

FINNFARE

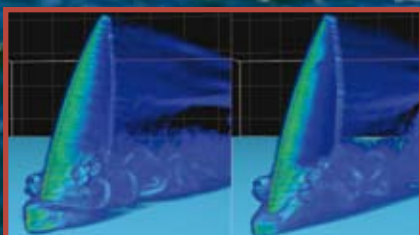
APRIL 2012



EUROPEANS IN SCARLINO



FINN GOLD CUP IN PERTH



MAST AND SAIL DYNAMICS



A LIFE IN FINNS



SWISS MARINE COMPOSITES

WILKE

CH-LEISSIGEN

Wilke masts congratulates, Giles, Ben and all other Finn champions for their wins and successes at Miami, Palma, Hyeres Weymouth, test event, Europeans and Finn Gold Cup during 2011.

Tel. +41 33 847 17 70

Fax +41 33 847 17 71

info@wilke.ch

www.wilke.ch



Wilke masts :
an unbeaten
performance
over the past
two Finn
decades

Devoti Sailing.com

Devoti Finn - ideal equipment for maximal performance

Contact us for more information on 2012 Finn model !

Contact
Přístavní 38, 635 00 Brno
Czech Republic
Phone: +420 548 210 285
Mobile: +420 602 140 116
Skype: devoti.sailing.s.r.o
Email: info@devotisailing.cz
www.devotisailing.com



Photo: Marina Prinzivalli

Opening shot: Ioannis Mitakis on his way to winning the European Championship



President's Letter

**Dear Finn Sailors,
Dear Friends of the Finn Community,**

The first major Finn regatta of the year has just finished in Scarlino with a 23 year old talented Greek sailor crowned 2012 Finn Senior European Champion. The fleet of the Championship represented almost 30 countries and many new faces were present with most of them still at junior age.

However, there is more to come with ISAF Sailing World Cup events, the Finn Gold Cup in Falmouth, UK as the last Olympic Qualification Event, the Silver Cup (Junior Worlds), and the Olympic Games in Weymouth. I wish you, sailors, all the best for the coming weeks and hope that your Olympic dreams will come true.

In Scarlino we had fruitful meetings with members of the Executive relating to financial, marketing, and media issues as well as technical questions with Jüri. The results of these discussions will be presented to you at our forthcoming AGM in Falmouth.

Another area of intense work has been the strategy making and coordination of the future of the ISAF Sailing World Cup circuit where we are working with ISAF and other Olympic classes towards a viable and sustainable format.

The ISAF Mid-Year Meeting will be held near Milan a week before the Gold Cup with many short and long term items on the agenda. Corinne and I will be representing IFA and will give you first hand information on issues affecting Olympic sailing.

In the hope of seeing many of you in Falmouth.

Best regards

Dr. Balazs Hajdu
HUN-1
IFA President



No. 140 • April 2012

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

FINNFARE Editor

Robert Deaves, 2 Exeter Road, Ipswich IP3 8JL, England
Mob: +44 (0)7932 047046
Email: robertdeaves@yahoo.co.uk

Executive Committee of IFA 2011-12

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@vuelтамundo.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
Skype: bhajdu001

Vice-President – Sailing

Tapio Nirkko
Urheilukatu 32 a 5, 00250 Helsinki, Finland
Tel: +358 44 0293293
Email: tapio.nirkko@purjehtija.fi

Vice-President – Development

Zach Railey
Tel: +1 727 439 5505 (cell)
Email: 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
Skype: fonsvangent
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
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
Skype: rhahart

Honorary Treasurer

Tim Carver
Tel: +44 7798 927971
Email: tim@timcarver.com, Skype: carvert

Special projects

Michele Marchesini
Email: 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

Chairman Marketing Committee

Robert Deaves
2 Exeter Road, Ipswich IP3 8JL, England
Mob: +44 (0)7932 047046
Email: robertdeaves@yahoo.co.uk
Skype: robert.deaves

Cover photo: Brad Douglas at Sail Melbourne. Photo: Sail Melbourne/Sport the Library

Insets: Ioannis Mitakis, Vasilij Zbogor, Torsten Jarnstam. Photos: Robert Deaves, Hans Liljeqvist

Next issue: July 2012

Back issues: Back issues are available through the Finnshop on the IFA website at GBP 2 each including postage.

IFA WEB SITE
www.finnclass.org

FINN SHOP
www.finnclass.org

FINN MASTERS
www.finnworldmaster.com

THE FINN CHANNEL
www.youtube.com/thefinnchannel

Finn news

Students Cup

The Russian Finn Association took the initiative to organise an International Students Cup for sailing in Moscow during the 27th World University Summer Games (July 6-17, 2013)

In July 2013 Russia will hold 27th World University Summer Games, in Kazan. Unfortunately sailing is not a compulsory sport of the event. Russia could choose only three optional kinds of sports, and sailing did not appear.



But nevertheless the Russian Finn Association, with the support of Moscow Sailing School, took the initiative to promote sailing and the Finn class and are organising an International Students Cup in the Finn class in Moscow at the same time.

The purpose of this initiative is to draw more attention to Finn class as well as to try to include the Finn in the programme of future World University Summer Games. That will help to open new opportunities to develop the class in other countries.

The International Students Cup will be organised for students up to the age of 28 using the same facilities and boat park that were used for the 2011 Silver Cup. Moscow Sailing School will offer participants free of charge charter boats (the sailors will have to bring sails and personal equipment only) and special accommodation conditions.

The Russian Finn Association invites all Finn sailors to participate in the event as well as to promote the event in your countries.

27th World University Summer Games: www.kazan2013.ru
Russian Finn Association: www.moscow-finnclass.ru



Aussie thinking

John Shallvey writes from Australia: In the past years in Australia the Finn Class has grown from strength to strength. Both in numbers, quality of boats and equipment, number of events and enthusiasm of sailors.

But I ask what is it about this enchanting and beguiling little lady that we all sail? What is it about a 60 year old design that keeps on keeping on?

Maybe it's this strange and certainly esoteric bunch that call ourselves Finn sailors.

As I started off saying our class is growing and now in an Australian Finn boat park you can find: students, young tradesmen, factory workers, lawyers, company directors, judges from the highest courts in our land, retired gentleman. The Australian Fleet can now boast sailors born in the 1940s thru to the 1990s and all decades in between.

All the above are competitive dedicated and having fun. So if this is typical of the rest of the world, fantastic. But why not come down to Australia and experience this wide and diverse bunch of guys just enjoying sailing.

ISAF World Rankings

Fleet racing - Open - Finn - Wednesday 1 February 2012

Pos	Helm	Nation	Prev	Best	Points
1	Edward Wright	GBR	1	1	4778
2	Ivan Kljakovic Gaspic	CRO	3	1	4562
3	Giles Scott	GBR	2	2	4490
4	Thomas Le Breton	FRA	4	3	4447
5	Pieter-Jan Postma	NED	5	2	4434
6	Zach Railey	USA	6	1	4398
7	Rafa Trujillo Villar	ESP	7	1	4362
8	Jonathan Lobert	FRA	9	6	4319
9	Deniss Karpak	EST	12	9	4240
10	Vasilij Zbogor	SLO	8	6	4236
11	Daniel Birgmark	SWE	13	4	4175
12	Gasper Vincec	SLO	10	1	4132
13	Andrew Mills	GBR	11	7	4060
14	Brendan Casey	AUS	14	9	3998
15	Dan Slater	NZL	15	2	3978
16	Jonas Høgh-Christensen	DEN	27	1	3947
17	Ioannis Mitakis	GRE	17	17	3838
18	Björn Allansson	SWE	16	16	3827
19	Giorgio Poggi	ITA	19	13	3800
20	Jan Kurfeld	GER	20	19	3777

Finn Tee

FINNFARE advertiser Zhik has produced this stylish t-shirt in sizes from M to XXXL.

It is available for purchase direct through Zhik's website at www.zhik.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

Upcoming events

Entries are coming in fast for the 2012 Finn Gold Cup and UK National Championships at the Falmouth Finn Festival in May. Early indications are for fleet sizes well over 100 boats. There will be full online coverage of the regatta through the event website www.falmouthfinnfestival.com including daily video reports on the Finn classes YouTube site, TheFinnChannel as well as the usual blogging, Twitter and daily press reports.

Just two weeks later the Masters fleet descends on Pwllheli in Wales where around 150 Finns are expected. There are some new faces showing up this year, so it could be an interesting week.

You can sign up to receive daily reports as they are released through the link at www.finnclass.org.





Gus Miller on tape

During the 2010 Finn Gold Cup in San Francisco class veteran and Hall of Famer Gus Miller gave a video interview. This is the transcript and even though it is now 18 months old, it is worth repeating. Gus' words are timeless

The Finn is a vehicle to a lot more things than just going out and sailing around on the water. It has opened doors for me all over the world. The boat is a special boat. It is highly evolved but it's like having a little Maserati. It's so sensitive and such a good sea boat and as a kid up until I was 38 I sailed 100 different types of boats, 505 and oceans racers but when I sailed a Finn it was the best boat I had ever gotten in to.

The class itself is a unique group of guys and that draws me back also. If it hadn't been for the Finn I wouldn't have given a clinic with Paul Elvstrøm for a week. And the list of stories like that go on and on and so it's been a great door opener right around the world.

It's a very powerful demanding boat and you need a lot of initiative and attitude that you're going to do it yourself. There are a lot of coaches out there now but basically you are out there on your own. And everyone realises the challenge is yourself not the other guys. The challenge is the boat and that understanding is the old idea 'I love my competitor because he makes me better'. The guys here have enormous respect because the challenge of sailing the boat is so great. If one guy figures it out then the others guys are glad for him that he's been able to do it.

One of the first times I sailed internationally was in Canada and I was on a reach and Sandy Riley came flying up behind me, so I said, "How are you going so fast? And he said "Let me get by you and I'll give you a lesson." And he did. In the middle of a regatta he gave me a sailing lesson on the rest of the reach on how to go faster on a reach. That's unique and it pervades the class – the willingness to coach each other.

