish the week belonged to Giles Scott. Whenever the wind was more than 10 knots, Scott won every race except one. He took line honours six times in 10 races, though one became an OCS. His team mates Ben Ainslie and Andrew Mills both put together impressive series to make it a Skandia Team GBR 1-2-3 for the second time in this ISAF Sailing World Cup cycle.

After opening with four impressive wins in 12-15 knots, Scott slipped up with an OCS and then a 7-4 before closing out the series with a 3-1 to take an eight point lead into the medal race.

There was mid-week drama for Ben Ainslie. He was scored DNE after receiving a second yellow flag as he finished race six. An RAF request was accepted, giving Ainslie the chance at a medal. Apart from Brendan Casey who won race five and Bryan Boyd who won race six, the British sailors won every other race.

The medal race was sailed in light winds and Ainslie made the best of it to lead throughout. However a fifth place for Scott was just

enough to secure the Rolex Miami OCR 2011 for the 23 year old former Junior World Champion after placing second here in 2010.

Scott said, "The medal race was quite a tricky one with both Mills and Ben effectively on the same points, I decided before on shore that the the best defence was to be attacking in the pre-start. I engaged Mills early then went after Ben. I managed to give Ben a penalty in the last minute, but he did well in still managing to get out to the favoured right. So I was left with the task of making sure I finished inside the top 5. It was all pretty tense, but I'm massively pleased with my week and it was great to come away with the win."

Though numbers were not exceptionally high in Miami, the fleet was still a tough one with a lot of experience and depth. However many sailors had skipped the event either through cost or logistical problems so soon after a protracted period in Australia.

Photos: Below: Ben Ainslie, Giles Scott, Andrew Mills.  
Bottom: Start race six, Giles Scott, Ben Ainslie, Brendan Casey

### Rolex Miami OCR 2011 – Final Results

1	GBR 41	Giles Scott	1	1	1	1	[ocs]	7	4	1	3	10	29
2	GBR 3	Ben Ainslie	5	2	5	2	8	[raf]	1	3	2	2	30
3	GBR 85	Andrew Mills	7	6	2	3	[16]	4	2	2	1	6	33
4	AUS 1	Brendan Casey	3	4	3	7	1	3	[15]	4	13	16	54
5	SLO 5	Gaspar Vincenc	4	7	7	5	6	[16]	3	6	4	14	56
6	USA 4	Zach Railey	2	3	4	6	4	[20]	12	7	8	12	58
7	SLO 573	Vasilij Zbogor	6	10	6	4	[22]	12	5	11	5	4	63
8	ITA 146	Michele Paoletti	10	13	11	[20]	5	15	10	5	7	18	94
9	POL 7	Rafal Szukiel	18	8	17	16	10	2	6	[22]	10	8	95
10	USA 619	Caleb Paine	11	5	9	11	15	10	[18]	10	18	20	109

11	SWE 736	Johan Tillander	89	20	GER 174	Matthias Miller	132	29	CAN 14	Rob Hemming	217
12	USA 1140	Bryan Boyd	93	21	CAN 902	Brendan Wilton	136	30	USA 1227	David Beyers	224
13	SWE 6	Bjorn Allansson	95	22	CAN 26	Paul Brikis	152	31	USA 150	Louie Nady	239
14	USA 40	Luke Lawrence	104	23	USA 74	Henry Sprague	161	32	USA 100	Jose Oti	242
15	CAN 5	Greg Douglas	110	24	IND 126	Nachhatar Johal	166	33	USA 1213	Andras Nady	263
16	CAN 110	Martin Robitaille	111	25	USA 21	Gordon Lamphere	188	34	USA 23	Jim Hunter	271
17	ITA 101	Riccardo Cordovani	117	26	USA 81	Joshua Revkin	200	35	USA 911	Jim Revkin	282
18	EST 11	Lauri Vainsalu	119	27	USA 8	Scott Mason	202	36	GER 136	Christian Teichmann	288
19	RUS 57	Egor Terpigorev	123	28	USA 32	Andrea Fornaro	206	37	USA 22	Terry Greenfiled	301



Pics: Rolex/Daniel Forster

### 3. Trofeo SAR Princesa Sofia MAPFRE



## Masters news

Photo: Tosca Zambra

At the moment of writing this article we have reached 200 entries for the Finn World Master Championship 2011 in Punta Ala, Italy and my estimate is that we will go over 250 again. Obviously Italy is popular for many Finn Masters, but to me that's no news. We all like the country with its fine food, wines, landscapes, and, very important, the (usually) good temperatures and sailing conditions. I am sure we will have a great Championship in Punta Ala.

Yacht Club de Cannes has withdrawn its candidacy for 2013. The President wrote me that the club has, in the Master's period in 2013, important works in its harbour, so, for 2013, we will have two venues to vote between.

In the Annual Masters Meeting (AMM) in Punta Ala, we will have the presentations of the venues for 2013: Maubuisson and La Rochelle, both in France.

In 2009 we had a great Championship in Maubuisson and they offered to organise it again in 2013.

In 1996 we sailed the Finn World Masters in La Rochelle. There we had, for the first time, the Gold Cup and the Masters in one venue. I remember we had around 200 boats on the water there and that was a lot in those days. That was for Gold Cup and Masters together. You can see how the popularity of the Masters has been growing since then to 267, for the Masters only, in 2009.

A visit to La Rochelle will, to see what has been changed after 1996, take place on April 1 and 2, together with Yves Zoccola. We will, as usually during these kinds of visits, discuss the Masters Guidelines with the club's management and take a look at the availability of everything we need during our Masters Championship.

I remember the Masters in La Rochelle as a good one, especially the running tide gave it an extra dimension. It was, for me, the first time I sailed with a carbon mast and that was quite a difference with the aluminum one, as we all know now.

In the AMM in Punta Ala we will have, apart from the usual items, two major issues on the agenda:

- Do we integrate the new Finn European Master Championship into the Masters organisation?
  - What are the advantages and disadvantages?
  - If the decision will be to integrate: how?

Soon there will be more information on [www.finnworldmaster.com](http://www.finnworldmaster.com)

• Do we keep the format for the Finn World Master Championship like it was in Split and like it will be for Punta Ala or do we have to change it? For those who are interested: take a look at par. 6 and 13 of the Notice of Race 2011 on [www.finnworldmaster2011.org](http://www.finnworldmaster2011.org)

I invite Masters who have good ideas about the format to let me know this so we can put a proposal on the agenda. Then I can invite these Masters to convince the assembled Masters that their format is better than it is now. But remember: it is impossible to please all Masters! There will always remain groups of Masters who like other formats. My experience is that even complete Finn countries like some formats. So when you come with proposals, they must be very good ones, also looking into adapted scoring points (when necessary).

The reason I kept the same format for Punta Ala as we used in Split, was because this doesn't cause any debate (as far as I know) and new formats always generate debate.

The complete agenda for the AMM will be published on [www.finnworldmaster.com](http://www.finnworldmaster.com) soon.

Large groups of Masters started their training sessions already and I am sure that the battle for the places on the podium will be tough but sportive again.

I am looking forward to meet all of you in Punta Ala, next June, for a good Finn World Masters Championship again.

Happy sailing!  
Fons van Gent  
(Vice) President Masters  
NED 748





### NEW NYLON JUNIOR

**CL272**

- Offers economical solutions.
- Ideal for tillers and kayaks.
- Also available in aluminium as the CL211 Mk2.

**CL272W**

- Light weight - only 9 grams and compact length.
- A range of accessories are available. Keeper, Cage, Tapered Pad and Aerobase.
- CL272W with the full range of accessories.

3 - 6mm  
(1/8" - 1/4")

More Information at: [www.clamcleat.com](http://www.clamcleat.com)



## WAVERUNNA

*The Original Hiking Pants Since 1988*

Custom made to your size and spec by people who know and care. Once you've worn Waverunnas you'll never go back to mass produced.

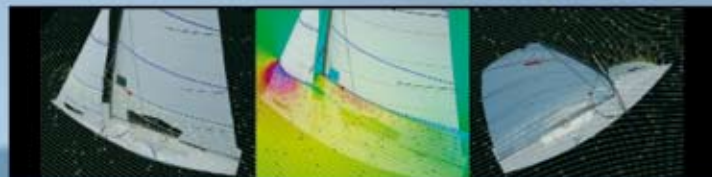
Treat yourself; make the change!

[www.waverunna.com](http://www.waverunna.com)





# FEEL THE DIFFERENCE



**DOYLE  
RAUDASCHL**  
SAILMAKER

Ried 155  
5360 St. Wolfgang  
AUSTRIA

[florian.raudaschl@raudaschl.co.at](mailto:florian.raudaschl@raudaschl.co.at)



**Pata Finn** > the best  
performing mast in 2010

## BE PART OF THE WINNING TEAM

- 1<sup>st</sup> > European Championship 2010
- 1<sup>st</sup> > Junior European Championship 2010
- 1<sup>st</sup> > Master's World Championship 2010
- 1<sup>st</sup> > Delta Lloyd Regatta 2010
- 1<sup>st</sup> > Kieler Woche 2010
- 1<sup>st</sup> > Austrian, German, Hungarian,  
Swedish Championships 2010

Order a new Pata carbon  
wing mast before  
November 30, 2010  
and get free transport  
to the major Finn sailing  
events in Europe!

Contact us for more information:  
[www.patafinn.com](http://www.patafinn.com) • [info@patafinn.hu](mailto:info@patafinn.hu)  
+ 36 30 488 0842



25 YEARS IN FINN BUILDING



Ivan Kljaković Gašpić  
winning the 2010 Europeans  
using Pata mast

Photo by Blažidar Vukičević

**Pata Germany + Austria + Switzerland**  
André Budzien > [info@finnsailing.de](mailto:info@finnsailing.de)

**Pata UK** > David Potter  
[davide.potter@btinternet.com](mailto:davide.potter@btinternet.com)

**Pata Benelux** > Henk de Jager  
[henk@hwdejager.nl](mailto:henk@hwdejager.nl)

**Pata USA + Canada** > Tamás Chyba  
[tomichyba@gmail.com](mailto:tomichyba@gmail.com)



## Interview with Jonathan Lobert

TRANSMER  
Assurances

AQUARELLE.com  
COLLECTIONS DE BOUGIETS



### **How and when (and why) did you get involved in Finn sailing?**

I started sailing the Finn in the end of 2007 after the Laser world championship in Korea in September. I made this move from the Laser to the Finn because I was too tall for the Laser and because the Games were in China with no wind, so I choose to jump in the Finn to get two years more of experience for the London 2012 campaign.

### **What was, and still is, the attraction of the Finn for you?**

I was and I still very attracted by the Finn because I think the boat looks great, and this bunch of tall and strong guys is very friendly. I love the downwind with the free pumping, it is so exciting surfing the waves, standing up on the boat and feeling this heavy boat becoming more and more light as the speed increases.

### **What were you sailing before and what did you achieve in that class?**

Like most of the sailors I started sailing in an Optimist. I started on a river in a small town close to Lyon in France. Then I sailed in a Europe in the north of France, Belgium and Holland. I kept on growing so I moved to the Laser standard and I started training with the French national team in La Rochelle. In those classes I was a good sailor but I never succeeded to be on top at the big events.

### **On a month by month basis, how much sailing do you do?**

Depends if it's racing or training month but I think something like 15 to 20 days a month.

### **What has been the most important thing you have learnt in the Finn class?**

The most important thing I learnt in the Finn class is that it is possible to sail like gentlemen – enemies on the water but very good friends on the shore!

### **What are the most common mistakes you see club sailors or back of the fleet guys doing?**

It's hard to say because I still make a lot of mistakes myself and do few races at the back on the fleet also.... Think there is no secret, work hard and you will be better.

### **The French fleet seems to be growing fast at club level. Why do you think this is?**

In France it's mostly a Master fleet and I think that the guys really enjoy being sailing together, the French Finn association bureau always try to turn the week of races into really fun entertainment with good races on the water and good dinner or party on the shore.

### **How are you finding the new downwind techniques?**

I love the new downwind style. I think I really good for the class and with this the Finn is really Olympic. You need to be strong, you need to have a very good cardio, but for me the key is to feel the boat sliding on the water.

### **What do you think should be the wind limit?**

I think at 10 knots it's good.