Technically there has been an immense evolution in the rig. The present boat is probably twice as fast as the original Finns were. Paul Elvstrøm sailed my boat in the 1978 pre-Olympics and he said it was twice as easy to sail as when he sailed Finns. So that's the major development and there are probably more people that have built sails experimentally than any other boat in the world.

But it usually turns out that innovation is usually good in one condition and bad in others so only about one per cent of all innovations actually work. But it's meant that the rig is much more automatic. Moving from wood to aluminium to carbon wing masts. Dave Ullman said 40 years ago that the Finn mast would gradually get stiffer and stiffer and he was exactly right.

The building of the boats right now have got closer and closer. I think the evolution of the measurement technique for the boat has resulted in a class that is more one design than any of these out of the box classes like the Laser. There is a great deal of variability in construction that the very great demands

of the Finn measurement don't allow a builder to get away with. Jüri Saraskin, the Chief Measurer, said the other day that it is not possible to build a 'super' Finn and I think that's right.

So many different things have been tried in building the boats and most of them have failed so it has kind of narrowed down to what works and the builders know it. The good thing now is that builders are springing up around the world

Other than those technical innovations, the sailors, the depth in the fleet is probably getting greater, but many of the old ideas keep coming full circle. A lot of what guys think is brand new right now was really there 30 years ago, they are just rediscovering it and when you discover something yourself you think you are the first; well often you are not.

A lot of what the guys are doing now, Paul Elvstrøm and Charles Currey were doing in 1952. So in many ways the group has stayed the same. The character of the group has stayed the same with the idea that the challenge is yourself not the other competitors.

The class is stronger than ever. It's been strong all the way through and Europe has always been the great centre with pockets elsewhere round the world

You see very talented new guys coming in and these guys are getting bigger and bigger. Nutrition has made it such that Asians and others are getting bigger. And the Finn takes a big guy and a big smart guy and one of the characteristics of the Finn is that the Finn sailor has to be smart. If he's not smart, big and strong then it's hopeless. You got to have brains out there.

I am staying on a yacht with a young Estonian and he was talking about having the Finn Gold Cup in Tallinn Bay and long ago I said I'd continue to sail the Finn until it was sailed in Tallinn Bay. So who knows. For a couple of decades now I have told my body, "just get me through one more regatta and I'll quit." Well in practice this week I came in one day and my body said to me, "You lied." So as long as I can physically do it I will probably carry on.

Editor's note: At the AGM in Helsinki at the 2011 European Championship, the 2013 Finn Gold Cup was awarded to Tallinn. The first message was from Gus saying he would be there.



hiTechsailing.com

top quality equipment for maximum performance

info@hiTechsailing.com

Russian show



Here are some photos from the Moscow Boat Show, which was held from March, 19-25. The Russian Yachting Federation is celebrating its 100 years anniversary in 2012 and the Russian Finn Association were invited to include a Finn on the RYF stand.



Masters news

Dear Finn Masters friends,

At the moment of writing these words we have 110 entries for the Finn World Masters in Pwllheli.

With another two months to go I expect to go over 150 entries. Some countries do not show, up till today, in numbers they usually do, but I hope they will enter in the coming weeks or have entered between the writing of this article and your reading of this issue of Finnfare.

We will not reach the numbers we had in the last few years, but, as I wrote earlier, the goal is not to set records, but to have a good Masters Championship in good spirit and in nice venues. And the numbers of entries should, in my opinion, stay within numbers that can be handled. When they keep rising, it will become very difficult to find good venues, both ashore and on the water.

Besides that, I notice a certain Master's preference for Mediterranean countries. Maybe this is because of the warm water and the nice surroundings. But I can assure you that Pwllheli, in Northern Wales, has beautiful surroundings. The water will not be as warm as it was in Punta Ala, but maybe it is a good idea to sail IN your boat instead of swimming with it. But: wasn't Medemblik in 2008 a popular venue with perfect sailing conditions? And Schwerin in 2003? And also Uppsala in 1992? In these (usually not very warm in May) venues we had beautiful sailing conditions as if we were in Italy, South of France or Spain. So please do not decide not to compete in a northern situated championship too quick. We can be lucky with the conditions everywhere, so why not in Pwllheli? And it could be a pleasure travelling to venues we did not know before.

What saddens me is the fact that some of the Finn Masters who decided that there must be a second Finn Masters Championship at the end of the season and thus created the Finn European Masters, have so far not entered for Pwllheli. We have had good support from many countries to date and I sincerely hope they will make still make their entry in the coming weeks. If they don't do this, their arguments for a second Masters event have lost their rightfulness and a second event will keep competitors away from the Finn World Masters and that was never the intention as far as I and many others are aware.

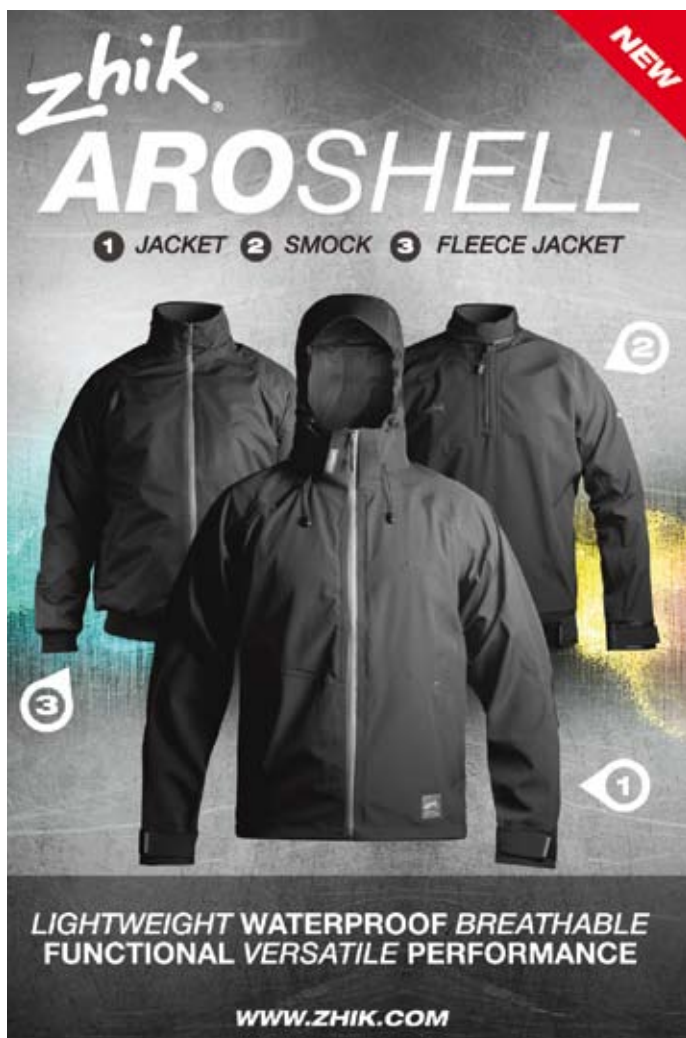
I am really looking forward to the FWM in Pwllheli. Ice and snow have disappeared and the minds are set for sailing again. A lot has been arranged for the FWM 2012: Socials, Jury, Measurement (it is called Equipment Inspection now), the Race Committee, etc. We are working on the final version for the Sailing Instructions now. I have faith in Gareth Robert's organising skills and I am sure we will have a fantastic World Championship again. Maybe less competitors, but there will, for sure, be a real Finn Master World Champion.

Please read the Notice of Race on www.pwllhelisailingclub.co.uk/finn2012/en/home/ and see what you can expect. At least you will read in paragraph 6.4 that the allocation of the Colour Groups will be better than last year.

Entering will be possible (without a penalty fee) until May 11th 2012. I wish you all happy sailing in the next couple of weeks and I will be happy to meet many of you in Pwllheli.

Fons van Gent
NED 748

(Vice) President Finn Masters Fleet



zhik AROSHELL

1 JACKET 2 SMOCK 3 FLEECE JACKET

NEW

LIGHTWEIGHT WATERPROOF BREATHABLE
FUNCTIONAL VERSATILE PERFORMANCE

WWW.ZHIK.COM



ISAF Sailing World Cup 2011-12



The fourth 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. Due to the Finn Gold Cup in Perth, numbers at the first two events were down. After Melbourne and Miami, Rob Coutts leads the series from Zach Railey and Oleksiy Borysov.

1. Sail Melbourne

The 2011-12 ISAF Sailing World Cup started in Melbourne from 6-12 November 2011. With the Perth 2011 ISAF Sailing World Championships starting at the other end of the country two weeks later, numbers in Melbourne were down on usual for the Finn class, though a few of those heading for Perth did compete with Oleksiy Borysov joining an otherwise all Antipodean fleet.

The small fleet was tested with the full range of wind conditions throughout the week. Light winds early in the week changed to winds of more than 30 knots on day three that led to the cancellation of much of the racing, including the Finns. Borysov led from the start of the regatta to the end, to lead Australians Oliver Tweddell

and Rob McMillan throughout. He went into day five with a scant two point lead, and in very light winds on day five Tweddell picked up two high scores to give Borysov a 10 point lead into medal race. Tweddell then won the medal race but Borysov, who placed second, had already done enough to win the regatta.

Sail Melbourne 2011 Final Results

1	UKR 1	Oleksiy Borysov	2	1	1	2	2	1	2	(3)	1	2	4	18
2	AUS 261	Oliver Tweddell	1	3	3	4	1	2	1	1	(8)	8	2	26
3	AUS 2	Rob Mcmillan	3	2	6	1	4	3	4	2	(9)	5	8	38
4	NZL 7	Bradley Douglas	4	6	4	(10)	3	4	3	4	6	3	10	47
5	AUS 5	Matt Visser	8	4	(ocs)	9	9	6	5	9	7	1	6	64
6	NZL 9	Rob Coutts	7	5	2	7	5	5	(10)	6	3	4	20	64
7	AUS 26	Ian Mckillop	6	8	5	6	8	7	9	5	2	(10)	12	68
8	AUS 272	Andrew Gavenlock	5	7	7	3	(dnf)	8	7	10	5	9	18	79
9	USA 53	Ben Leibowitz	(10)	10	8	5	7	9	8	7	4	7	16	81
10	AUS 262	John Condie	9	9	9	8	6	(10)	6	8	10	6	14	85



Photos: Sport the Library/Sail Melbourne

2. Rolex Miami OCR

The 2008 Olympic Silver medalist Zach Railey started 2012 in the best possible way by dominating and winning the Rolex Miami OCR.

With a week of near perfect sailing conditions, Railey opened his series with three race wins. After that he never slipped below third in any of the next seven races and went into the medal race with a commanding 12 point lead. He won that as well to become the clear winner with a 18 point margin over the runner up.

Double world champion Jonas Høgh-Christensen only managed to win one race all week, but a long string of second and third place finishes ensured he took home the silver medal, while third placed Greg Douglas started the week badly with a black

flag but was soon moving up the rankings with some good results, including a win in race eight.

Fourth placed Brendan Casey – who had filled third place for most of the week – also won two races, but five races outside the top three, as well as a poor medal race cost him dearly.

Douglas said, "I am very happy with my event, having started with a black flag to end up third overall. It is only my second medal race - my first was at Delta Lloyd last year. The medal race is very tough because people are always changing positions in the race which effects their overall score."

“The main thing I took away from this event is that every place counts. No matter what



Photos: Rolex/Daniel Forster

happens you have to push hard in every race to gain places because the points at the end will be close.”

Rolex Miami OCR - Final results

[illegible]

Railey summed up his week. “The regatta was great for training and racing with good wind and long courses. We sailed mostly in 8 to 16 knots so it was very hard work physically with free pumping and up to 1.5 mile legs. The top boats were always close so it was great racing and very hard physically pushing against each other.”





Finn Gold Cup, Perth, Australia

It was an event that made and changed sailing history. The 2011 Finn Gold Cup was part of the massive spectacle of the Perth 2011 ISAF Sailing World Championships, the combined world championships of all the Olympic classes and the first country qualification regatta for the sailing events of the London 2012 Olympic Games. The Finns sailed in the first half of the two week event and arguably had the best of the weather. Even so, the expected strong 'Doctor' sea breeze never really established itself with any degree of reliability. On most days the breeze would reach 16-18 knots, but on some days there was much less.

Netherlands won five races including the double points final medal race. The defending champion was Ed Wright, also of Great Britain. He won two races, but was always just a bit behind the leaders.

Ainslie opens

The championship started with a delay because of no wind, but when the breeze finally arrived, Ainslie had a message – he was here to win. The fleet was split into two heats and Ainslie convincing won both of his without any doubts. In the other heat the 2007 world champion and 2004 Olympic Silver Medalist Rafa Trujillo from Spain

But they had to wait another two days. Tuesday brought a constant stream of violent thunderstorms to the area with the heaviest rainfall in Fremantle for 30 years. While it was an awesome showcase of nature's power, it wasn't quite what the organisers had put in the brochure and the sailors were forced to seek shelter from the elements all day long.

So it was three races on Wednesday to try and catch up; and they were three relatively windy races. Start line enthusiasm in the first race left 13 boats with a black flag disqualification, including Wright and three

Finn Gold Cup 2011 - Final results

1	GBR 41	Giles Scott	3	6	1	1	2	2	10	1	2	8	4	30
2	NED 842	Pieter-Jan Postma	20	1	2	2	1	1	5	9	1	7	2	31
3	GBR 11	Edward Wright	8	2	(bfd)	1	1	4	2	3	4	10	10	45
4	DEN 2	Jonas Høgh Christensen	4	7	4	7	4	12	4	12	3	3	6	54
5	ESP 100	Rafael Trujillo	1	3	(bfd)	2	4	19	6	5	8	1	16	65
6	FRA 112	Jonathan Lobert	13	4	1	3	2	5	9	13	11	4	18	70
7	GBR 85	Andrew Mills	4	7	5	(ocs)	6	7	8	4	21	5	14	81
8	EST 2	Deniss Karpak	6	5	4	4	3	10	17	19	13	14	8	84
9	USA 4	Zach Railey	2	5	(bfd)	7	6	14	14	6	12	2	20	88
10	CRO 524	Ivan Kljakovic Gaspic	3	6	(bfd)	5	7	15	13	11	5	16	12	93



Over the course of the week four sailors pretty much dominated the racing. Current European Champion Giles Scott, and current Olympic Champion and five times Finn Gold Cup winner Ben Ainslie, both from Great Britain, both won three races each, while Pieter-Jan Postma from the

took the first race, while Postma took the second, having sailed his discard in the first. The only slight comfort to everyone else was that the breeze was moderate at best. There had to be more wind on the way and they knew they were faster when the breeze was up.

more from the top 10. Top French sailor Jonathan Lobert took advantage of that to win his heat, while Scott was mounting a comeback to dominate his heat for his first win of the series.

Because of the schedule this was the last day before gold and silver fleet split, so for many sailors with black flags and high scores it was a nervous day as five races were needed for a discard. But the wind blew and the fleet started to behave itself and two more tough but thrilling races were held with the fleet returning to shore as the sun set.

Wright struck back with two heat wins to drag himself right back into contention. In the other heat, Scott and Postma traded first and second places, while Ainslie was clearly struggling in the stronger winds, but still produced three solid third places for the day. At this point Postma had a narrow lead over Scott and Ainslie.

The lighter single race on Thursday, the first with the gold and silver split, was dominated and won by Postma, but his two closest



11	GBR 3	Ben Ainslie	1	1	3	3	3	3	1	2	dgm	dgm	91
12	FIN 218	Tapio Nirkko	8	13	6	20	23	9	3	15	6	9	112
13	SLO 573	Vasilij Zbogor	11	8	2	8	5	13	15	33	19	12	126
14	SWE 11	Daniel Birgmark	5	4	(bfd)	5	11	17	18	7	27	6	137
15	FRA 29	Thomas le Breton	10	2	3	10	9	31	23	22	10	13	133
16	CAN 41	Christopher Cook	2	14	7	15	9	18	12	17	16	17	127
17	SLO 5	Gasper Vincec	22	18	8	6	5	11	20	14	9	21	134
18	GBR 88	Mark Andrews	9	8	7	9	14	6	27	16	20	24	140
19	AUS 1	Brendan Casey	16	3	9	4	8	16	19	21	(ocs)	25	158
20	GRE 77	Ioannis Mitakis	17	9	(bfd)	11	10	21	11	8	15	20	159
21	NZL 1	Dan Slater	5	11	(bfd)	9	12	23	7	20	18	18	160
22	UKR 1	Oleksiy Borysov	7	12	13	8	11	28	16	23	29	28	175
23	SWE 6	Bjorn Allansson	11	10	14	15	7	35	(dsq)	32	14	11	186
24	ITA 123	Filippo Baldassari	13	9	(bfd)	6	12	8	33	26	25	19	188
25	ITA 117	Giorgio Poggi	6	17	10	17	20	25	32	25	23	15	190
26	USA 11	Caleb Paine	9	19	16	31	17	30	26	10	7	26	191
27	CAN 5	Gregory Douglas	15	11	5	16	8	34	21	24	33	29	196
28	NZL 8	Matt Coutts	15	15	10	13	15	26	30	18	(ocs)	23	202
29	AUS 221	Anthony Nossiter	10	14	(bfd)	10	10	20	rdg	rdg	30	22	202.5
30	AUS 261	Oliver Tweddell	7	13	13	12	13	22	25	31	31	34	201
31	SWE 736	Johan Tillander	23	10	15	13	18	29	24	29	17	27	205
32	BRA 109	Joao Zarif	16	15	12	11	25	24	22	27	32	33	217
33	RUS 9	Eduard Skorniyakov	26	12	14	12	13	36	28	34	22	32	229
34	GER 771	Jan Kurfeld	14	21	6	14	22	32	34	35	24	30	232
35	CHN 1226	Lei Gong	17	18	17	26	14	27	29	28	26	35	237
36	CZE 1	Michael Maier	18	22	18	16	16	33	35	30	28	31	247
37	CZE 85	Tomas Vika	19	16	(bfd)	23	18	4	2	2	1	2	124
38	NED 83	Timo Hagoort	23	20	11	(ocs)	21	2	9	6	8	11	148
39	EST 11	Lauri Vainsalu	22	26	11	22	30	5	7	4	5	9	141
40	GER 151	Matthias Miller	27	16	(bfd)	25	21	7	6	7	3	4	153
41	CAN 110	Martin Robitaille	27	23	8	18	23	3	3	12	11	17	145
42	CAN 902	Brendan Wilton	25	23	(bfd)	dnf	30	1	1	3	2	1	160
43	RUS 1	Alexey Selivanov	14	27	15	26	26	13	11	1	9	15	157
44	NED 841	Hein Van Egmond,	19	20	17	20	27	18	5	8	16	13	163
45	TUR 211	Ali Kemal Tufekci	24	24	19	(dnf)	24	17	8	10	6	5	174
46	NZL 21	Nik Burfoot	26	25	(dnf)	18	22	12	4	16	17	6	183
47	IND 11	Nachhatar Singh Johal	21	30	20	24	19	11	14	13	14	12	178
48	AUT 3	Florian Raudaschl	12	17	22	(dnf)	29	8	15	5	23	18	186
49	AUS 235	Tim Castles	20	25	23	14	27	9	13	15	10	22	178
50	POL 7	Rafal Szukiel	18	21	(bfd)	24	16	14	ocs	9	7	7	190
51	RUS 57	Egor Terpigorev	12	19	12	(dnf)	dns	15	25	14	12	8	191
52	TUR 21	Alican Kaynar	30	24	18	21	17	6	(ocs)	21	13	10	197
53	CYP 19	Haris Papadopoulos	25	22	(bfd)	17	25	10	18	dnf	4	3	198
54	HUN 6	Gasztón Pal	29	29	9	19	20	16	12	20	26	14	194
55	NOR 1	Anders Pedersen	29	29	16	(dnf)	19	20	10	11	20	16	207
56	SWE 89	Andreas Axelsson	32	28	26	21	26	24	19	18	18	21	233
57	NZL 7	Brad Douglas	24	26	(bfd)	28	24	23	17	17	15	dnc	248
58	HUN 8	Marton Beliczay	28	28	24	25	33	22	20	19	29	24	252
59	SUI 5	Christoph Christen	32	31	19	27	28	21	22	28	22	23	253
60	ESP 161	Miguel Fernandez	30	35	28	23	31	19	16	22	30	27	261
61	SUI 84	Silvan Hofer	36	32	25	22	28	26	23	27	24	19	262
62	IRL 4	Ross Hamilton	28	33	27	27	34	25	24	24	21	26	269
63	NED 787	Nanno Schuttrups	31	30	21	33	29	29	21	26	25	25	270
64	NZL 9	Rob Coutts	35	34	29	28	32	32	28	25	19	20	282
65	AUS 11	Shaun Wells	21	32	20	31	31	31	26	30	32	33	287
66	TUR 7	Akif Muslubas	33	33	24	32	32	27	27	29	28	28	293
67	AUS 2	Rob Mcmillan	31	27	21	19	15	(dnc)	dnc	dnc	dnc	dnc	298
68	RSA 581	David Leigh	33	34	22	29	34	34	29	31	27	29	302
69	HUN 10	Richard Hirschler	35	31	31	29	35	28	30	33	33	30	315
70	USA 53	Benjamin Leibowitz	(rdg)	36	30	30	36	35	31	23	31	31	319
71	SUI 63	Thomas Gautschi	34	35	23	34	35	30	32	32	34	32	321
72	BUL 855	Dimitar Vangelov	34	rdg	25	30	33	33	(dnf)	dnc	dnc	dnc	339