### **Describe the differences between the techniques in say 10-11 knots of breeze and in 15-20 knots?**

Now we can pump also from 10 knots I would say that the main difference in the quality of your pump. The more wind there is, the less hard you need to pull because the wind helps you to go with the wave. Around 10 knots you need to have a perfect move to increase your speed. I think it's really good for the class because the sailing technique is improving all the time. And when the people are watching the Finn sailing they say "that's real sport".

### **What are the guys who are clearly successful at the downwind technique doing differently?**

To improve my downwind technique in the last few years I was really focussed on it during the training. I tried a lot of different things all the time to be easy on the boat as much as possible.

### **Describe the relationship between you and Thomas [Le Breton].**

With Thomas everything is clear. We both know that training together makes us better. We really work as partners with Francois Le Castrec our coach. Our main goal is to be together as much as possible on the podium.

### **How and when is the French Olympic place going to be decided for 2012?**

For the selection in France is quite simple. It's a little bit like in football or rugby. The boss of the French federation will look at the season. And after the worlds in Perth he will pick one guy. So we just have to sail the best we can on every race and we will see at the end of the year.

### **What gear will you settle on for this year and why?**

I am now sailing with WB sails and Hit mast because I like the feeling when I am sailing. I think this is quite personal because some guys are really fast with North sails and Wilke mast.

### **Are you trying anything new this year?**

Nothing special I will just keep on doing what I do now.

### **What do you think the class can do to better market itself?**

I think the Finn class is on the right track. They try to make some videos with exciting moments from Finn sailing. I think it would be great to have more cameras in the medal race and to make a small mix of those videos after the race.



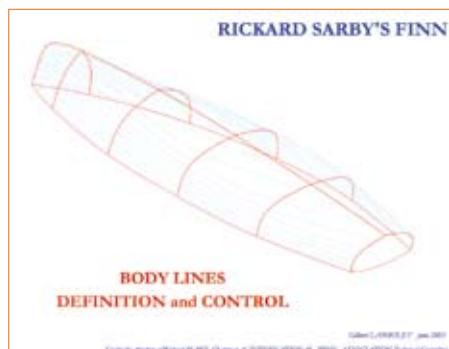


## A look at the Finn under the water

In a recent Finn sail development cycle, WB-Sails needed a 3D Finn model, with hull, cockpit, crew and all, to be able to simulate the sail performance more realistically. With the hull model there, we thought why not add a centerboard and a rudder and take a look under the water as well.

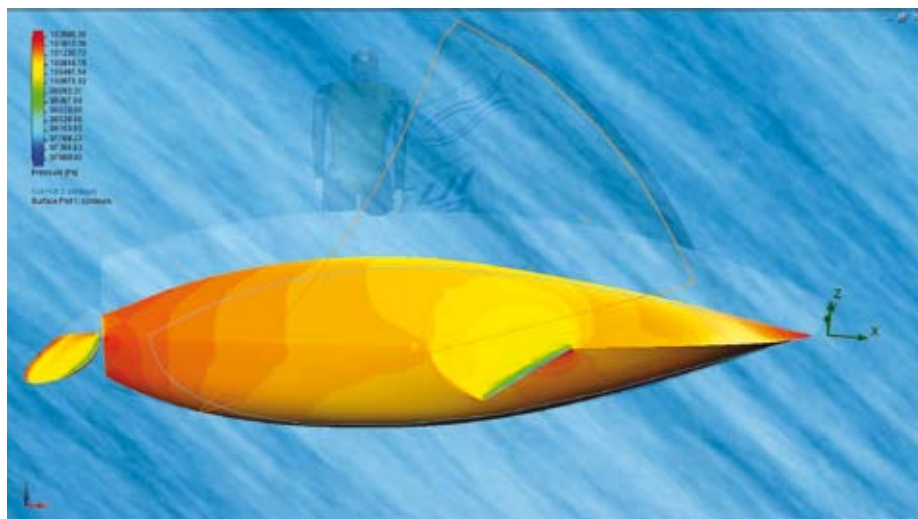
The model was taken out of Gilbert Lamboley's and Richard Hart's work on digitising the original Finn plans, "Body lines definition and control", from 2003. We inserted a roughly shaped cockpit and centreboard case, with the centreboard exiting from the bottom. The underwater flow model was simplified so that wave-making was

simulated sail forces, drive and heel, and heeling moment match with the corresponding underwater forces, and the righting moment by the sailor hiking. The real righting moment is easy to estimate from sailing photos, considering that from trapezing dinghies we know that the centre of gravity of a human being lies more or less at the height of his navel. The simulation was run for medium-heavy conditions of 18 kn true wind. With the sail forces solved, the attitude of the underwater hull was adjusted (leeway and rudder angle at the given boatspeed of 4.9 knots) until the underwater forces matched the sail forces. The sail shape was recorded with a masthead video on Lake Garda, in a steady sea breeze of 18 knots but with rather a



Above: The digitised Finn body lines.

Right: Pressures on the bottom and the appendages. Blue/green is lower pressures (suction), orange/red indicates higher pressures.



ignored, representing the sea as a flat surface, because our aero-code does not support free-surface modelling. Wave-making drag cannot be modelled, but otherwise the free surface is not believed to have a major effect on the flow pattern and pressures over the hull.

When sailing at steady speed, the underwater and above water forces and moments must be in balance. Care was taken that the

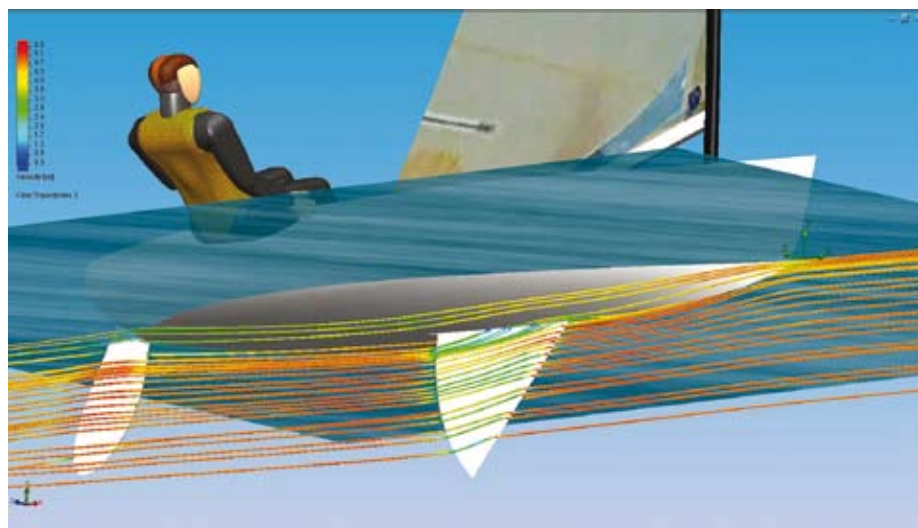
nasty chop, hence the GPS recorded boatspeed less than 5 knots – on flat water the Finn can easily exceed 5 knots of speed.

A comparison was also made to a Finn VPP (velocity prediction programme) run: All three simulations, aerodynamic above water, hydrodynamic under water and the velocity prediction programme forces agreed surprisingly well. The total drive (equal to the total

underwater drag) of the Finn in 18 knots of wind is 20.5 kg force, or roughly 45 pounds – it's not much, a weight that you easily lift with one hand.

### A look at the results

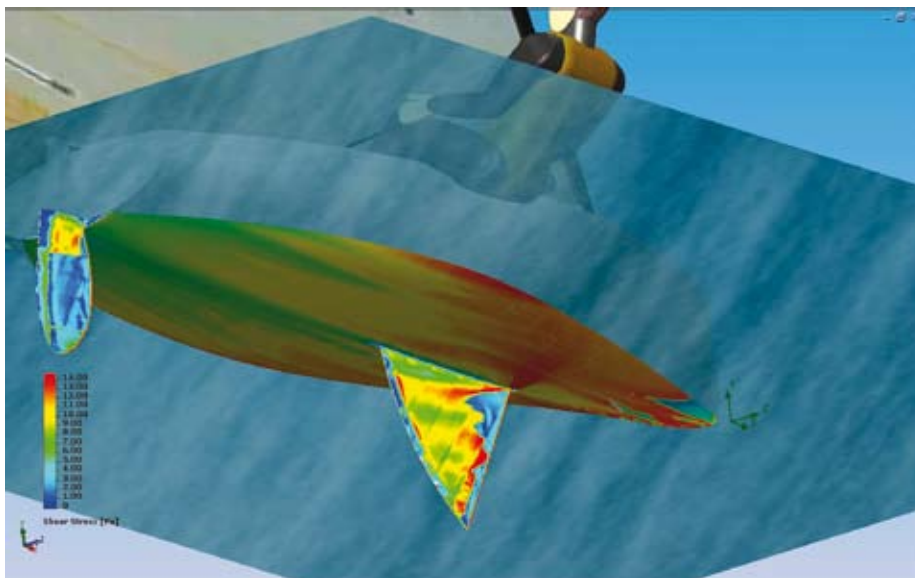
The results of the analysis is best showcased by the accompanying computer screen dumps. The "Finn drag balance" pie-chart contains most of the information. "Drag" is here understood as a force in the direction opposing the motion of the boat. The largest portion of drag comes from the hull wave-



Left: Streamlines coloured with flow speed around the centerboard and the rudder.

Note how the flow bends down on the windward side of the centerboard.

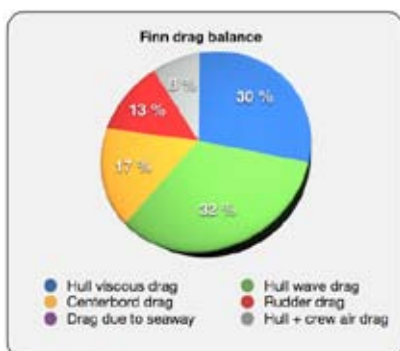




**Left: Shear stress is due to skin friction. It serves well to indicate where the flow is separated, in dark blue areas where shear stress is close to zero. Here the rudder is stalled at 2/3 of its depth.**

making, predicted here by the VPP since it was not considered in the underwater CFD simulation. Nearly as big is the hull viscous drag, meaning the skin friction caused by water flowing along the hull surface. This includes also the pressure drag by the pressures varying from bow to stern, and also a bit of transom drag - the transom was modelled to lie a few centimetres under the sea surface, dragging some water along. The viscous drag was predicted to be exactly similar in the VPP and the underwater flow simulation.

**Right: Finn drag balance sailing upwind in 18 kn of truewind and rather a nasty chop. The largest source of drag is the waves generated by the hull moving through the water (28%, in green). The hull and crew air drag is the smallest at only 4% (in grey).**



The centreboard proved to be more efficient than expected – the thin, triangular plate-like board is not what you would call a modern appendage, but it does its job quite well. The rudder, so refined on the real Finn, was not modelled very carefully but rather the profile was just drawn freehand. So maybe its drag component could be slightly less than in the simulation. The rudder angle was varied until the boat was longitudinally in balance with the sail yaw moment. The yaw moment wants to turn the boat into the wind

direction opposing the motion of the boat. At approximately 0.5 kg force the drag of sailor is twice as big as the drag of the Finn hull itself – Rickard Sarby designed the Finn also very aerodynamic. If you compare the hull air drag of about 250 grams to the total drag of 20500 grams (20.5 kg), it is nil. Part of the reason for this is that close to the water surface the wind speed is much less, less than 10 knots, and this was allowed for in the aerodynamic simulation. So there is no reason for the sailor to dress in a downhill skier's skin-tight suit, either.

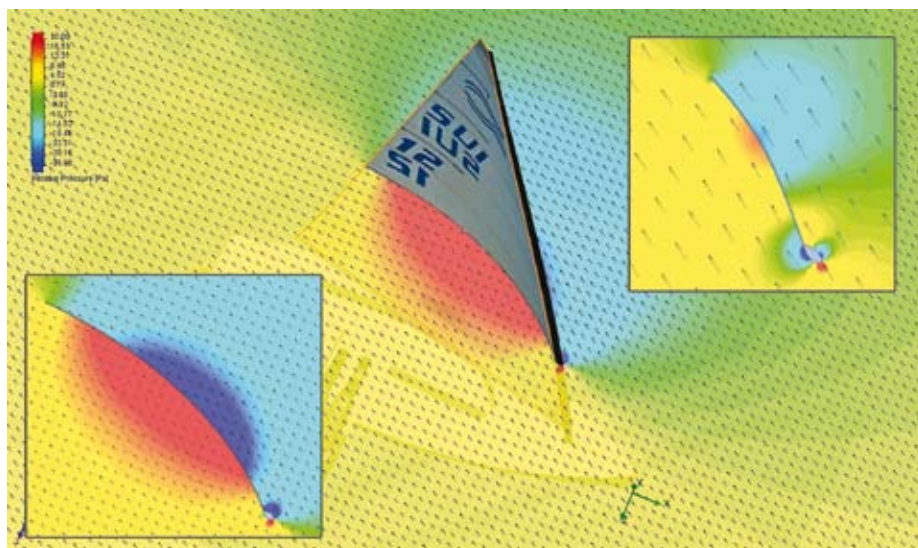
#### The mast: to twist or not?