ivals were right behind and the order at the top remained the same overnight.

Reckoning

Friday was always going to be the day of reckoning with the first full day of gold fleet racing. Up to now, no one in the top ten had yet lost the championship, but equally no one had won it. But on Friday the gaps

got wider as a number of boats in the top 10 picked up some relatively high scores and delivered a little bit more clarity to the picture. On the whole it was Ainslie's day with a second and a first putting him back on top, despite stronger than average winds. Between them Postma and Scott collected 25 points, but with Scott dropping his 10th, he was just two points behind Ainslie at the

end of the day with Postma a further five points back.

Saturday, of course, will be remembered for all the wrong reasons. It was the day everything changed. For one thing the fleet was moved to the Bathers Bay inshore course, with the start line a stone's throw from the beach and the port side





of the course taking in the specially built grandstand on the marina wall. Generally the marina wall proved the favoured side, so the spectators in the grandstand got a great view of the fleet short tacking beneath them under the massive PERTH sign that stood guard over proceedings. The sea breeze built during the day to give the several hundred spectators a show they will never forget.



In race nine Postma knew he needed to do something special, and got the bit between his teeth early on, led the race at every mark for his fourth win of the week, and put the pressure back on Ainslie in second and Scott in third. None of the leaders fared well in race ten, with Trujillo dominating from start to finish for a great win from Zach Railey Jonas Høgh Christensen. Ainslie crossed in fifth with Postma eighth and Scott in ninth. Ainslie had been black flagged at the start, but unaware of this, had stuck all over Postma, trying to keep between the finish and his two main rivals. The BFD was bad enough, but it was about to get worse for the five time champion and would cost him a possible sixth world title.

Drama

The main drama of the day – and sadly of the whole event – had actually played out at the finish of race nine. Intrusive media boats

are increasingly becoming a part of the sport whether the sailors like it or not. One of them started getting too close to Ainslie and Postma. The final straw came as the TV boat, following Postma very closely down the final leg, almost swamped Ainslie's boat as it sped to the finish line where it stopped right in front of the increasingly frustrated Brit.

Ainslie sailed up to the TV boat, climbed aboard, remonstrated with the driver and then dived off the bow to retrieve his Finn before it was washed up on the shore. This release of frustration and anger lasting less than two minutes from arguably the world's most famous sailor probably received as much airtime and column inches as the rest of the regatta put together.

Ainslie later explained, "On the final downwind leg of the race, I was hindered by a media boat, the actions of which I felt were seriously impeding my progress in the race. Clearly with it being a World Championship, emotions are running high and in the heat of the moment after the race I boarded the media boat to make my views known to the crew. I realise this was an inappropriate course of action and have already apologised to those concerned."

Though it was all was seen by the spectators along the shore, just 50 metres away, much

of the media continually reported incorrect facts and happenings over the hours and days to come, as the whole incident was dissected and analysed worldwide. Sensationalism seemed to become more important than the truth.

In turn, Ainslie was both criticised and applauded for his actions by the media and the public, but knew he had made a mistake. Soon after coming ashore, he was informed of a Rule 69 hearing against him, and though the TV boat crew were also deemed to be at fault, Ainslie was disqualified from both races, and had to count both in his score. He dropped from first to 11th and couldn't sail the medal race. The incident was referred to the RYA, Ainslie's MNA, Yachting Australia, and finally ISAF, but no further penalty was imposed.

The ramifications of this drama rumble on, and will no doubt rumble on for some time to come. We will never know whether Ainslie would have won his sixth title had he not been disqualified, but he had never finished below third in any race before that fateful day, would have taken an eight point lead into the medal race, and in his own words, had sailed one of the best regattas of his life.

Finale

And so into the finale. It may not have been the finale that everyone expected, but the medal race was still a monumental battle between the gladiators of the Finn class, with a thrilling ending that kept everyone guessing. It started in probably the lightest wind of the week and only slightly increased to 10-12 knots by the second round.

Only three sailors could win (Scott, Postma and Wright) and Postma got off to a winning start to lead the entire race. Behind him Høgh-Christensen and Scott battled away, while Wright started early and by the time he had returned and restarted, was in last place. Scott was close on the Dane's heels throughout and at the final top mark had closed the gap enough to make a challenge on the final leg. It was his last chance.





Ainslie talks

Photo: Shao Xianli, Hyeres 2011

Half way down the final leg Scott made his move. He went wide and somehow just surfed through into second, just as the fleet passed in front of the cheering grandstand. He then pulled out a sizeable distance in just a few magical waves and the title was now his to lose.

The wind faded as the race ended, with Scott even closing on Postma towards the finish. But second place in the race was enough for him to take the Finn Gold Cup for the first time, after placing third the previous year in San Francisco. Postma ended up with the silver, just one point further back, while Wright recovered to fifth in the race to hang onto the bronze.

So Giles Scott becomes a very worthy 2011 World Champion, adding to the European Championship he had won five months earlier, and gaining some comfort from losing the British 2012 Olympic trials to Ainslie. His name goes on one of the hardest to win trophies in the sport of sailing. At the medal ceremony at the World's Village, the Finn Gold Cup was presented to Giles Scott by Finn class legend John Bertrand.

Scott will have little time to enjoy his world champion status as the next event, the J.P. Morgan Asset Management Finn Gold Cup 2012, starts in May at Falmouth in the UK – which is Ainslie's home waters – organised by the Royal Cornwall Yacht Club. However, Scott did win free entry into the 2012 Finn Gold Cup, courtesy of the main sponsor.



There has been much written, speculated or sensationalised about the events of Saturday 10 December 2011. Here, perhaps, is the final word from Ben.

FF: How much media intrusion was there and how much do you think is justified?

BA: It's a hot topic these days. The sport has to increase its profile and 'TV Presence'. I think everyone, including myself, accepts that, but at the same time it has to be properly monitored and controlled. The sailors need to be included in the discussions as to what is and isn't acceptable. You don't see TV cameramen wandering in down the lanes of a 100m track.

How did the TV boat impede you before the final leg and how it did affect your race?

It obviously impeded me a lot. It's clear to see that and it has been well documented. Something was seriously wrong to generate that kind of reaction.

Do you think that you could have won the race in its absence?

It was certainly a possibility. PJ was sailing really fast but I was close enough to put some pressure on him, as it was I was pretty distracted.

How much communication was there between you and the TV boat before the incident?

Lots from me and no response from the boat, which as you can imagine was very frustrating.

Did the incident affect your thinking for the final race and your strategy with PJ and Giles?

It didn't have any effect. I was disappointed to read that some people thought this was why I got a black flag dsq. Experienced sailors would realise that with a third place as my worst discard my best tactical option was to force PJ into a bad start and that's how it played out.



You are famous for your 'killer instinct' on the water – but were you surprised by your own reaction?

I have never experienced anything like that level of intrusion in 20 years sailing. It would be interesting to see how others would react given the same level of provocation.

How do you move on and put it behind you and ensure it doesn't happen again?

I have put my hand up and apologised for my actions. It would be nice if others would do the same. I have learnt a lot from the incident and hopefully the media production teams have learnt there is a limit to what is acceptable when filming any sport at the highest level.

Were you surprised at the level of media interest after the incident?

I was surprised by some people who clearly sensationalised the incident without getting their facts straight.



Anything else you'd like to say on this matter?

It's pretty clear that there needs to be more effort going into the guidelines of what is an acceptable level of intrusion by media boats. The sailors need to be involved with this process so that they feel they have some buy in to the decisions made and would therefore be much more accommodating to the media in general.

Pata Finn > the best
performing mast in 2010

BE PART OF THE WINNING TEAM

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

Sales for Pata Europe:

André Budzien

www.finn sailing.de

sales@patafinn.hu

M: +49 151 27555015

T: +49 385 3924378

F: +49 3222 3711594



Sales support for Pata UK: David Potter

davide.potter@btinternet.com • M: +44 7918 667518

Pata USA, Canada: Tamás Chyba

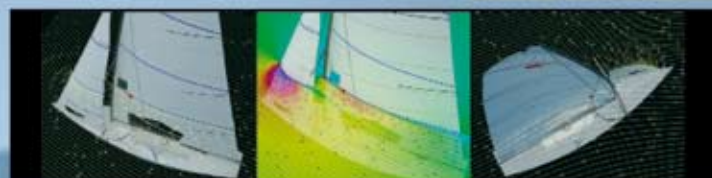
tomichyba@gmail.com • M: (818) 421 4004 • F: (818) 506 3863

Ivan Kljaković Gašpić
winning the 2010 Europeans
using Pata mast

Photo by Božidar Vukičević



FEEL THE DIFFERENCE



**DOYLE
RAUDASCHL
SAILMAKER**

Ried 155

5360 St. Wolfgang

AUSTRIA

florian.raudaschl@raudaschl.co.at





Pieter-Jan Postma talks Perth and media

For the second ISAF Sailing World Championships in a row Pieter-Jan Postma finished as runner up. After finishing second at the Finn Gold Cup in Cascais in 2007 he went on to perform poorly at the 2008 Olympics, before taking some time out. He was back to form last year with a bronze at the test event and the silver at the Finn Gold Cup in Perth. During the Europeans in Scarlino, we chatted to him about the Perth event, his progress over the past year, his focus going forwards towards August, and what is different from last time around.

What are his reflections on Perth finishing as runner up for the second time? "Last time in Cascais I was really happy to be runner up, but I have mixed feelings about the results in Perth. I had it in my hand but I messed up the fourth day when I got 14 points. I am competing well so the sailing is going good; I was happy to be at the top and on the podium but I was a bit unhappy that I didn't win."

However, 2011 was arguably the best season Postma has had in a Finn since entering the class in 2005. The reason, he explains, is quite simple. "Hard training in every area. Hard training and being really honest with yourself. I always try to take my weakest points and train hard to improve them. You have to be really honest with yourself about what your weakest points are, where you can get most progress and then work on it. For Perth I did a lot of heavy wind, fitness and downwind training. And in this spring I did a lot of light air training in preparation for the Europeans."

Despite his success Postma is not resting on his laurels. Does he think it will be hard to keep the performance level going through to August? "I don't want to keep the level. I want to raise the level. I try to push as hard as I can. I am pushing harder on the light wind training and we are also doing some materials stuff as well as some fitness. So I am pushing as hard as I can."

Goal setting is an area particularly close to his heart. "My goal is always the same: maximum focus. My goals are not really about the outer goal, it's always about the inner goal. So I focus the best I can with

as much concentration as possible. You should always try to do the best you can. Make your goals challenging but not too much. Always try to make your goals so you just reach them and get your motivation from that, and then work with those goals. I have played a lot with my goals; don't put the goals too far away. Keep them close and play with the level."

And his expectations? "I thought I would be in the top three and I did that. I came to do a podium and I did a podium. So that was good."

After the 2009 season Postma took a year out from full time sailing to do another year of study in technical management. He returned at Sail for Gold in 2010 where he placed 12th and followed that up with a 20th at the Finn Gold Cup in San Francisco. "It was quite logical that I didn't do so well after coming back because I had taken a lot of time off and also the level went up. So I went down and the level went up. Also of course I wanted to peak this year and not last year."

Postma got closer than ever to winning the Finn Gold Cup in 2011. He finished just one point behind the eventual winner Giles Scott, with Scott only making up the points gap on the final leg to the finish line. What was going through Postma's mind at the time? Did he ever consider waiting for Scott and trying to hold him back while letting the third place boat back in between them? "Yes, it crossed my mind. But it wasn't my style yet. It's never been my style to kill people or to wait back to tack on people. That's the main thing I learned in Perth, so from now on I will also use that."

"I have thought a lot about this. There were no risks in that race. Also I was done over in the test event a bit. So these two experiences have made me think that now I will strive even more for every point and I will not let them do it again. To prepare for this type of situation we also did some match racing training."

"It's more about how you approach the situation so you have to ask yourself, do you want to kill or not want to kill. Before, I

didn't want to kill, but now that has changed. I changed this because it's more painful afterwards to be second than to kill someone at the time. Now I see sailing differently, as something apart from the friendships on the shore, and I will much be harder when I am racing."

In the ninth race, Postma was also perhaps the closest witness to the incident between the TV boat and Ben Ainslie. While not wishing to be drawn too much on the matter, he did comment, "What's done is done; it's over. He was really fierce, he made a big mistake and he cannot do that. But I like forgiveness. People make mistakes. He will remember it always, and he will learn from it but it's also good to forgive. I am always happy to be racing against him, and I am also happy he is not getting any more punishment. He's part of the fleet."

On the media in general, "I think we should be happy that the media is there. When I am racing I accept those things. I cannot change it. I think it's good that we get this attention, and it is good they are there. We get more attention and the sport gets more professional. This is what I like."

"I don't think it affects the racing too much at the moment. Perhaps the media boat driver wasn't really aware of what he was doing; the boat was a bit close and should have kept more distance. I don't know if the driver was experienced or not but perhaps it needs to be at a higher level. Maybe the media boat drivers should have more experience of sailing. There is more money for the sailors and the media these days so both should become more professional."

For Postma (the same as for lots of other sailors), 2012 marks the culmination of many years hard work and training, and he is outwardly excited and exuberant at the prospect. "I am looking forward to this year so much. It's great. This is the year. We now have all this competition to look forward to and everyone is fighting for it, so it's just a great atmosphere. I think the sportsmanship we have is just outstanding and it's nice to work towards the goal."

Finn sail and mast dynamics



Photo: François Richard

When discussing the dynamics of the sailboat rig, the metaphor of a car can be useful. If the sail is the engine of your boat, the rig is the suspension. The mast controls the leach tension, and the leach is your shock absorber in gusty winds and choppy seas. On a bumpy road you want soft suspension, while on a smooth road you can use a stiffer one. You adjust the stiffness of the suspension through mast rake.

Basic dynamics

Let's study the basic dynamics of sailing in waves, in a straight line, if you do nothing with body kinetics or steering to help the boat to pass over the waves more easily. We will limit ourselves to sailing upwind.

When passing a wave, the bow is suddenly lifted up. The mast top swings back, but due to the inertia of the mast, there is a little lag.

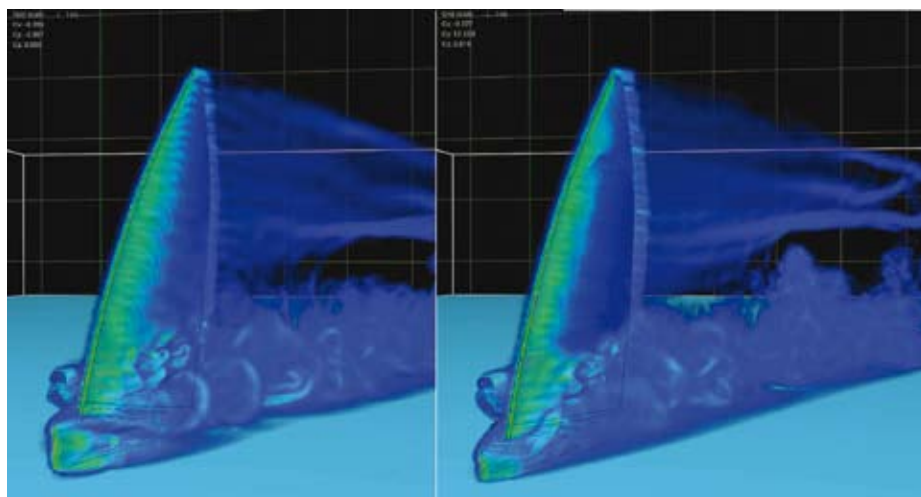
This straightens up the mast and closes the leach of the sail. As the mast is swinging back the apparent wind is swinging to the side and decreasing. With the closing of the leach there's also a risk of stalling the sail. The sail is out of phase with the movements of the boat; you would want the leach open, not closed when the mast swings back.

After the bow passes the wave crest and plunges down, the mast top swings forward, but again at a lag due to inertia. The inertia bends the mast backwards and the leach opens. At the same time, due to the angular motion forward of the mast top, the apparent wind swings forward and increases. Again, the sail is out of phase with the dynamics; with the wind turning on the nose, you would want the leach to close, not to open, in order to prevent the sail from backwinding in the top.

To summarise, the motion of the boat when passing waves causes the apparent wind speed and direction to vary along the height of the sail, especially in the top part where the motion is larger. This is detrimental to performance if nothing is done.

But the Finn sailor is more clever than that. To get the sail better into phase with the changing apparent wind sailors have learnt to give a powerful 'jerk' with the thighs and legs just as the bow of the boat starts rising. Alternatively the 'jerk' is accomplished with body movement, but you must be careful not to infringe rule 42. The force transmitted by the sailor's lower body to the deck travels up the mast and opens up the leach of the sail, just as the bow is starting to lift up. Now the sail is in phase with the apparent wind moving to the side.

When the bow is heading down after the wave crest, the sail leach is coming back and closing, again better in phase than if the sailor did nothing. All this happens in a very short period of time of 1-2 seconds, the typical wave encounter period for a Finn. And it needs to be repeated at the passage of every wave, intuitively timed so that the leach of the sail will be in phase with the pitching of the boat. The phasing



Turbulence: Simulating the turbulence around the pitching boat and sail. The motion of the boat in the waves has a big influence on the aerodynamics, for instance robbing 10% of the drive of the sail on average. Recent advances in computer simulation has made it possible to look at dynamic effects on the sail and the boat.



Above: Daniel Birgmark - sometimes big waves call for severe steering

Below: Jonathan Lobert uses the momentum of whole his body to apply pressure to the hull at every wave that passes. He leans aft when the bow plunges down the wave and forward as the bow hits the bottom. The GoPro camera distorts the boat weirdly. Excellent in video, courtesy Lionel Cottin/FFV.



is not perfect though, as there tends to be a second flick in the sail, which can disturb the flow when bowing down.