Not too much can be revealed of the aerodynamic sail simulation here, but there is one interesting notion we want to share. It has been general thinking that mast twist is desirable: You would want the mast top to twist in the same direction as the sail, to better align the top part wing profile with the luff of the sail. This simulation contradicts that belief. In heavy winds, the upper part of the sail is more or less 'feathered', or twisted away, and does not carry much load. The wind hits the mast on its leeward side and the topmast is effectively drag. Now, the more you twist the wing-shaped mast top, the more it presents itself sideways to the local airflow and the more drag there is. Negative twist, if achievable, might actually be better. The Finn differs from regular, sloop rigged boats with its rotating mast – the mast is actually already 'twisted' about 12 degrees when you sheet the boom down to the gunwhale. It must be added that we have little knowledge about how much and in which way the mast top twists in reality – it's difficult to measure and hard to judge even from masthead video.

*Text and pictures by Mikko Brummer/WB-Sails. For more pictures and flow animations, go to the Finn page at [www.wb-sails.fi](http://www.wb-sails.fi).*

**Right: Flow field around the sail coloured with relative pressure. Inset in the lower left corner is about 1 m above the deck: Note how strong the suction on the leeward side of the mast is (the purple area). This gives the mast plenty of positive drive in the lower part. Close to the top of the sail (inset upper right), the low pressure area is shifted on the backside of the mast, creating drag instead of drive. Now, if the mast was more twisted, the top part would present itself even more against the wind, creating more drag. On the other hand, twisting the mast will boost the sail efficiency a bit.**

Note also how the pressure difference in the top section is almost nil: The top of the sail is effectively depowered. Red shades are positive pressure, blue is negative or suction and yellow/green is neutral. 10 Pascals is about 1 kg per square meter.





## Vasily Kravchenko on Finn sailing

### When and how did you start sailing?

I was born not far from Klyazma Lake in the town of Dolgoprudny, which is very close to several strong Moscow yacht clubs and is famous for sailors such as Victor Potapov, Sergey Kuzovov and Boris Budnikov. When I was 10 years old my school friend invited me to become his crew in the Cadet class. So my first yacht club was Vodnik. My first coach was Sergey Vanin, who has been a Finn sailor in the past and had coached many good sailors before me, and after me. Sergey Komissarov (Bronze at Silver Cup 2007) and Egor Larionov (Silver at Silver Cup 2009) were both students of Sergey Vanin. We still work together and help each other in different situations.

### When and where did you start in the Finn?

I was learning in the Soviet equivalent of the Laser – the “Lutch” – from 1986 to 1988. At the end of 1988 my coach Sergey Vanin left Vodnik yacht club and passed me to another coach, Sergey Zabotin. Actually Vodnik had very good Finn traditions and school. My new coach believed that the “Lutch” was a transient class. Also he liked experimenting by changing classes. He felt that I was close to saturation in the “Lutch” and was ready to try a more serious class.

So he decided to move me to the Finn. Frankly speaking, I had no choice. I missed the “Lutch” the first time, but later on, I got involved in the atmosphere of senior racers, the atmosphere of a real man’s sport with

open, frank relations, oriented to the struggle on the water more than on ashore. Also the new class attracted me because it was more serious, more stable, it had much more ways to fine tune. So since then it has been the Finn for me.

### What is the attraction of the Finn?

The first and very strong attraction of the Finn class is that it is a singlehanded dinghy for heavy men, where you can realise and check all your ambitions without excuses like your crew, handicap and so on. So you can just prove to yourself what you are, and your result depends directly on how hard you work for it. The Finn class gives a very good feeling of your own power and your own liberty. Sometimes it is a symbol of personal liberty for me: when you are sailing your Finn, you have a very good and stable boat in your hands, which you can drive in all conditions and which gives you a lot of fun at the same time; you are free to do what you want, you are free of anybody else and you are free of all the problems that stay on ashore.

The second point is that Finn is quite a unique class due to its perfect seagoing abilities and acceptable for a very wide range for sailors, whatever their physical condition or age. So that is a perfect tool for a duel. If somebody tries to tell you that he is a better skipper, you can just invite him to compete in the Finn class to prove “who is who”.

The third reason is very unique atmosphere of the friendships and strong traditions of

**Vasily Kravchenko has been the driving force behind the success of the Russian Finn class for the last six years and is the face behind the growth of the class from a small group of die-hard enthusiasts to the modern, competitive fleet that it has become. This is the story of how it all came about and holds many simple lessons for us all.**

the class. The Finn class gives a very long sporting life for the sailors, where young sailors can win by their physical conditions while old sailors are still able to win by their knowledge, experience and technique. Due to that you can meet very many interesting people. The class itself does not give room for insincere, uncommitted people, but it attracts well-educated, purposeful and interesting people, who know that their success directly depends on their personal efforts.

### Where do you sail now and what is the club racing like?

We sail at Klyazma Lake near Moscow in summer time. Also we are trying to go to the Black Sea at Sochi during winter. This year we are planning to extend our geography by sailing in St Petersburg, in Taganrog [south-west Russia], Toliatty [south east of Moscow] in order to support development of Finn class in those areas.

We have many local regattas almost every weekend, but we also organise several big regattas as well. Usually we have at least one or two official regattas every month. We used to organise our own races just by ourselves without any race committee, jury and so on: we brought our own small marks, laid a course and one of us counted time. It was a very democratic style. But later on some of our members did not take such races seriously; we had many discussions and decided to invite a race committee and sometimes a jury. It takes money and that is a task for our association now to keep the right balance between budgeting good organisation and keeping the races fair for all sailors, including young sailors with their lack of own budget.

**Top: Vasily Kravchenko sailing in Moscow • Left: Moscow in 2004 before the revolution • Right: Vasily was joint winner of the 2010 Balashov Cup**





### What are your favourite regattas?

That is quite difficult question since every time every regatta is a little bit different. Of course my favourite regatta is the Open Russian since this regatta is organised by Finnsters for Finnsters. We are trying to keep it independent from politics and from different conditions and regulations, which come from our government and from our federation, which sometimes are far from our goals and ideas. That is the place where we can make our own experiments in organisation, try new tricks for our own enjoyment and reproduce the unique atmosphere of the Finn community.

The regatta attracts many Finn veterans, people from all areas over Russia, other countries and gives a chance for good and healthy communication. It doesn't distinguish between professional and non-professional sailors since the schedule and rent conditions are very democratic and convenient for people who have very limited time to take days off work. At the same time the regatta has a very high level of competition since we invite strong sailors from other classes like Laser, Dragon etc. The lake conditions on the Klyazma Lake, with many shifts and complicated wind pattern, make the races very interesting and not so boring. You can try many different tricks and always have a chance to win as well as to lose at any second, at any moment.

Regarding my best result – that is also not a simple question since sometimes a not very high result, but in strong company, means much more to me than first place in many different regattas. Sometimes I take pride that while I am not a professional racer, I managed to compete and to make some good races at the Europeans. I think that my 7th position at the Open Russian 2010 is not a bad result in that strong fleet with many strong professional skippers from Finn, Laser and other classes. Of course it is also important for me that I managed to share the top position of the First Balashov Cup last year, which was held as a rating across all Finn regattas in Russia and attracted more than 170 people.

### On a month by month basis, how much sailing do you do?

Actually it is quite difficult to squeeze in the time for sailing while I have to pay attention to my family, to make money for sailing as well and to take an organisational role in many things. In the summer (from May to mid October) I am spending almost every weekend in my Finn. In the winter I am trying to go for 3-4 days at the sea every month except October, November, December, when I put more attention to fitness.

### How important was the 2005 Finn Gold Cup in the development of the Finn fleet in Moscow (and Russia)?

Actually that is a most discussible question in Russia which is obvious for many people, but not so simple if you look more deeply



into this issue. Of course the 2005 Finn Gold Cup gave the possibility to attract a huge budget from the Moscow government to renovate Moscow Sailing School and to buy a big fleet of modern Finns and motorboats for race support. That gave us a very good tool and the chance to develop sailing sport in Moscow and in Russia as well.

But not so many people know that immediately after Gold Cup 2005 all the members of Russian national team in Finn class left the team for professional work in the Dragon class, and one of the top managers of Russian national team proposed to close the Finn programme in Russia. At the same time thanks to IFA, and thanks to Corinne personally, it was allowed to extend the Russian team at the Gold Cup with several of our local non-professional Finn fans, who had kept the Finn class alive in Moscow for all years since the USSR breakdown. This participation of the real Finn fans was much more influential developing the Finn class further. Immediately after the Gold Cup they organised the website of the Moscow Finn Association in order to save, to collect and to show to Russian Finn fans all the available materials about the class.

The director of Moscow Sailing School (MSS), Margarita Kuznetsova, supported that initiative and invited the core of the Moscow Finn Association to organise a Finn class group at the Moscow Sailing School. It allowed us to invite many good Finn sailors, former USSR, Russian national team and Moscow team members, who did not have boat and had left the sport. Such a group enabled us to create good competition and to reproduce the atmosphere and the traditions of the Finn class, and we started to attract newcomers, juniors and sailors from other classes.

As the result the International Moscow Regatta of 2006 attracted 33 Finn sailors. Later on Moscow Finn Association and Russian Finn Association in cooperation with Moscow Sailing School managed to extend the number of participants up to 60 (Open Russian Finn national championship

### MSS is hosting the Silver Cup for the second time this year. Why is it so keen to keep hosting these events?

The words from a popular Russian song are: "The airplanes live only when they fly". Actually the whole infrastructure of the Sailing School and the biggest charter fleet will stay alive only if they can be used continuously. Otherwise there is no motivation to spend money and energy keeping the boats in good condition. Also we have to say that the new events help to keep attention to the sport, to the Sailing School, to attract newcomers, to attract new budgets for developing the fleet, for involving more Juniors in the Finn class and to other classes.

The Director of MSS Margarita Kuznetsova is a good and active manager and she is known in the Moscow government structures. I think that proper cooperation between all our sides, including MSS, IFA, RFA, MFA and RYF helps to attract the budget of Moscow government to the sport of sailing. One of my dreams and goals is to extend that good experience to other areas of Russia.

### You are also bidding for the FGC in 2013. Can you explain a little bit about this bid and what you hope it will achieve?

Russia has a number of new good facilities with good water areas that are able to accept big fleets, to provide a good location for the sailors and to carry out big events at a high level. One of them is new yacht club in Toliatti, which has hosted the joint Russian national championship in Olympic classes. Another example is a new club in St Petersburg. Besides the racing programme all the centres have unique culture points, which will be interesting for the guests. We have also good capabilities and support in Taganrog. These centres all have a good history of strong Finn sailors. New infrastructure and relationships, which are to be prepared for FGC, will help to revive and to develop the class in these centres, as well as to motivate local government infrastructures to invest more into the Finn class. That is also a big challenge for our association to consolidate all positive forces in these areas, which are currently acting independently.

I think that the bid of St Petersburg has more chances to win the right to carry our FGC, since it is fantastic city – the biggest cluster of culture and history and many people would like to visit it. St Petersburg is very convenient from the logistics point of view. But I still do hope that we will get some big event to our other centres like Toliatti or Taganrog in the centre of Russia as well, where we have very strong support from potential sponsors and organisers. (So far I am not inviting all of you to Siberia. But... who knows? Why not?)

2009), and the other regattas in Moscow regularly have at least 20 boats.

The availability of the such a big charter fleet and of such well equipped onshore infrastructure gives us a good possibilities to invite sailors from other areas and countries, to create a tough competition with a big fleet in one place and show off the Finn class to juniors and for newcomers from other classes. Several sailors have decided to stay (or return) to the Finn class and to buy their own boats after such events.

Also we have to say that such strong activity did not allow them to close the Finn programme at government level and at the level of the national team. And I think that it drew the Finn class ahead of other classes in its development priority in Russia.