Often, the helmsman combines some steering into the body kinetics, to follow even better the changes in apparent wind

due to the motions of the boat. Steering also helps prevent slamming the bow into the bottom of the wave and balancing the heel of the boat. However, steering is more of a keelboat technique. When the boat is heeled, the rudder has an additional function to steering the course

sailed. When you head up, the heeled rudder pushes the stern down, and when you bear away, the rudder lifts the stern, pushing the bow down. The keelboat helmsman uses this effectively by pushing the tiller away when the wave crest is approaching, lifting the bow on top of it. As the bow passes the crest, he pulls the tiller forcing the bow to follow the wave contour instead of slamming into it violently. The same technique does apply in the Finn, in severe conditions, but to a lesser extent due to heeling much less than keelboats.

In choppy conditions, and unstable wind conditions, a softer mast, especially sideways in the top, usually performs better than a stiff one. It allows more body kinetics to be transmitted into the sail than a stiffer mast. Fore-aft, soft very low down (a large tip number) can also be fast in waves. On the other hand, in flat water the stiff mast will allow you point better. As we mentioned at the beginning, you use the mast rake adjustment to control the tension of the leach. In choppy conditions you want a softer, more responsive leach, hence more aft rake in the mast.

Text and diagrams provided by Mikko Brummer/WB Sails. For more information go to www.wb-sails.fi



Mast dynamics while pitching in waves: As the bow goes up, the mast head swings aft, but at a little lag due to inertia. The inertia straightens up the mast closing the leach, just the opposite of what you would want to happen. To alleviate the problem, you want a mast as light as possible. The sail does not escape inertia effects either, so you want a light material and light battens.



European Championship 2012, Scarlino, Italy

Ioannis Mitakis from Greece won the 2012 Finn European Championship after a week of consistent, confident sailing in unusually light winds. The Junior title went to Michal Jodlowski from Poland following a solid series of results in his first attempt at the title.

The 2012 Senior and Junior European Championships returned to Scarlino again, after a great championship in 2008. There were 69 sailors from 27 nations competing, and apart from the first day the week was sailed in very light winds. This brought some new faces to the front, but also created some great competition as maintaining a consistent series was going to be a key factor.

Trujillo leads after day one

After a long wait for the wind to stabilise, race one got underway in 8-9 knots. Several favourites started on the left but it was the right that paid with Deniss Karpak leading round the top mark followed by Eduard Skorniyakov and Egor Terpigorev. On the first downwind Vasilij Zbogor, who rounded sixth, found some extra pace to move into the lead from Karpak. Zbogor then extended to win by around 40 seconds.

Race two was similar except that the left paid nicely on the first leg. Unfortunately for some, many of the favourites had gone right again. The Turkish team were having a good day though with Alican Kaynar and

Akif Muslubas rounding the top mark right behind a consistent Skorniyakov. However the battle turned out to be between the next two, Bjorn Allansson and Rafael Trujillo.

Allansson went wide on the first downwind to move just ahead of Trujillo at the gate. Florian Raudaschl, having a great day, moved up to third. The second upwind proved very tricky with both sides paying at times and both leaders trying to stay calm in the middle. It worked and Allansson rounded the final mark just ahead of Trujillo.

However Trujillo, made a big gain on the final downwind and for the final few hundred metres both boats were neck and

European Championship 2012 - Final Results

1	GRE 77	Ioannis Mitakis	13	(35)	8	4	2	3	2	32
2	SLO 573	Vasilij Zbogor	1	11	(18)	1	10	14	6	43
3	CRO 524	Ivan Kljakovic Gaspic	10	8	11	(12)	1	6	12	48
4	ITA 123	Filippo Baldassari	8	(19)	5	6	3	19	10	51
5	ITA 117	Giorgio Poggi	(17)	13	1	5	8	11	16	54
6	EST 2	Deniss Karpak	2	(38)	17	10	6	18	4	57
7	NED 842	Pieter-Jan Postma	7	6	10	18	(25)	10	8	59
8	TUR 7	Akif Muslubas	18	12	15	(27)	4	8	14	71
9	GER 151	Matthias Miller	9	14	6	20	(26)	7	18	74
10	ESP 100	Rafael Trujillo	4	1	13	(21)	20	17	20	75



neck. Then he who found just that bit more pressure to slide over the finish a couple of boatlengths ahead of Allansson with Oleksiy Borisov third.

No racing on day two

It was never going to be the easiest of days to hold racing, and the wind played tricks with the 69 boat fleet for nearly four hours before the race officer called it a day

Poggi wins only race on day three

The light wind continued on day three with race three getting underway after a short delay in what seemed like a stable 8-10 knots onshore breeze, but it soon became clear this was just an illusion as it had already started to drop by the first mark.

The right side was paying again, with Alexey Selivanov leading round the top mark from

11	RUS 9	Eduard Skornyakov	3	7	14	(34)	14	21	13	72
12	TUR 21	Alican Kaynar	16	10	24	8	(36)	1	22	81
13	FRA 29	Thomas Le Breton	29	30	4	2	(33)	4	15	84
14	AUT 3	Florian Raudaschl	6	4	12	30	13	(50)	19	84
15	SLO 99	Tine Moze	21	9	9	17	16	12	(26)	84
16	RUS 1	Alexey Selivanov	11	22	2	9	(28)	24	17	85
17	CRO 11	Josip Olujic	15	20	25	3	11	(dnf)	21	95
18	SWE 6	Bjorn Allansson	25	2	(36)	24	32	9	11	103
19	CZE 1	Michael Maier	14	(34)	19	19	24	15	18	109
20	POL 13	Michal Jodlowski (J)	20	26	16	15	7	28	(34)	112
21	UKR 1	Oleksiy Borisov	19	3	7	33	22	(35)	30	114
22	CYP 19	Haris Papadoupoulos	34	21	31	(38)	9	2	23	120
23	RUS 57	Egor Terpigorev	5	28	29	(35)	19	33	14	128
24	SLO 5	Gasper Vinccec	(ocs)	16	3	44	51	5	12	131
25	ITA 2	Marco Buglielli	27	17	32	25	18	13	(39)	132
26	BUL 855	Dimitar Vangelov (J)	23	23	20	13	21	37	(dnf)	137
27	UKR 5	Andrii Gusenko	41	31	(57)	22	15	20	29	158
28	AUS 2	Rob McMillan	31	24	(dnf)	11	45	22	31	164
29	NED 83	Timo Hagoort	24	5	21	(dnf)	39	41	45	175
30	RUS 711	Dimitry Petrov	35	(46)	27	29	12	46	27	176
31	RUS 111	Andrey Yanitsky (J)	(ocs)	15	41	51	30	26	16	179
32	IND 11	Nachhatar Johal	22	41	37	41	5	39	(dnc)	185
33	CZE 81	Tomas Hrnal (J)	30	(36)	35	26	31	36	33	191
34	AUS 1	Brendan Casey	12	18	28	7	65	(dnf)	bfd	200
35	DEN 46	Kaspar Andresen	42	33	30	(63)	27	27	42	201
36	RUS 6	Arkadiy Kistanov (J)	47	29	50	16	17	42	(bfd)	201
37	LTU 7	Tauras Rymonis	33	42	26	47	23	43	(51)	214
38	FRA 99	Marc Alain Des Beauvais	(54)	43	46	32	35	38	24	218
39	RUS 91	Viacheslav Sivenkov (J)	26	(61)	38	39	50	34	32	219
40	UKR 9	Anton Sadchykov	32	(54)	22	40	40	47	38	219
41	CZE 11	Patrik Deutscher (J)	44	50	(52)	31	37	23	36	221
42	CRO 671	Tudor Bilic	49	48	33	42	(52)	25	25	222
43	HUN 728	Elemer Haidekker (J)	37	39	49	(64)	29	32	43	229
44	IRL 4	Ross Hamilton	38	62	43	14	53	(bfd)	20	230
45	TUR 35	Efe Kuyumcu	(ocs)	25	48	45	42	45	40	245
46	GRE 111	Anastasios Boudouris	56	32	42	28	(64)	53	35	246
47	DEN 210	Henrik Elmer Nielsen	43	44	47	37	41	44	(dnc)	256
48	POL 11	Maciej Malag (J)	45	57	34	52	44	(bfd)	28	260
49	GRE 71	Panagiotis Davourlis	62	56	(64)	48	34	16	44	260
50	POL 1	Milosz Wojewski (J)	(ocs)	47	23	23	dnf	31	dnc	264
51	GER 51	Iacopo Tacchino	28	55	45	(62)	56	48	37	269
52	ITA 67	Gino Bucciarelli	36	(64)	51	36	38	40	dne	271
53	FRA 114	Thomas Morel (J)	(59)	52	39	53	59	29	41	273
54	HUN 127	Peter Haidekker	55	45	54	(57)	48	52	46	300
55	RUS 41	Felix Denikaev	53	51	58	55	60	30	(dnc)	307
56	RUS 17	Vasiliy Kravchenko	52	53	(60)	54	49	54	49	311
57	BUL 77	Valentin Nedyalkov	51	49	(59)	58	54	57	48	317
58	ITA 872	Nicola Menoni	40	37	(dsq)	43	58	dns	dnc	318
59	SUI 63	Thomas Gautschi	48	58	53	46	43	(dns)	dnc	318
60	GBR 18	James Hadden	(ocs)	40	44	50	46	bfd	dnf	320
61	GER 165	Dirk Meid	39	66	55	49	47	(bfd)	dnc	326
62	ITA 13	Paolo Cisbani	46	63	(ocs)	56	57	58	50	330
63	GER 65	Stefan Kreiss	50	27	56	(dnf)	dnc	dnc	dnc	343
64	GER 188	Michael Kluegel	58	60	61	60	55	49	(dnc)	343
65	RUS 7	Alexander Novikov	57	(67)	65	61	61	55	47	346
66	ITA 79	Fabio Matteucci (J)	60	65	40	65	63	59	(dnc)	352
67	NOR 34	Stein Foerland	61	(68)	62	66	62	51	52	354
68	GRE 1	Anastasios Boudouris (J)	64	69	66	59	67	56	(dnf)	381
69	GER 141	Lars Stoeckmann	63	59	63	67	66	(dnf)	dnc	388

Giorgio Poggi, Kaynar, Gasper Vinccec and Filippo Baldassari. The first downwind was all about finding pressure between the holes, and Poggi found the most to lead from Vinccec and Baldassari through the gate.