#### **Were you involved in that event?**

Members of our team were working as volunteers at the 49er World Championship, which was held prior to the Gold Cup in 2005. I also supported them. I was one of those non-professional Moscow Finn fans that were allowed by Corinne at the last moment to take part in the Gold Cup.

#### **How have the 100 boats built for that event been used since?**

Some of the boats were used for Juniors and for sailors of the Moscow Sailing School as well as being distributed to some other regional sailing schools for development

of Finn class in the frame of partnership agreement with MSS. Several boats were allocated to the Moscow Finn Association on the basis of MSS.

Ten boats were moved to the Black Sea to Sochi for a special development programme, organised by MSS, Russian Finn Association and Russian Yachting Federation. We invite all sailors who want to develop in the Finn to participate in the programme, organise training sessions and clinics for juniors, as well as giving these boats to perspective sportsmen and juniors to compete in regattas. These boats are also used for invited sailors. So everybody is welcome to take part. There are no limits of age or standard. The only condition is that the sailor has to show his strong intention to stay and to develop himself in the Finn.

The rest of the boats (about 50 boats) are kept at the Moscow Sailing School as a charter fleet for big events. Moscow Finn Association cooperates with MSS in order to minimise possible damages from the charter as well as to help organise the process itself.

#### **Tell us about your involvement in the class association, when and why you took on various roles and jobs?**

So, to say it in short words, I would say, "I did not look for the job, but the job found me". In many cases the situation is that nobody will do if I will not do it.



Actually I initiated foundation of Moscow Finn Association at the end of 2005 – beginning of 2006. Later on this association grew to become the Russian Finn Association. Being a general manager in big company, I applied my experience to develop these associations. It is a quite difficult and changeable, but a very interesting task to revive the Finn class in the country, to join many senior self-sufficient independent individuals together and to combine the official state and professional programmes with the majority social non-professional sailors. I am trying to build this new stable formation with strong Finn traditions and good healthy sailing culture. In order to be stable this formation needs to be independent, self-sufficient. It is quite difficult to do since many political forces are trying to put control over our formation, and independence requires money.

So there are very many different tasks in different planes with hidden relations, since everything is connected to human beings and human relationships. I see or feel such relationships due to my experience and I try to build a path towards the main target without compromising on quality. Unfortunately there are very few people who are capable of seeing the whole picture. Also it is quite difficult to find people who are ready to spend their own time and money for organising something public, which will not give them any royalty or revenue. So in order to overcome all the obstacles and to reach the main goal – to build strong, self-sufficient stable and healthy association and to promote Finn class to highest level – I had to do everything that is needed, or find and train other people who could do some of the work.

At the very beginning it was very hard for me as I did almost everything by myself. But I met many interesting and active people, which added to the team, and they took responsibilities in some directions. But it made my life harder also due to the reason that all those people are senior and independent, and sometimes some of them cannot work together. So my task now is to make a good synergy of these people in order to move our Association towards the main goal.

Also there is a law of life, that if you will not move forward you move backward. We started many activities that opened new possibilities for promoting and developing the Finn class. Also we have more ideas than time to fulfil them. So once I started I could not stop.





Left and bottom: 2005 Finn Gold Cup • Right: Open Russian 2009 (Back: Michail Petriga, Andrei Balashov, Aare Keop, Henry Sprague, Nickolay Koryachkin. Front: Vladimir Butenko, Vasilii Kravchenko, Valery Zakovorotny, Georgiy Shaiduko)

### How did you become involved in an administrative role within the Russian Finn Association?

The situation is not so simple since the Russian Finn class was represented by the Russian Yachting Federation before, because Russia did not have a strong Finn community. I did not aim to take an administrative post. My goal was to build the Finn Association in Russia and to develop the class in Moscow – and then in Russia. During my work I set up many international contacts with Finnfsters round the world. (Thanks to Finnfare and the published articles about Finn class history in Moscow.)

After growing in 2006 and 2007 a small ambiguous situation appeared with the 2008 Russian national Finn championship since nobody wanted to take the responsibility of holding that event – it was clear that it should be held in Moscow, but the event was not included in the Moscow calendar. In the end Moscow Finn Association took the responsibility of organising the championship. It was successful and due to all our previous activities, the Russian Yachting Federation – which had maintained the official contact with IFA before – acknowledged our Association as the real driving force of the Finn class in Russia. Oleg Ilyin, the general secretary of RYF, nominated me as the official National Secretary of the Russian Finn class.

### And the Moscow Finn Association?

The Moscow Finn Association was organised before the Russian Finn Association. Actually we did not have enough political weight at very beginning and decided to start just with the regional Association. Later many people from other regions of Russia joined us with the intention of developing the Finn class in their regions. We had some experience, know-how, and



necessary relationships that could help to develop Finn class there. So it was high time to organise the Russian Finn Association or to 'rebrand'. We have decided to keep both brands because name of Moscow Finn Association was widely known already. So officially Moscow Finn Association is a part of Russian Finn Association now, but in most cases the same people are there.

### How has Junior Finn sailing grown in Russia and how are you attracting more young sailors into the class?

Actually the junior programme is mostly covered by the government sailing school, since juniors do not have the budget for their training programme. Our association, in cooperation with other organisations such as yacht clubs like MSS, is trying to keep special conditions for Juniors, such as a free entrance fee for the Open Russian, and special price or free charter. Juniors also have priority at our development programme in Sochi.

We pay keen attention, and know that it is extremely important, to keep close contact between juniors and senior and veteran racers in order to transfer sailing culture and Finn class traditions in the proper way. So our senior experienced sailors are always acting as class officers at all our events and keeping control over correct attitude of juniors towards the boats.

There is also another aspect of developing the young sailors. We face the problem that many sailors, as well as their schools, keep trying to get our support, the boats free of charge or for a free charter, without showing any activity or with extremely slow activity from their side. That means that our support will not continue. Actually that is the human side: the given money and resources will not be so much appreciated and effectively used if they are earned. So we provide a special policy in our association – we provide our support only to those sailors who show their attempts to solve their issues from their side and share the expenses.

Such a policy helps us not just to draw as many

juniors as we can, but to acquire very positive and stable sailors, which will stay in class for a long time and are capable of contributing their own part into the development of the Finn class and its traditions.

### How is the Finn viewed by the sailing public in Russia?

The Finn class used to be the most public Olympic class in USSR. Our veterans remember regattas in Moscow when they had up to 100 Finns at the start. So that is a big stratum of Russian (Soviet) history. The majority of yachting people in Russia came through the Finn class and remember it.

The Finn class appeared to be in quite a difficult situation during period after the USSR breakdown. In our former system all sport activity was funded by the state and controlled by the state. Almost none of the fleet was private. Due to a decrease in the funding and the orientation of the state towards children and juniors only, the Finn class was almost dead. The Finn is only for juniors and seniors – which state supported sailing schools were not interested in – and it was quite expensive as well, as it required more space than Lasers. So it was much easier and cheaper for state sailing schools to cultivate Lasers than Finns.

Actually it was the non-professional senior sailors, who remembered the nice atmosphere of the class, and kept the Finn class in Russia alive. They collected and renovated old boats and continued racing in the local regattas (up to 12-15 boats in each regatta) while the official national championship had not more than 2-3 boats.

Some attention to the Finn class stayed alive due to Christmas regatta in Sochi, which was organised by Oleg Khopersky just after the USSR breakdown and is still carried on nowadays.

It seemed that the situation changed after the FGC 2005 in Moscow. But the real change of attitude to Finn class appeared not right after the FGC, but only after the



## Where are the main centres of Finn sailing in Russia?

The pattern of Finn sailing is a little bit different when we consider professional (supported by government or by local authorities budget) and non-professional sport (sailors doing everything on their own budget). In this connection I consider the real base of the class in the non-professional part rather than at professional side, although they are still important.

So these are combined figures, which cover both professionals and non-professionals.

Of course one of the strongest centres of Finn sailing is in Moscow and the Moscow area, where we have a number of active people and big charter fleet. We regularly get more than 20 boats for each regatta. At this moment we are developing a private fleet programme – to motivate and to help people to buy new or nearly new boats. So far we managed to increase the private fleet up to 15 boats. The rest use charter boats from Moscow Sailing School. Usually more than 70 people come to Finn class regattas in Moscow every year.

The next active place is Krasnoyarsk (Siberia) That is place, where sailors are trying to rebuild old boats. They are hunting for old boats and building wooden masts and in 2010 they got 24 boats together for the Siberia Cup.

We have active group of 10 Finns at the Black Sea at Adler town (very close to Sochi). six in Taganrog, three at Rostov, four at Toliatti, three in St Petersburg, two in Saratov, two in Vladivostok, one in Krasnodar, and one in the Volgograd area. There is also very good support of our Association at Sochi Sailing Centre, but unfortunately we don't have active sailors from there so far.

In total we have database of about 200 people, which are connected with Finn class somehow. We send regular news to all our fleets and sailors at least once a week. I contact leaders of the fleets every month. We also have councils of the Association twice a year: during the Open Russian regatta in September in Moscow and during the Christmas regatta in January in Sochi.



competitive events in Finn class started. I would say that 'the class is alive not by its fleet but by events in that class'. So we put all our effort and resources to create attractive events, which could attract our target audience to the class.

Actually there is a big difference between regattas, which are funded and organised by our state structures and Federation, and the regattas, which are organised by our Association. These two directions have different targets. In the first case the main target is to conduct selection among professionals and among state sailing schools. The state structures do not care about the majority and about development of the class itself. Their regattas are usually very formal and not convenient on dates and some other conditions for most of the people.

Regarding our events the main target is to attract to the Finn class active, healthy and capable sailors, who can keep and develop the Finn class in Russia and help to promote it among other people. So for this purpose we are trying to build strong and interesting competition in convenient locations, which attracts strong sailors and true Finn fans as well as helping us to promote the class itself.

It is also important to keep and to distribute the culture and history of the class, since that is also attracting people sometimes more than sailing the boat and the racing. For this purpose we publish many of our own articles in magazines and web-portals, and we have issued our own book about life in the Finn class, and people of the Finn class.

So in recent years we have managed to change the general attitude to the Finn class in Russia from: 'expensive complicated boat for very limited number of senior sailors just for participation in Olympic Games' to the 'public, very stable and competitive boat for the real active men, who appreciate liberty. The class that has a rich and interesting life, deep history and traditions.'

And it helps. One of the main indicators of the positive movement is that more and

more people started to invest their own money in buying modern boats. For the last two years the private fleet of Finns has grown considerably.

That is one side of the Finn class, which is connected to the sailors. But there is also another part that is connected to politics. Russian Finn Class Association has become one of the most active associations in Russia. Due to that, the Finn class is always in the centre of sailing life now, and every politician, when speaking about the Olympic programme in sailing, cannot ignore the Finn class and has to mention it. But in order to save and promote the true sailing culture, Finn class traditions, and to make the Finn class in this country stable and independent from different political streams, we are trying to keep our independence. That attracts grassroots, but creates some distance with other political forces and organisations, which have intersecting interests or would like to use Finn class as part of their programmes for other targets.

## How important do you think class heroes are in the development of the class and sailing in Russia?

Finn class heroes are important for the development of the class in Russia in following ways: good motivation for young sailors – that means, that the top of the mountain is reachable: our country has the capability to achieve good results, and so, the young sailors can do the same, if he works hard and use his abilities in right way.

This is good motivation for the sailors to work hard and to not to complain about the rig, boat, sail, but at least he must make the same effort as the hero did. From the political point of view the fact of our own class heroes means politicians cannot ignore the class.

Class heroes have very big experience, and it is important for us to keep them involved in the preparation of juniors and in our events after they leave Olympic sailing. Actually the state and all other sailors by their fees have invested money into the preparation of these heroes, and the heroes should share their



mass of knowledge with other sailors. Direct contact with the legend gives a big motivation for the people to try to accomplish even a small part of the legend's achievements. 'The legend is the real man. That means that there is nothing impossible in what he has done.' Also so many people would like to check their level in comparison to the master level. We should not deprive them of such a possibility – that is one of the ways in which we can attract people to the class.

### **Explain the partnership with Devoti is working?**

We realised that the key factor to keep the Finn class alive and stable in Russia was to build up a private independent fleet and to build a secondhand market of modern boats in country. For that purpose we needed to set up an easy way for Russian sailors to get modern boats and rigs, because there were language, logistics and visa problems for many of them. Also our country has very tough customs clearance regulations, especially for yachts, since everything that is connected with the word 'yacht' is associated with big expensive ships, which are seen as luxury items rather than something for mass public sport. (That is the negative consequence of promotion of America Cup, business regattas, branding of big expensive motorboats with the word 'yachts'.)

So we decided to organise a partnership with a boatbuilder. We investigated the market, including the possibility of building boats in Russia and came to conclusion that it is very ineffective to organise production in Russia due to high taxes, hidden costs and necessity to import almost all the parts and materials from abroad. We found that Devoti Sailing is most business oriented and properly reactive. So I discussed all details with Martin Sova during the Europeans in Varna and we started the business.

Initially we had to organise ourselves all problems of logistics and customs clearance, but now we have the necessary experience

and contacts. Also I have big experience of import contracting due to my main job. We have direct contact with Devoti Sailing, collect photos and other materials, technical details, and translate it into Russian. So we share our knowledge with Russian sailors and help them to choose what they want, to place the correct order, and to import the boat to Russia. Also we help to push forward contracting for orders, which comes from the state budget.

Now Russian sailors can buy new boats and rig from us without any headache with logistics and customs clearance, or can place an order direct with the factory while we can help or advise them how to import the boat to Russia. In addition to that we are trying to organise some other services to make ownership of the boat easier as well.

Also we invested some money for instant deposit on another new boat. So there is always one spare lot of production, which we can use for the customer who needs his new boat urgently – he can get the boat much faster through us than he will get it in the case if he order it directly with the company.

In general I also would like to say, that that is not the place where we are making money. The time and other due expenses for organising this are not compensated by the margin that we have from that sales. Moreover my partner and I have agreed that we spend the whole profit from this activity on the organisation of the Open Russian.

### **What have been the more successful marketing initiatives in recent years?**

My first marketing initiative experience was in my school: There was a competition between groups from different kinds of sports (but in a very limited number of sports). That competition had one stage where every participant had to demonstrate his knowledge of sports (history, names, rules etc.) That competition had very many questions about football, but nothing about



sailing. So I promoted myself into the organisation of that competition and you can imagine what happened next year – at least 30% of questions were about sailing. That is just a funny story, but seriously, the marketing itself is a complicated system sometimes with many indirect relations. In my understanding it consists of indirect actions without a direct target, which should form a proper background and common atmosphere by their critical mass, and of direct actions with a clear target (like promotion of some events).

We put a Finn in exhibitions, distribute regular news, send articles to magazines, try to make cooperation agreements with media, cooperate in carrying out some regatta or show to advertise the class. All that gives a common positive result.

I am proud that we have issued our own book about the Finn class in USSR and Russia with interviews with our legends, history of class, information about different events and Finn fleets in regions. All magazines and media have their own formats and policies and do not publish as many of materials as we want. At the same time I have collected a lot of unique materials about the class in Russia. So that was my dream to deliver these unique materials and stories to wide audience. The book helped many of our sailors to have a true look at our legends, to know much more about their life, their philosophy and how they managed to reach the top. At the same time our veterans have felt that they are not forgotten. That is very important, because we do not have a future without our history.

But anyway I think that the most successful marketing initiative for us is direct work and personal involvement from the Association with each potential sailor whom we want to be among us – that means news distribution and contacting each of them by telephone. That is very hard work, but it really helps, and it is due to that direct work with each sailor we manage to get such big fleets at our regattas.



Far right: Siberia Cup 2010 • Top left: The first enthusiasts at the Moscow Finn Association Spring Cup, May 2006 - the regatta that was fully organised by the sailors • Left: Vasily Kravchenko • Top: Moscow Boat Show 2009

### How successful have you been in attracting sponsors and media interest in Russia?

In Russia, sailing and many other sports are suppressed by football and hockey. It is extremely difficult, in fact almost impossible, to get the proper media space that sailing deserves. I am faced with huge obstacles when I want to promote our national championships and actually I consider that I did not reach the target there.

I do not believe that it is impossible to promote sailing and the Finn to a high level since there are very successful examples of promoting cross-country ski races and biathlons. I think these kinds of sport are very close to sailing from media point of view since the racing area is very large and you cannot see the whole picture at once. We can improve the picture if we put many cameras in different points across the course, and use online-onboard cameras. But also I think that the key for success is not the breathtaking picture, but good commentator, who is capable of expressing the atmosphere and mood, so that spectators can experience the race together with the sportsmen.

Cross-country skiing and biathlon races have a brilliant commentator, Dmitry Guberniev. He accompanies our teams for many years and knows a lot about the people in those sports. I follow and analyse his translations and I see that he speaks not about a picture, but he tells about the people, their life, how they got to the top, about their wins and losses. And I see the actual result: my wife, who never heard about skeleton, started to like it and could not stop watching TV while Dmitry Guberniev was talking about the Skeleton competition. So I think that if we really want to promote sailing and the Finn class we should not concentrate on application of modern technologies, but we should prepare good history for spectators and find good commentator, which could allow spectators to experience it with him. I have made a big target for myself – to make the sport of sailing and the Finn class popular to such level as media would



compete and be ready to buy the rights to show our events. I do not know the exact path to this target, but I keep trying different ways, making many experiments and I am sure that some day I will come to it.

During the Open Russian 2010 I hired a person with good relations among media. At this moment I am trying to set up direct contacts with each media and to understand their interests in order to fit our proposals to their needs and to make our cooperation more attractive for each media.

Attracting sponsors is also a question without a clear answer. During last 3-4 years while I was making many attempts to attract sponsors, I have learned many things, two of which are: you will not get money for an idea, but you can get money for a well-promoted event. So the first step is you have to invest your own money and effort and to show how strong you are before somebody decides to join you. Most of people do not want to be pioneers and risk their money without a real demonstration of capability from the organisers.

Sailing is not promoted in Russia and it is very difficult to get support from companies and people that are not directly involved in the event. We have managed to attract several partners by laborious work through many

indirect steps and contacts. They provided to us essential help and support with free or discounted services for the organisation of the event, and we do appreciate it. But still there is a strong need for cash to cover direct expenses of the event. And that is the most difficult part to cover since we see that in most cases the cash comes to the events only from people who are directly involved in the event as participants and share their own money or money of their companies to make a good event for themselves.

The general budget of last Open Russian was covered just by the core of the Moscow Finn Association. For the future we will use a strategy to attract and to involve in the class and into our events well-to-do persons who could invest money, together with us, into the good events for themselves.

### How do you see the Open Russian developing?

Of course the Open Russian is the main event for me every year since we consider that regatta as the face event of our Association, and it is extremely important for us to maintain the quality of the regatta in the strong traditions of the class and to attract to the event as many potential sailors as possible. Actually we start preparing the next regatta a year before it starts and most of our promotion and development programmes during the year somehow work for the Open Russian as well – we are inviting potential sponsors, partners, media to our events, telling the sailors about it, testing some technical and organisation details, and coming up with new ideas for the Open Russian. That is also always a challenging task for us since we have to join forces with others, but we also need to preserve the uniqueness of the event.

The Open Russian started as the official Russian National Finn championship due to unique conditions in Moscow of having



Top: "we do not have a future without our history."

Vasily has collected an impressive archive of historical material • Left: The PR event, Men's Finn Cup in Moscow in 2010 • Top right: Open Russian 2008 • Right: At the Europeans in Split, 2010



a big charter fleet, which allows many sailors across Russia and from other countries to sail, juniors and skippers from the Laser, who do not have their own boat to try themselves in Finn class. So together with support of MSS we managed to build a big instant event with a big fleet of more than 50 boats every year. The competition started much more interesting in comparison to other regattas with around 10 boats. But that advantage built a new obstacle to us. The big fleet and the lake conditions – where the strong sailing skills of professionals can be beaten by experience and by ability to see and to predict the complicated wind pattern – can cause many surprises.

None of strong sailors can be 100% sure that he will win Open Russian in spite of how good he is. Due to that, the management of our national team and some coaches of professional sailors, who do not like surprises, have insisted to move the official national championship to the sea. So starting from 2010, the Open Russian has become a fully independent event, which is not supported by any state programme.

Frankly speaking, 2010 was challenging for us because many junior sailors could not come due to the loss of the state status of the event. But nevertheless we managed to get 50 sailors. I think that was a big success and evidence of how stable our association has become. There is an advantage of it also since now the Open Russian is an independent, regular, international regatta which also has status of Russian Finn Association Championship and Russian Finn Masters Championship.

We will do our best to save and develop this regatta for many years in Moscow. I do hope also to export our experience and support to other Finn centres in Russia.

#### **How are you promoting the Finn in Moscow and throughout Russia?**

I think that Finn is not just a class of boat, it

is inseparably linked with people and events. So we promote not only the class itself, but the people, the events and the lifestyle as well. We have cooperation with several yachting magazines and send special articles to them. We put a Finn on show at the Boat Show in Moscow every year. Since we have instant orders of new Devoti boats, we have the possibility to keep instant interest in that show. We have joint projects with several sailing schools for senior people and use our own boats to teach the students.

We put much attention to the internet – we keep our website updated at least once per week to keep instant attention of audience. We also have agreements with several popular websites for banners exchange. There is also a special media plan for promotion of the Open Russian – we are making special planning – when and which announcements, reportages and reports should be published or shown.

We put much attention to create and to distribute video-clips about our events widely. It is not enough to just show a picture from the races. We are working with a video company in order to make video clips, which express the mood, and the energetic life of the Finn class. I also have to say that our publications in Finnfare help us to promote the class in Russia since it shows that Russian Finn sailors have wide and positive face worldwide.

#### **What is your 'vision' for the future of the class in Russia?**

The Finn class in Russia is in a quite difficult but interesting position now. As the class is in the Olympic programme it is supported and developed by state structures. But that support is very unstable and the class is very vulnerable if it relies on that support only, since it may be killed just by the bad mood of one clerk or official. I will never forget how several new boats of OK Dinghy were simply burned after the class was excluded from the state sailing development



programme in USSR. I know examples with other associations, when the class has almost disappeared by unwise decisions of one person. (I mean not the boat, but people, who instantly support the life in the class.)

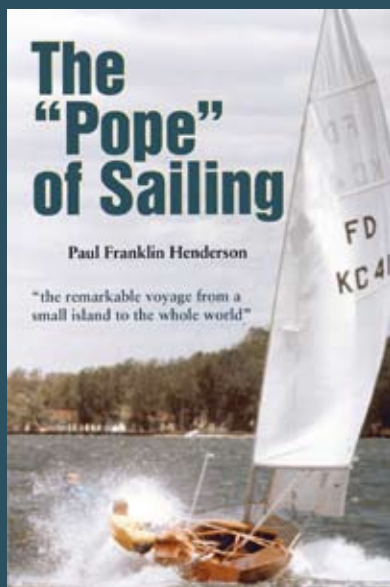
When I started the Moscow Finn Association, I made a target for myself – to make the Finn class in Russia invulnerable and stable in such way, that it could not be closed by the decision of one or several persons. I think that we have reached that target – we built a private fleet of modern boats and have an instant core of people, who participate in most of the Finn events in Russia and outside Russia independently from the state programme. We also managed to create interest in the Finn class in many sailing schools across the whole of Russia. So the class has many platforms and is well distributed across the country. That means if somebody tries to suppress one part, all the other parts will survive.

So it is high time to concentrate on the next target – to make the Finn class as popular as football, or at least as winter sports in Russia.

But looking nearer in the future, I think that Finn class will not have easy times in Russia. The state programme supporting the class has tended to go along with keeping a distance from the mainstream members of the Association. That is mostly a problem not only of the people, but the problem of our state system, which is oriented to Olympic medals only, and not to the general sports life of senior citizens. The state support is essential, but it creates some problems for us since the state structures want to control life and events in the class, and their targets differ from ours. The real progress depends on how flexible particular officials are in cooperation with the Association.

So the role of Association will grow in the near future and many things will depend on how active we stay and how we manage to manoeuvre between political streams in our federation. I guess that the situation should change qualitatively because the country and the people in Russia have changed considerably since the USSR breakdown even though some state officials still think in the old USSR system. Anyway I am sure that the Finn class will continue to develop in Russia and nobody can stop this process.





## Book extract: Paul Henderson

"He has been an incredible promoter and supporter of sailing and other sports in Canada and worldwide. He just cares about sailors, people, his friends and of course, and most of all his family. I am very lucky to be his friend."

Hans Fogh

"No one cares more about amateur sport in Canada and devoted more time and effort in making it better for young people than Paul Henderson. Through many Olympic Games and all over the world I have witnessed his efforts first hand. He is a true Canadian success and his journey and life story makes for great reading."