The second upwind leg was shortened, though some didn't notice, and Poggi extended to hold a nice lead to drift down to the finish on the remains of the breeze. Selivanov moved back up to second, just holding off Vinccec in third.

Then the wind switched off for nearly two hours before coming back in at 6-8 knots and the race team tried for a second race, but it was abandoned at the top mark when the wind dropped away again and the fleet was sent in.

Baldassari leads after day four

The fleet had another long wait on the water before race four could get under way. Eventually the committee boat moved further offshore where a nice 7-8 knot wind was waiting. The left side seemed to be





favoured with reigning Junior European Champion Josip Olujic rounding ahead of Thomas Le Breton, Kaynar and Poggi. Le Breton took the lead on the first downwind and looked to have the race win in the bag. But Zbogar had gone wide to the right on the final downwind and came in with a nice shift to win by less than a boatlength.

Race five got under way with lots of different faces leading at the top mark. First round was Skorniyakov from Nachhatar Johal, Ioannis Mitakis and Raudaschl. Mitakis took a narrow lead downwind to round the opposite gate almost level with Nachhatar.

Everything changed on the second beat. Ivan Kljakovic Gaspic rounded about tenth and took a long port tack before crossing back in front of the entire fleet. Mitakis on the left just recovered enough to round in second. Kljakovic Gaspic extended downwind in the lightening breeze to pick up the race win, while Mitakis just held off the fast approaching Baldassari.

A third race was attempted but was abandoned half way up the first beat as the wind faded.

Mitakis takes lead

After waiting afloat for more than four hours for the wind to settle and stabilise in one direction, the fleet was rewarded with another shifty, light race, which again produced a lot of changes to the overall order.

Mitakis made the best of the first upwind to lead round the top mark from Haris Papadoupoulus, Pieter-Jan Postma and Kaynar. Not much changed on the first downwind, with Mitakis extending, but on the second upwind, both Kaynar and Papadoupoulus went further to the left, found more pressure and passed the Greek. Pressure variations played snakes and ladders with the whole fleet. The top three held onto their lead to the finish, with Kaynar crossing just ahead of Papadoupoulus with Mitakis in third to take the overall lead.

Mitakis wins in style

In the medal race, it looked like Kljakovic Gaspic had the upper hand out of the start, however the young Greek edged through and forced Gaspic to tack off. When they came together Mitakis has a two boatlength lead and from there he extended for a comfortable win.

While Mitakis led, Karpak followed in second. Kljakovic Gaspic was flagged at the top mark and had to do turns. Zbogar

was the main beneficiary of this and then maintained third throughout to secure the silver. Poggi then picked up a penalty at the top of the second beat to set up a thrilling final leg, but Kljakovic Gaspic recovered to sixth, which was enough to take the bronze.

So, after leading the medal race from start to finish, Ioannis Mitakis won the Finn European title for the first time, just two years after he won the Junior Finn European title for the second time. For the 23 year old it is a dream come true, and also perhaps a bit unexpected, but all week, the light winds favoured him and he demonstrated a level headedness and clear strategic thinking that left many more experienced rivals in his wake.

Mitakis commented, "I am really happy with this. I didn't expect to win this championship so I am really happy. I had a very good final race. For sure the light winds are my favourite conditions. Today I was really fast upwind. I started on the left and I just tried to keep close to Vasilij and Bambi, and suddenly I had the chance to pass into first and that was it. I think the right hand side paid more with more pressure."

Silver medalist Vasilij Zbogar was the only sailor to win two races, in the shortened series of just seven races. "I hoped for this result. We really worked hard this winter with Filippo and Giorgio, and all three of us battled for the top three places, so that means that we trained well." On the new champion he said, "I know Ioannis very well and I know that in light conditions he is unbeatable. He is fast and very smart and sailing well."

Relive the racing and the championship on the live blog at www.finneuropeans.org/ec2012/index.php/news-blog, with all the links, photos and videos from the week.



Photo: Marina Prinzivalli



Juniors

The Junior title was also very hotly contested with a deep field of talent and ambition. However it was newcomer Michal Jodlowski who opened out the early lead and maintained it to the very end. Likewise Dimitar Vangelov monopolised second position throughout the week. He closed the gap on the penultimate day and, with Jodlowski having a bad final race, had a small chance to turn the tables. But he picked up a second yellow flag, so had to settle for the silver.

The real battle was for the bronze. Early in the week Tomas Hrnkal was looking good, but then in the lighter winds the current Junior World Champion Arkadiy Kistanov took over the third slot, but a black flagged start on the final day put paid to that with fellow Russian Andrey Yanitsky making a late charge to snatch the bronze medal.

At 21, this was Jodlowski's first and last chance at the title. "It is my first full year in Finn. I had a two-year break from competitive sailing, but I did a couple of Polish Finn nationals and as it was my last year as a Junior decided to give this a go. I am enjoying it but I am very light at 83 kg, so we will see. I have been very lucky with the wind here this week."

1	POL 13	Michal Jodlowski	112
2	BUL 855	Dimitar Vangelov (below)	137
3	RUS 111	Andrey Yanitsky	179
4	CZE 81	Hrnkal Tomas	190
5	RUS 6	Arkadiy Kistanov	201
6	RUS 91	Viacheslav Sivenkov	218





Technical update

During the year before the Olympics we try to leave the rules well alone. During 2011 – 2012, a problem showed up with the wording for the Pumping Rule, and it was amended. There were also some editorial corrections, incorporated into a 2012 Edition of our Rules. In total: tidying but no change.

I was asked to present a paper about Class issues including the supply of Official Measurers and our development of the Measurement Database, to the Equipment Committee at ISAF in November 2011. This was apparently well received, but there has been no specific feedback.

The Measurement Database is up and running – and is awaiting final integration into the Finn Class website – with many boats already on it thanks to Devoti Sailing and Marcin Owczarkiewicz, the Official Measurer who services Devoti. We now need to get as many as possible recent boats on it, so that we can present it to ISAF as a valid tool for use at Equipment Inspections. Subject to AGM approval, I hope that we can move forward with our wishes regarding Prototype Inspection and Periodic Inspection.

At the Sailing World Championship in Perth, Corinne and the Equipment Inspector André Blasse had a great run around, and we had bad publicity, because a number of Boats had been measured but the Certification process had not been completed. The process is set out in the Rules. You need to keep any old Certificate Documents, and there is provision for reweighing without recertification – but it must be clear that any extra reweighing is an “attachment”.

TC and the Executive have been discussing ways to make the processes simpler.

One item which can cause problems is the Annual IFA Sticker. We all agreed (!) that the present system requiring a sailor’s membership sticker to be glued to his boat is awkward when you change boats or charter! We have worked out two possibilities which we think would be an improvement. Corinne thinks we should get right up to date by having a membership database, which could take update information from the National Secretaries. The other possibility is to issue through National Secretaries as at present,

numbered cards which would also have the member’s name written on them.

We have had a hard look at the Certification Process, starting with the question “Should we allow the whole Certification process to be completed by the Official Measurer?” This is what we do with Rudders, Spars and Sails, but on balance several members of the Technical Committee believed that the present system of Certification by the National Finn Association or National Authority should be retained. Our discussions led to the conclusion that we should concentrate on simplifying the system and making it more workable, by

- Making the fundamental identifier the ISAF Sticker Number
- Making it possible to complete the certification process by Email
- Allowing charter boats etc to certify without being given a national sail number. (Most Charter boats go to people who bring sails with Personal Sail Numbers or their own boat’s numbers, but we might need a “what if?” provision for an option to use the sailor’s national letters plus the ISAF Sticker number).

After all that – how about the boat? TC have discussed and propose that we ask to remove the rules about sail corner reinforcement dimensions. We don’t think they do anything useful.

We have been having a more difficult discussion about “Load Path” or “3DL” sails. We have a rule stating that the sail must be made from panels not more than 1 metre wide. This prohibits the one-piece sails made over a mould. The technology is now in use by more than one manufacturer. “Work arounds” for our rule have been devised such as panels with a varying thread pattern, and simply cutting a moulded sail into 1 metre strips and then gluing it together again. Maybe it’s time to remove the restriction and allow the development. Will we look out-of-date in 2016 if we don’t allow it?

The problem is that the moulded sail is likely to cost more, although it may have a longer life as “new”. One manufacturer of Solo sails quotes

Panelled Dacron	€ 645 + VAT
Panelled Kevlar Laminate	€ 853 + VAT
Thermo moulded 3DL	€1135 + VAT

Looking at the number of small shaped panels in some current sails, maybe the price difference will be less for our class, but don’t hold your breath.

I plan to ask AGM for direction about this: please talk to your National Secretary or representative, so that AGM can reflect the views of all the class.

I wish to record my gratitude to Our Chief Measurer Jüri Saraskin for his wise guidance and service. In addition to Jüri, we have a corps of International Measurers (who act as Equipment Inspectors at major regattas) including August Atz (ITA), André Blasse (AUS), Vladimir Burkalov (RUS), Dimitris Dimou (GRE), Kevin Farrar (USA), Peter Hinrichsen (CAN) and most recently Vasilii Kravchenko (RUS). These people serve and know the Finn very well – please help them concentrate on the real world by making sure your paperwork is right!

As ever, various members of the Technical Committee have been very helpful during the year, and I will propose them for re-election next year. They are André Blasse (AUS), Robert Carlen (USA), Rodney Cobb (GBR), Robert Deaves (GBR), John Driscoll (IRL), Guillaume Florent (FRA), Jan van der Horst (NED), David Howlett (GBR), Gilbert Lamboley (FRA), Larry Lemieux (CAN), Walter Mai (GER), Gus Miller (USA), Miklós Németh (HUN), Tim Tavinor (GBR), Clifton Webb (NZL).

Richard Hart



Torsten Jarnstam – A life in Finns, 1961-2012

I was born in 1946 in Uppsala. My father Sigurd was always interested in being on the lake and I was already being taken in the family's boat at two months old. Uppsala Motor Club is on Norsholmen. This is opposite from where the UKF, the Uppsala Canoe Club, has its club facility – the Finn's birth place – so you could say it was at Norsholmen that my lifelong interest in sailing began.