Brian Williams

"In sailing the 'Pope' has been at the centre of the action and lives to tell the tale. Perspicacious and amusing – just like the man himself."

Bob Fisher

"He has always defended fair racing and upheld the integrity of the sport and has never compromised those values. His passion is obvious and his enthusiasm infectious...you will hear all kinds of fantastic stories involving many of the great sailors."

Russell Coutts

"He has a lifetime of stories to tell about sailboat racing at the highest level, as a frequent winner in the International 14 class and as an Olympic competitor..."

Bruce Kirby

To order the book fax: 416-946-1798 or email: [sailingpope@gmail.com](mailto:sailingpope@gmail.com). Cost is \$19.95 + shipping. Also available on Amazon.com or Lulu.com

Although I had met him earlier, my first real exposure to Paul Elvstrøm came sailing the Finn. "The Great Dane" went to his first Olympic Games in London in 1948 when he was an 18-year-old bricklayer. For better or worse, sailing has always had an aura of elitism, and the Danish Yachting Association at that time did not want to send a tradesman to represent Denmark in the first Games following World War II. Elvstrøm was a dedicated and determined man, and after he won the right to represent his country at the Games, he won the Gold Medal in the Firefly dinghy single-handed class. (Boats sailed by one person are said to be single-handed; sailed by two they are double-handed. The unique language of sailing is rarely intuitive.)

A new boat was designed for the 1952 Helsinki Olympics, aptly christened the Finn dinghy. Elvstrøm sailed it to a Gold Medal finish. He went on to win Gold again in Melbourne in

to see him all trussed up with his leg in an immense cast. Two sailors' wives from the USA were also there, and had evidently been chattering away all afternoon oblivious to my friend's condition. When Elvstrøm saw me, a bemused smile spread over his face, and he said in perfect English: "Paul, this morning my mast was too limber and now my leg is too stiff." The two women were incredulous at this display of perfectly enunciated English. One stammered, "Mr. Elvstrøm, you speak English?" "Yes," Paul replied "I speak it well ... but sometimes I do not listen."

In 1967, I was sent to sail in the pre-Olympics in Acapulco. Once again, the sailors were given the best accommodations. All the other athletes had been billeted in an army camp in Mexico City, but the sailors were housed in luxury in the five star Caleta Hotel on the beach in Acapulco. Elvstrøm also came to sail in that regatta.

Conditions for the first race were a 15-knot breeze with the usual Pacific swell. I started to leeward of Elvstrøm, thinking that if I could hang with him it would prove my speed was good, and I did. The problem was that the wind was slowly and constantly moving clockwise. This meant we were sailing the great circle route, with the result that he was second to last and I was last at the first mark. The first-place sailors were usually followers and were unaccustomed to leading. The shifting wind had completely disoriented the fleet, and 10 kilometres out at sea there are no buildings from which to get your bearings. The first boats sailed off to the wrong mark on another course over three kilometres away. The rest of the fleet followed like lemmings.

Elvstrøm, the Old Man of the Sea, knew exactly where to go. He turned around to me and yelled, "Henderson! Do you want to finish second?" "Sure do!" I replied—to what most sailors would consider an insult. "Wait, and jibe when I jibe," he instructed. (Jibe is a 90-degree turn to leeward.)

We followed the first boats and at exactly the right moment, Elvstrøm yelled at me to jibe. The two of us sailed to the correct mark as the others sailed off the end of the world. Elvstrøm waited at the finish line, making everyone stop. When the whole fleet had finished, we had an impromptu race back home. Our finish was as he had predicted, and now we had a marvelous, Pacific wave driven, 10-kilometre planing reach, in an 18-knot breeze back to the Acapulco Yacht Club. Elvstrøm disappeared over the horizon, showing all of us how to sail a Finn.

Paul Elvstrøm still lives in the house where he was born, in the suburb of Hellerup outside Copenhagen. His wife gave him four daughters, and he lives today surrounded by his grandchildren. I visit him as often as I can. He is a fine raconteur of great stories, filled with warmth and humour. In 2002, I was present at the Olympic Museum in Lausanne when he presented his Gold Medal Finn dinghy to the Olympic Museum.

1956 and yet again in 1960 in Naples at the Rome Olympics, a four-Games championship string unmatched in Olympic history.

In the 1960s there were talented sailors in Puerto Rico, one of the finest places for sailing—especially in Fajardo, where the trade winds blow every day. Sailors love wind, and sailing is one of the few sports outside of kite flying that embrace the wind.

Our hosts in Fajardo were Gary Hoyt, who has designed many boats and who was then head of Young and Rubicon for the Caribbean region; Lee Gentile, a construction business owner from Texas; and Juan Turreula, a lawyer who was later named a judge of the US Appellate Court. They had great influence in Puerto Rico and would invite Finn sailors to come there to sail, including Paul Elvstrøm, myself and many others.

One year we were sailing off a beach in San Juan. Because I had had to stay in Toronto to work, I arrived only the day before the regatta was scheduled to begin. Most of the others were out practising, having been there for days. I was on shore putting my boat together when I noticed a Finn coming into the beach through the dangerous surf. The skipper jumped out on the shore-side between the waves and his boat. A wave picked up the boat and smashed it into his leg, shattering it. We ran down the beach and pulled him out of the surf.

It was Paul Elvstrøm. Fortunately, Puerto Rico was well prepared to handle such problems and they had ambulances stationed at every beach. After we had poured Elvstrøm into an ambulance, I went back to putting my boat together and went sailing. I learned later that he had come into shore to get a stiffer mast because his was too limber.

Later that day, I went to the hospital to check on him. I walked into Paul's room only



Last August our Council (AGM) debated several recommendations from your Technical Committee, and I was instructed to submit a number of Rule Change proposals to ISAF. Most of these were from the Technical Committee, but others related to sailing (the Pumping Rule) and advertising (Gold Waves on sails).

Most of the items that directly affect our boat and our racing have been agreed, and came into effect on 1st March this year:

- The basic wind speed at which the Race Officer is recommended

## Technical update with Richard Hart

to allow pumping is now 10 kts;

- There is provision at our new Rule A.7.2 for the Notice of Race or the Sailing Instructions to recommend 12 kts: this allows National Finn Associations or the Masters to use the old limit if preferred;

- If the NOR or SIs prescribe Equipment Limitations, then they are
  - One Hull with Centreboard,
  - Two Rudders,
  - Two Masts,
  - Two Booms, and
  - Two Sails.

(This is the limitation that we have had for many years in our Major Championship Rules).

- There are a couple of minor relaxations in the thwart position and dimension requirements, which were un-necessarily strict for modern Finns;

- If you've won the Finn Gold Cup or an Olympic Finn Gold Medal at some time, please use Gold Waves for your Class Sail Insignia.

The changes, 2011 Class Rules and 2011 Class Measurement Form are on the ISAF website. The Class Certificate is unchanged.

Also on the ISAF website is an updated version of the Rule 42 Guidance for Finns: Go to "Race Officials – Rule 42 Library – Class Specific – Finn 2011", and for an explanation of what the words mean, Go from "Rule 42 Library" to "Interpretations".

Following the wishes of our AGM, we made a submission to ISAF regarding Class Rule changes to include reference to a Measurement Database, aiming to provide general access to the measurement records of all hulls. The Class Rules Sub-Committee were supportive, and suggested that initially we could introduce

our database without changes to the existing rules. During the last few months the database has been under development by expert friends of Jüri Saraskin. It is now being tested and should be ready to go online upon AGM approval. We have had help and encouragement from Devoti Sailing in this project, and hope that in due course our manufacturers will place their measurement records on the database.

Several of our major builders ask Jüri Saraskin to visit their operations from time to time, especially when new mouldings are brought into service. Jüri and the local Official Measurer check the new items together, which provides an opportunity for them to discuss measurement techniques, gauges and tools. We proposed to formalise this good standard practice into our Rules, under the headings of Prototype Inspection and Periodic Inspection. Our submission was rejected by the ISAF Class Rules Sub-Committee. The Technical Department and CRSC Chairman Georg Tallberg have asked me to prepare a paper about these issues for the Equipment Control Sub-Committee Meeting next November. We will think about all this within the IFA Technical Committee, and our conclusions will be presented to AGM for discussion.

# Finn sailing from across the world

## AUSTRALIA



### 2011 Finnports Australian National Championships

Cronulla Sailing Club

John Shallvey writes, The recent growth and enthusiasm for the Finn class was again on show at the Cronulla Sailing Club at the Finnports Australian championships. Ed Wright and Vasilij Zbogor combined with our own three time Olympian Anthony Nossiter to head up a fleet of very enthusiastic local guys who are displaying the rewards of plenty of training, quality local coaches and supported regatta circuit and good gear available locally. Over the nine race series seven different Australians were first across the line, a great advert for one design tight racing.

Cronulla Sailing Club was a quality venue, with the races sailed outside Gunnamatta Bay. Over the series we had wind ranging from 5 to 25+ knots. It was a great experience that isn't done enough these days, and the ingenious design of the Finn shone through proving it seaworthiness for even the least experienced competitors.

Both Wright and Zbogor showed consistency in speed and were never separated until the final race, while ever-present Nossiter held up the Aussie end for third. A Kiwi battle for fourth and fifth was narrowly taken by Matt Coutts from Nik Burfoot. Nossiter (NSW), Tim Castles (WA), Rob McMillan (NSW) and James Paterson (SA) were the top Aussies.

### Finnports Australian Nationals 2011

1	GBR 11	Ed Wright	1	2	1	(4)	2	2	1	2	1	12
2	SLO 573	Vasilij Zbogor	2	1	(4)	3	1	1	2	1	2	13
3	AUS 221	Anthony Nossiter	3	5	2	1	4	5	(6)	3	3	26
4	NZL 10	Matt Coutts	4	3	(6)	6	5	3	3	4	5	33
5	NZL 21	Nik Burfoot	6	4	3	2	3	6	8	5	(11)	37
6	AUS 235	Tim Castles	5	7	(9)	5	7	7	4	9	8	52
7	AUS 2	Rob McMillan	8	(ocs)	11	7	10	8	5	6	4	59
8	AUS 223	James Paterson	7	6	5	(13)	6	9	9	7	10	59
9	AUS 243	Warwick Hill	10	(13)	7	9	8	4	11	8	9	66
10	AUS 6	Henry Bagnall	9	8	10	(11)	11	10	7	10	7	72
11	AUS 11	Shaun Wells										84
12	AUS 262	John Condie										89
13	AUS 267	Matt Visser										108
14	GBR 636	Ian McKillop										113
15	AUS 9	John Shallvey										114
16	AUS 272	Andrew Gavenlock										115
17	AUS 264	Aaron Heritage										129
18	AUS 147	Jason Antill										141
19	AUS 226	Andrew Baglin										147
20	USA 1	Henry Howell										153
21	USA 55	Andrew Sutton										158
22	AUS 22	Adam Minter										171
23	AUS 7	Greg Clarke										182

The incredible turn around in the popularity of the Finn class in Australia over the past 18 months has left many speechless. With strong fleets in NSW, Vic, and SA, and plenty of interest from WA and ACT the next year is set to see Finn sailing in Australia grow exponentially.



### Perth International Regatta 2010 - Final Results

1	FRA	Jonathan Lobert	1	1	3	3	(6)	8
2	GBR	Giles Scott	(6)	4	1	6	3	14
3	ESP	Rafael Trujillo Villar	3	10	2	1	(18)	16
4	SWE	Daniel Birgmark	2	(14)	4	4	7	17
5	GBR	Ben Ainslie	(7)	6	6	2	4	18
6	GBR	Ed Wright	4	5	(11)	5	5	19
7	GBR	Andrew Mills	5	2	7	8	(9)	22
8	SWE	Bjorn Allansson	8	3	9	10	(12)	30
9	FIN	Tapio Nirkko	9	(13)	13	7	2	31
10	FRA	Thomas Le Breton	12	8	5	(16)	9	34
11	NED	Pieter-Jan Postma	36					
12	GER	Jan Kurfeld	46					
13	SLO	Vasilij Zbogor	47					
14	GRE	Ioannis Mitakis	51					
15	AUS	Timothy Castles	52					
16	NZL	Matt Coutts	57					
17	TUR	Akif Muslubas	61					
18	AUS	Oliver Tweddell	66					
19	IRL	Ross Hamilton	76					
20	AUS	Anthony Wood	79					



Photos from top:

Ed Wright, Rafa Trujillo, Jonathan Lobert, start.

Left: top three on podium.

(c) Richard Langdon/Ocean Images



## CROATIA



### Split Olympic Sailing Week

All seven scheduled races were sailed for almost all classes. Except for Friday all the other days were quite windy, especially on the final day with Bura peeking 27 knots.

After four hard and challenging days, but also beautiful with some spectacular sailing Ivan Kljakovic Gaspic emerged the winner, on the same waters where he won his second European title last summer.

Photos: [www.jklabud.hr](http://www.jklabud.hr)

1	CRO 524	Ivan Kljaković Gašpić	2	1	(3)	1	1	1	6
2	CRO 25	Marin Mišura	1	3	(4)	3	2	2	11
3	SLO 573	Vasilij Žbogar	3	2	1	2	(6)	3	11
4	CZE 52	Tomas Vika	4	4	2	4	(5)	4	18
5	CRO 11	Josip Olujić	(7)	5	6	5	3	5	24
6	POL 1	Jakub Dumara	5	6	5	6	4	(7)	26
7	HUN 8	Márton Beliczay	6	7	(14)	13	7	6	39
8	CRO 88	Marin Mrduljaš	8	10	7	7	10	(dnf)	42
9	POL 12	Milosz Wojewski	9	8	12	(15)	8	8	45
10	CZE 81	Tomas Hrnkal	(11)	9	8	10	9	9	45



11	CZE 21	Jan Cajcik	56
12	CRO 52	Nikola Barić	60
13	HUN 127	Peter Haidekker	68
14	HUN 728	Elemer Haidekker	69
15	CRO 110	Lukša Cicarelli	70
16	HUN 50	Ádám Héjj	72
17	CRO 2	Dan Lovrović	80
18	CZE 67	Josef Jochovič	81
19	HUN 17	Graham Douglas	82
20	SRB 7	Milan Đorđević	98



## DENMARK



Richard Berg Larson writes: The Danish Finn scene has been totally frozen from late November and until early March except for two weekends. The marinas have simply been frozen and it has been impossible to get on the (hard) water.

Two sailors did therefore, among others, take the trip to Cannes and did in fact pretty good, while another took the trip to Buenos Aires to check out the Argentinean Finn Fleet, and to pick up our new (Perpetual) Challenge Cup, see picture.

The model/trophy has been custom made by Jorge Caviglia from Buenos Aires. Jorge own an elderly blue Finn, and he is trying to reactivate the La Plata Finn fleet. Jorge is very much like us Scandinavia, used to cold weather and icy waters, as he is not originally from BA, but from Bariloche in southern Argentina, and he has made some spectacular wooden Finn models for Danish Finn sailors since we got in contact with him on the "Finn forum" more than seven years ago.

The Yacht Club with Finn and Stars in Buenos Aires is located in Olivos on the northern outskirts of BA, but the members find the water to cold when the temperature is below 14 degrees, which would only allow sailing in Scandinavia three month a year



Jorge Caviglia with Thorsten Schacht, who along with Richard Berg-Larsen are donating a new prize for the best Senior Sailor at the Danish Nationals

if we used the same standard. Curiously, they also sail in brown water, not because the water is dirty, but because it is muddy river water.

Jorge plans a trip to Europe in a year or two, and we will certainly have a ready to go Finn prepared for him when he passes by. We will however not be able to have a proper cup of Mate ready for him, so let's hope he likes Danish beer.

By late April the ice is now (nearly) gone and we had five Finns off Vallengbæk, and three off Rungsted and eight off Dragør. We had to get through a cm or so, when we left the slipway and there was nothing when we returned a couple of hours later with cold feet.

## ITALY



### Trofeo Bertacca

The 2010 season in Italy ended as usual with the 8th edition of Trofeo Bertacca, which took place at the end of October in Torre del Lago Puccini. The weather was windy and rainy, but all the five scheduled races were sailed thanks to the good job of the Race Committee.

On Friday three races were completed with a cold 20 knots easterly, which then decreased to 14 knots, while on Sunday morning after heavy rain two more races were sailed in a 14 knots south-easterly. Marko Kolic from Lake Garda was at ease in the windy conditions and dominated the fleet with three bullets and a second place.

Competition for the podium was very tight, with Nicola Menoni who came second with just one point lead on Marco Buglielli and Paolo Visona. Fifth place went to Federico Laici and sixth was Gino Bucciarelli.





The organisation was perfect and the prizegiving was extremely rich as usual for this regatta, with prizes offered by sponsors and regatta organiser Bertacca Sail Equipment.

During the Saturday night dinner in Viareggio the Coppa Italia prizegiving was held in a very pleasant atmosphere. Marko Kolic won the Coppa Italia for the first time, while second was Marco Buglielli and third Federico Laici, who also won a new North sail, which was drawn during the dinner, while Gino Bucciarelli won a weekend in the Ca' del Lago Residence in Torri del Benaco (Garda).

1	ITA 40	Marko Kolic	5
2	ITA 872	Nicola Menoni	12
3	ITA 2	Marco Buglielli	13
4	ITA 37	Paolo Visona	13
5	ITA 985	Federico Laici	15
6	ITA 134	Vittorio D'Albertas	23
7	ITA 67	Gino Bucciarelli	26
8	ITA 13	Paolo Cisbani	28
9	ITA 96	Alessandro Turchetto	33
10	ITA 146	Francesco Grigolon	34

#### Marina Di Scarlino Finn Trophy - March 2011

The first edition of the Marina di Scarlino Finn Trophy, also used as first event of the Coppa Italia Finn 2011, was raced in Scarlino from 11 to 13 March with 34 participants from 4 countries (Italy, Finland, Holland and Britain) and six races completed.



On Friday the participants sailed with a beautiful sunny day and a south-westerly wind of 10-13 knots. Marko Kolic from Lake Garda got two bullets and a second. The other race was won by the other Garda's representative, Federico Laici.

On Saturday three more races were sailed with cloudy skies and 15-18 knots of Scirocco (south-easterly) decreased during the day to 11-15 knots.

In the first race Marko Kolic scored another bullet, which together with the following two fourth places left him firmly at the top. The other races of the day were won by Francesco Lubrano and Enrico Passoni. On Sunday, a strong Scirocco of 25-28 knots with heavy rain led to the cancellation of the final two races.



The overall standings was led by Marko Kolic, followed in second place by Federico Laici, on equal points with the Dutchman Cees Scheurwater.

The next edition of the Finn Trophy will be sailed just before the 2012 Europeans, scheduled from 16 to 24 March 2012.

1	ITA 40	Marko Kolic	9
2	ITA 985	Federico Laici	15
3	NED 7	Cees Scheurwater	15
4	ITA 19	Simone Mancini	25
5	ITA 70	Francesco Lubrano	33
6	ITA 2	Marco Buglielli	33
7	NED 29	Bas De Waal	33
8	ITA 6	Enrico Passoni	34
9	ITA 5	Francesco Cinque	38
10	GBR 65	David Potter	39



#### Coppa Italia, Anzio

March 26-27, 2011

The second event of Coppa Italia 2011 took place in Anzio in the last weekend of March. 34 competitors enjoyed the perfect conditions, with sun and a nice Southeasterly between 8 and 12 knots, completing the 5 races scheduled. Simone Mancini dominated the series with 4 wins, showing great speed and good tactical decisions. Second place went to Marco Buglielli, just one point in front of third placed Enrico Passoni. At fourth place Federico Gattuso, first of Juniors, followed by Francesco Cinque.

1	ITA 19	Mancini Simone	4
2	ITA 2	Buglielli Marco	10
3	ITA 6	Passoni Enrico	11
4	ITA 106	Gattuso Federico	19
5	ITA 5	Cinque Francesco	20
6	ITA 70	Lubrano Francesco	26
7	ITA 67	Bucciarelli Gino	26
8	ITA 41	Mariani Giancarlo	28
9	ITA 4	Faggiani Francesco	28
10	ITA 60	De Sangro Riccardo	31



Photos: Gianni Loperfido, Marina Pinzivalli

## JAPAN



For the first time in many years, some news for Finnfare arrived from Japan. Aiko Saito sent in these two photos of two recently repainted and re-fitted wooden Finns being sailed in Japan. They are owned by Dr. Kazuyuki Uehara and his brother Yasu. They sailed Finns many years ago – more than 30 years ago in fact. Now, they are having fun.





## NETHERLANDS



Henk de Jager writes: The winter was a long one this year. The Dutch Finn sailors prepared themselves already for the big fleet races we have in Holland. Many used the DN ice sailing to keep the blood on stream.

Finn Club Holland has had a very large number of young and old people joining us this last year. For the new sailors we organise a weekly Sunday Finn clinics at Het Witte Huis at Loosdrecht lakes near Amsterdam for 4 weeks on a row. Our top 4 sailors will give lessons on what their specialties are. Nanno Schuttrups, PJ Postma, Karel van Hellemond are doing the clinics and training. We also see the German sailors at our training sessions. After the training, (the last one will be on Sunday 10th April) we will have two weekends racing at the Loosdrecht lakes.



Pic: Jan Mark Meeuwissen

The Tulip Race, run since 1985, is on 16-17 April and the Easter regatta at the KWVL club also at the Loosdrecht lakes during the Easter weekend 22-24th April.

Hopefully we will have a nice wind season again and we welcome everyone to the Delta

Lloyd regatta at 24-29 May in Medemblik, just before prior the World Masters in Punta Ala, Italy were we expect 30 Dutch Finn sailors will go to this paradise. Please have a look at our Dutch Finn race schedules on our FCH web site and join the races.

## NEW ZEALAND



### Sail Auckland

Takapuna Boating Club, 2-6 Feb 2011

A small but talented fleet competed in the only ISAF Grade 1 Olympic Classes Regatta in New Zealand for 2011. The regatta also doubled as a selection trial for NZ Finn sailors for Perth with only three places allocated currently. The top kiwi sailors were joined by Rafa Trujillo. Dan Slater dominated this event taking seven guns from 10 races displaying excellent speed particularly upwind taking the battle to his training partners, Rafa and Matt Coutts.



© Will Calver/Ocean Photography

It was a great view for the shoreside spectators seeing 10-15 Finns rounding marks at the same time. Dan showed his class taking out all four races.

The final fleet race and medal race were held in 10-15 knot SW and directly in front of the clubrooms. With fleet race away first the roar from the spectators on the verandah of the

clubrooms could be heard on the committee boat when long suffering Finn sailor Peter Hull sailed the beat of his life to round the top mark first, however he was soon gunned down by the flying Gerrit Bearda. The medal race was a tight and tense affair before Dan stretched out to a winning lead.



© Gareth Cooke/Sub Zero Images

### 2011 NZ Nationals

The 2011 NZ Finn Nationals was held over four days at Waiuku Yacht Club, with the largest fleet in many years.

On day one there were three sprint races in 5-10 knot SW. Dan Slater took control early in race one but was pushed hard by David Hoogenboom and Brad Douglas. There are many passing lanes at Waiuku and never more so than in a souwester as the minor placings swapped regularly throughout the day. On day two the wind softened and Dan, Ray Hall and John Duff had a tight race with Dan staying the right side of the current to finish ahead. A second race was started but was later abandoned.

On day three, four races were sailed in a 10-20 knot SE. With 20 degree shifts downwind tactics were as important as upwind with gains and losses being traded.

### Sail Auckland

1	NZL 1	Dan Slater	1	1	(3)	2	1	1	1	1	2	9	
2	ESP 100	Rafael Trujillo	2	2	1	1	3	2	2	2	(4)	3	15
3	NZL 10	Matt Coutts (below)	(3)	3	2	3	2	3	3	3	2	1	21
4	NZL 242	Roger Hall	5	5	5	5	5	(dns)	5	4	3	5	36
5	NZL 7	Brad Douglas	4	4	7	4	4	4	4	(dsq)	5	4	36
6	NZL 23	Alan Dawson	6	6	6	6	6	(dns)	6	5	dnf	6	48
7	NZL 105	John Douglas	7	7	7	(dns)	(dns)	(dns)	(dnc)	(dnc)	(dnc)	(dnc)	61]

### National Championships

1	NZL 1	Dan Slater	1	1	1	1	1	1	1	1	2	9
2	NZL 7	Brad Douglas	3	2	3	10	7	11	4	2	4	35
3	NZL 232	Ray Hall	13	4	6	2	4	2	2	3	14	37
4	NZL 9	Rob Coutts	4	7	5	6	3	8	3	4	8	40
5	NZL 242	Roger Hall	5	3	4	14	5	4	7	8	6	42
6	NZL 10	David Hoogenboom	2	6	2	5	2	7	9	11	10	43
7	NZL 23	Alan Dawson	9	5	7	23	8	15	11	7	12	74
8	NZL 530	Dallas Bennett	6	9	13	23	6	5	6	13	20	78
9	NZL 17	John Douglas	15	12	9	7	9	10	10	6	16	79
10	NZL 55	John Duff	12	8	11	3	16	6	16	9	18	83
11	NZL 53	Ben Liebowitz	71									
12	NZL 229	Dirk Andersen	79									
13	NZL 230	Justin Hurst	82									
14	NZL 236	Brian Saunderson	95									
15	NZL 193	Gerrit Bearda	111									
16	NZL 235	Kevin Stone	111									
17	NZL 245	Chris Wells	125									
18	NZL 5	Dan Bush	139									
19	NZL 233	Royce Hawkins	143									
20	NZL 179	Peter Hull	146									
21	NZL 205	Stuart Munro	156									
22	NZL 32	Peter Aitkinson	156									

1st Master Ray Hall • 1st Grand Master Rob Coutts • 1st Great Grand Master John Douglas • 1st Junior Ben Liebowitz • Winner Craig Monk Trophy for the Finn Summer series: Ray Hall

## SOUTH AFRICA



The Pata Finns Africa factory in Cape Town under Greg Davis' management has made a cracking start in the eight months since production began with moulds imported from Pata Finns in Hungary. This was done with assistance gratefully received from IFA and the SA Finn Association. To date seven boats have been built with a further two on the production line.

The factory employs three skilled artisans all of whom have worked in the Cape boat building industry for many years. Of these Leroy Rudolf is a Technikon student completing his third year of part-time studies in boat building.

The boats have all been built with great weight distribution achieving "sweet spot" Lamboley results. The masts are turning out beautifully with bends to suit individual skipper weights.

A further exciting development, being carried out by Pata Finns Africa, is a new boom extrusion now under evaluation. This boom is 600g lighter than benchmark booms and

has the same stiffness characteristics. It is hoped that this will be something of interest to the international Finn community.

On the weekend of 19-21 March the regional championship for the northern part of South Africa saw a splendid entry of 22 boats, nine of which were Pata Finns. Five were imported from Hungary and four were locally made by Pata Finns Africa. Exciting close racing saw a youth, 20 year old David Leigh, winning the regatta by a single point. David won the National Championships last year sailed in Richards Bay.

Over the Easter weekend the Western Province Finn provincial championships takes place at Saldanha Bay, north of Cape Town, followed by the SA Finn National Championship. A most competitive fleet is expected including young new blood attracted to the class by the excitement of competitive boats being available on the Continent for the first time in two decades. The renowned Finn Master, Adrian Brunton,



will be visiting from England and will be assisting with sail training.

The energy and enthusiasm in the renewal of an African Finn fleet is tangible. Great interest is being shown by yachtsmen in other classes. Generational change is underway. Moreover, there is transformational change in the composition of the fleet and the international community hopefully will soon be welcoming multi-racial competitors on the circuit as a new crop of ambitious youngsters set out to test their skills against the best in the world. This will provide a wonderful platform for the growth and development of Olympic sailing in South Africa and in turn for the rest of the Continent.

## SWITZERLAND



### Memorial Marc Lambelet

Lake Neuchatel, October 23 - 24 2010

Only nine Finns met at the starting line for the 2010 edition of the Memorial Marc Lambelet at Lake Neuchatel in western Switzerland. On Saturday all those not present missed a fantastic sailing day with sun, a steady westerly breeze of force 4-6 and nice waves. The hierarchy was quite clear out on the water. The winner in both races was Christoph Christen followed by Thomas Gautschi and Peter Kilchenmann. On Saturday evening the traditional fondue (the Swiss like to dip bread in melted cheese and drink white wine with it) was served at the club house. Sunday saw less wind and rain and only one race could be sailed in very light and shifty conditions. Andreas Friderich was the winner followed by Christoph Christen and Peter Kilchenmann.

1	Christen Christoph	4
2	Gautschi Thomas	8
3	Kilchenmann Peter	9
4	Friderich Andreas	11
5	Lazzari Carlo	16
6	Baumann Ruedi	17
7	Huracek Jiri	25
8	Megert Rolf	28
9	Schneider Roland	29

### Gingerbread Regatta

Lake Thun, November 6 -7 2010

The 23 sailors spent most of Saturday afternoon waiting for the wind to come. Sunshine and lots of memories and gossip of the past sailing season made this quite an easy task. In the later afternoon a westerly

wind of force 2-3 came in and allowed on race. Franz Buerger was the winner followed by Christoph Christen and Urs Wenger. As usual the Saturday evening was spent with good food and live music at the Thunersee Yacht Club. On Sunday things looked quite the same at first but then a strong north-westerly wind came in with gusts and quickly dropping temperatures. Several boats greeted the trout and swimming was a common but not very popular activity. Everybody was freezing cold and after two races the race committee decided to go back on shore. Christoph Christen and Silvan Hofer both scored a first and a second place followed by Thomas Gautschi with two third places.

After the prizegiving with the distribution of the traditional ginger breads, Thomas Gautschi was honoured as the winner of the 2010 Swiss Cup and Ruedi Baumann was the proud winner of the 2010 Wilke Cup. Everybody was happy and left Thun for a long winter sleep.

1	SUI 5	Christen Christoph	5
2	SUI 63	Gautschi Thomas	10
3	SUI 171	Kulpe Boris	14
4	SUI 17	Huck Frederik	20
5	SUI 30	Wenger Urs	25
6	SUI 18	Wilke Chistoph	25
7	SUI 31	Silvan Hofer	27
8	SUI 94	Friedrich Andreas	27
9	SUI 9	Roost Res	29
10	SUI 57	Bauman Ruedi	30
11	SUI 13	Kilchenmann Peter	35
12	SUI 44	Roost Thomas	39
13	SUI 71	Fischer Jan	46
14	SUI 12	Bürger Franz	49
15	SUI 2	Klammer Helmut	62

## USA



### 2010 USA Finn Nationals

Fairhope YC, Mobile Bay, Alabama  
November 19-21

Twenty nine boats showed up for the 2010 USA Finn Nationals. Many were already in the area having sailed in the NA Finn Masters at Buccaneer YC the previous weekend. Darrell Peck conducted a two day clinic prior to the Nationals that was well attended. The weather for the Nationals was great with the temperatures in the mid to high 70s and the winds from light to moderate.

The first day brought moderate winds from the east with gusts from 7-14 and shifty. Three races were held with Zach Railey dominating by winning all three. Brian Boyd pushed him in the first race and ended up second followed by Rudinsky then Lawrence and Paine. In general, it paid to be on the left side of the course as the winds and gusts tended to come from that side. In the second race (while in a good position for the race) Brian Boyd lost his rudder and pulled a muscle forcing him to retire for the day.

Light winds on Saturday started to die as the first race of the day progressed. The race committee decided to abandon the race as the leaders were approaching the weather mark on the second leg and the winds had died to just about zero. The racing for the day was finally abandoned when it became clear that the wind would not return that day. Thus there were no



### US Nationals 2010

1	4	Zach Railey	1	1	1	7	3	4	10
2	619	Caleb Paine	5	2	2	5	9	1	15
3	40	Luke Lawrence	4	3	3	3	2	21	15
4	74	Henry Sprague	7	10	4	1	6	3	21
5	133	Gordon Lamphere	3	5	7	2	23	9	26
6	401	Chuck Rudinsky	10	8	8	4	7	7	34
7	1140	Bryan Boyd	2	dnf	dnf	6	1	2	41
8	1	Coleman	15	6	13	8	22	8	50
9	8	Scott Mason	12	11	5	ocs	12	11	51
10	30	Forest Gay	13	7	11	19	11	12	54

official races this day, but the day was not wasted as the keg was cold when the sailors got in and Henry Sprague's and Macho Slavich's comments after a few beers were spicy and kept everyone in stitches.

Sunday started with winds from the south-east at 5-10 and shifty. On the first beat, the left seemed to pay but on the second beat, the leaders again went mostly left but Henry Sprague (rounding around 7th or 8th) went right more than anyone in the fleet. As it turned out, that was a brilliant move as a shift with stronger winds came about 30 degrees from the right and lasted just long enough for Henry to tack and make it to the weather mark with a good lead to win the race.

The second race had lighter winds and Brian Boyd took the lead on the first beat. Approaching the first leeward mark, the wind died and started again very lightly from the west. The committee shortened the course and the boats finished at the leeward gate by beating to the finish. Brian Boyd did a good job moving from the

Darrell Peck took five wins from eight races at the 2010 North American Championship

Photos by John Lacy

### Finn North American Championship 2011

Texas Corinthian Yacht Club, March 10-12

1	USA 10	Darrell Peck	1	3	1	1	3	1	1	[ocs]	11
2	USA 21	Gordon Lamphere	2	1	2	3	2	2	[9]	2	14
3	USA 30	Forrest Gay	[9]	2	3	2	5	3	4	1	20
4	USA1000	Stephen Smeulders	[7]	5	4	6	1	5	5	6	32
5	USA 150	Louie Nady	[8]	8	5	4	6	4	8	5	40
6	USA 1227	David Beyers	[10]	4	8	9	4	6	7	8	46
7	USA 100	Jose Oti	[ocs]	12	6	5	8	8	10	3	52
8	usa 401	Chuck Rudinsky	[dns]	9	11	10	7	7	3	7	54
9	USA 75	Ash Beatty	3	14	14	7	9	9	2	[ocs]	58
10	USA 23	Jim Hunter	[14]	7	9	11	12	11	14	13	77

11	USA 1213	Andras Nady	78
12	USA 13	Macho Slavich	79
13	USA 57	Guy Brierre	81
14	USA 32	Charles Heimler	85
15	USA 3	Charlie Maule	105
16	USA 11	Brady Tillman	108
16	USA 00	Hutcheson Curtis	111
17	USA 167	Donald Griglack	142



## Major Finn regattas 2011-12

22-29/04/2011	Semaine Olympique Francaise (SWC)	Hyerres, France
4-8/5/2011	Bourgas Sailing Week	Port of Bourgas, Bulgaria
6-8/5/2011	UK Nationals	Christchurch, UK
6-8/5/2011	Palavska Regatta	Pavlov, Czech Republic
11-15/5/2011	Expert Olympic Garda - Eurolymp	Riva del Garda, Italy
24-29/5/2011	Delta Lloyd Regatta (SWC)	Medemblik, Netherlands
5-11/6/2011	Skandia Sail For Gold (SWC)	Weymouth & Portland, UK
12-17/6	<b>Finn World Masters</b>	<b>Punta Ala, Italy</b>
18-26/6/2011	Kieler Woche (SWC)	Kiel, Germany
30/6-17/7/2011	<b>Open Europeans</b>	<b>Helsinki, Finland</b>
2-10/7/2011	Warnemunder Woche	Warnemunde, Germany
13-16/7/2011	Intervela	Riva del Garda, Italy
22-31/7/2011	Travemunder Woche	Travemunder, Germany
24-30/7/2011	<b>Silver Cup (World Juniors)</b>	<b>Moscow, Russia</b>
1-14/8/2011	Olympic Test Event	Weymouth & Portland, UK
13-18/9/2011	Open Russian Championship	Moscow, Russia
16-18/9/2011	Open Dutch Championships	Medemblik, Netherlands
24-25/9/2011	Italian Open Championship	Malcesine, Italy
30/9-2/10/2011	International Finn Cup	Malcesine, Italy
3-18/12/2011	<b>ISAF Sailing World Championships (FGC)</b>	<b>Perth, Australia</b>
4-8/12/2011	Semana Olimpica Canaria De Vela	Las Palmas, Spain
17-22/12/2011	Palamos Christmas Race	Palamos, Spain

SWC = ISAF Sailing World Cup event



### Future Championships

2012		
16-24/3	Europeans	Scarlino, Italy
11-18/5	Finn Gold Cup	Falmouth, UK
27/5-1/6	Finn World Masters	Pwllheli, UK
July (tbc)	Silver Cup	Maubuisson, France
28/7-11/08	Olympic Games	Weymouth, UK
2013		
tbc	Europeans	Germany
July	Silver Cup	Riva del Garda, Italy

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)  
Please check all details before travelling as dates can change at short notice