In 1955 when I was nine years old, I went out in the family rowing boat. I used an oar as the mast and an awning as the sail. The other oar steered me too. I could only sail with the wind. I sailed until the land got in the way and then I was forced to take down the 'rig' and row into the wind again. I could go on day after day. I had been captured by the allure to seize the wind. I had learnt how to make a boat move forwards using wind power.

My father realised that the family rowing boat was about to be lost. So when I in 1956 I was 10 years old, I had a sailing dinghy - a 'Pigg Dinghy', a Rickard Sarby construction. The Pigg had a five square metre sail. A mini Finn, you could say.

My father arranged for me to become a member of UKF, where, at that time, they sailed Finns in Uppsala: including Rickard Sarby, Bert Sarby, Boris Jacobson, Ragnar Frändestam, Hans 'Pata' Andersson, Bosse Frimansson, Anders Schwan, the Ingemar brothers and Tommy Nilsson, to name a few.

In 1956, when I was 10, there were 15 or so of us juniors who sailed the Pigg Dinghy in Uppsala for a few years. For my part, I made it through to the summer of 1960. Then I had outgrown the Pigg and as a 14 year old, I got to test sail the big guy Finns, and after that I sailed the Pigg no more.

In the winter of 1960-61 Rickard Sarby completed a Finn hull for me. My father and I decked the Finn in a bomb shelter in the park outside the Central Station in Uppsala. The deck was varnished mahogany plywood; Rickard made the mast, boom and rudder, and he also sewed a red Dacron sail for me.

I started sailing my first Finn 'Squiggle' in the summer of 1961. It took a lot of time on the water before I learned to sail my Finn properly.

A lifelong interest in the Finn

Thus my lifelong interest in the Finn had started. In 1961 I was 15 years old and I weighed only 48 kg. Any wind more than 3 m/s was pure survival. This is how it was

to begin with. Since I had now firmly been caught by racing bug, I learned more and more, how I could use the wind.

I learned, even at my low weight, to master the Finn in the increasingly fierce winds. Gradually I got more and more confident. Every time I had the opportunity to sail my Finn, I was very happy.

Mikael Brandt

I sailed Finn in Uppsala for some years. I think it was around 1964, Mikael Brandt moved from Borås to Uppsala. Mikael had brought his Moth dinghy, but it was not long before he too sailed Finn. Micke does not need any further introduction, but it is worth mentioning that he won the Finn World Masters in 1990 and in 2011, he became Grand Grand Master at the Finn World Masters in Punta Ala, Italy.

I sailed at the Finn home in Uppsala up to early 1970. Then I did other things during the 1970s. Among other things, I lived from 1975-76 in Åre, Jämtland and worked as a mountain guide.

In February 1980 I moved to Karlstad on the northern part of Lake Vänern. My son Patrick was born in late April of that year, and in 1981 I became a member of Karlstad Canoe Club, which is now called 'Jolleseglarna Karlstad' (KKF).

As a new member of the Canoe Club in Karlstad, I met Tonny Nyrén and now 30 years later, he is one of my best friends. In the early 1980 until 1988 Tonny was in the Swedish national Finn team. Tonny was extremely close to representing Sweden at the Olympic Games in Pusan in 1988, but Mats Caap was instead selected by the then national coach Arne Åkerson (Finn Gold Cup winner 1962).

Since our acquaintance began, Tonny and I have sailed Finn many, many times together. For over 30 years we have practiced on 'Södfjör'n', where you can see the unbroken horizon on Lake Vänern.

'Sätterholmsfjärden', as the water is actually called, was the venue for the second Finn Gold Cup in 1957, organised by the KKF.

The history of the Finn Gold Cup began in England in 1956. One person who had a major role in Karlstad and Sweden organising the 1957 Finn Gold Cup, was Bengt Hornevall. He was for many years chairman of Karlstad Canoe Club and for



Torsten sailing in the Sweden Cup in Karlstad, 2011 Photo: Hans Wiberg



The family's rowing boat Photo: Sigurd Jarnstam



Torsten's first sailing dinghy Photo: Sigurd Jarnstam



Finn designer Richard Sarby photographed in Naples, Italy, with his nephew Bert Sarby Photographer: unknown



Torsten's first Finn, S 257 in about 1964. His father took this picture from the bridge at UKF, Uppsala Canoe Club

the Swedish Finn Association. Bengt was also President of the International Finn Association in the early 1960s.

Finn sailors in Karlstad

Within the KKF there have been many Finn sailors over the years. Besides Tonny Nyren, I want to mention names like "Kalle" Gunn, Sven Jonasson, Arvid "Skarven" Svensson, Åke Stödd, Bengt Hornevall, Bernt Andersson, Ulf Jörnmark, Gunnar Andersson, Björn Stenberg, Mats Larsson, Åke Jansson, Bo "Potte" Samuelsson and Mats "MK" Karlsson, the brothers Jan and Håkan Aronsson, Erik Brolinsson, and the brothers Claes and Ola Sonesson.

From the 1960s through to the 1980s there were many Finn sailors in Karlstad, but in the 1990s there was a sharp decline. It was probably only Tonny and I who sailed Finns in Karlstad during this time. Dinghy sailors in Karlstad once boasted the largest Finn fleet in Sweden - a little over 30 Finns.

The Finn fleet in Karlstad today, except for Tonny and myself include: Christofer Finnsgård, Fredrik Tegnhed, Ulf Bjuréus, Martin Pluto and his father Gert Pluto, Pär Friberg, my son Patrik Jarnstam, Eric Åberg and his father Gunnar Åberg, Adam Svård and his father Jan Svård, Håkan Stödd, Svante Collvin, Jörgen Lenz and Per -Arne Salomonsson.

Chairman of Swedish Finn Association

From 1986-88, I chaired the Swedish Finn Association for the first time. Now that I have become a pensioner, I was elected president for the second time at the Swedish Championship meeting in Uppsala in 2009.

When I was chairman the first time, around 1988 - Fredrik Löf began to sail the Finn. He had a successful career as an OK Dinghy sailor before that. Fredrik does not need any more detailed introduction, but I may mention that when he sailed Finn, he sailed to the World Championship Gold in 1994, 1997 and 1999, and was the bronze medalist at the 2000 Olympics in Sydney. After he quit sailing Finns, he sailed Star boats very successfully, with many championship medals in his trophy cabinet and a second Olympic bronze medal in 2008 in China. Fredrik is also one of my sailing friends.

Swedish Champion 1998

My greatest success as a Finn sailor came in Båstad in 1998, when I became the Swedish Champion. The regatta was won by the Englishman Andrew Cooper. Second place among the Swedish Finn sailors was Peder Öberg and third place was Peter Bernstein.

It can also be mentioned that over the years I participated in several Swedish Championships and a number of Nordic Championships. I have also participated in the Finn World Masters, 1992 in Uppsala, 1996 in La Rochelle and 2010 in Split, as well as the European Championships in Split



Torsten's first Finn, A plastic hull by Rickard Sarby and wooden deck by Torsten and his father
Photo: Hans Liljeqvist



UKF in Uppsala, May 2010, Mikael Brandt and Torsten on the way to the Finn World Masters in Split, Croatia Photo: Torsten Jarnstam



Tonny Nyren
Photo: Torsten Jarnstam



October 2010, Karlstad: Fredrik Löf and his son Max-Ingvar, Tonny Nyren and Torsten
Photo: Lena Löf



Torsten winning race four at SM in Uppsala in 2009 Photo: Jan-Erik Florén

2010. I sailed the Finnish Championships in 2011, and the Danish Championship in 2009, 2010 and 2011. Over the years I have sailed many Finn regattas.

Finn's 60th anniversary in Olympics

As chairman of the Swedish Finn Association, it's a great honour and a great experience, to hold the helm when, in 2012, the Finn is celebrating 60 years of being the one-person Olympic dinghy.

It's amazing that Rickard Sarby's entry into the design competition in 1949 – which was convened in order to obtain a new one-man Olympic dinghy for the 1952 Olympics in Helsinki – is still, 60 years later, on the Olympic programme. At the Olympics in Weymouth, England in 2012, the Finn is appearing for the 16th time.

In conjunction with the Swedish Championship 28-31 July 2012 in Nynäshamn, the Swedish Finn Association will celebrate 60 years of the one-man Olympic dinghy. This year is also Nynäshamns Yacht Club 100 year anniversary. At the Olympic Games in Stockholm in 1912, Nynäshamn was the venue for the Olympic sailing.

The mass media

In 2012, we will work actively with the media, television, radio, newspapers and trade magazines and other media.

A reunion is planned in conjunction with the Swedish Finn Championship in 2012, when will we invite those who once sailed Finn: Arne Åkerson, Boris Jacobsson, Thomas Lundqvist, Magnus Olin, Arvid von Grünwald, Göran Andersson, Bernt Andersson, Gunnar Andersson, Kent Carlsson, Björn Rosén, Guy Liljegren, Lennart Gustavsson and many, many more.

Veine Jutmar and Mikael Brandt have primary responsibility for these arrangements.

Son sailing Finns

My son Patrik is now 31 years, and after seven seasons running the speedway in the Premier League and Div.1, he returned to sailing in 2010. Patrik sailed Optimist dinghy and E-dinghy for a total of five years, but that was 19-20 years ago. Patrik thinks it's great fun to sail Finn. The proud father is obviously delighted to sail with his son, both in training and in races.

Finn sailing means so much

It is hard to like this with so few words, to give an idea of what Finn really has meant to me.

My Finn sailing has given me great joy and one thing is for sure, Finn sailing has meant that I have made friends all over Sweden, and also abroad. With today's modern equipment such as internet, email and mobile phones it is very simple and easy to keep in touch with Finn friends worldwide.

Over the years I have made so many friends that it's impossible to list them all. Therefore, I will refrain from even trying to do it here. That the Finn that helped me feel as good as I do, there is probably no doubt.

One among many examples, is when I was a coach helping some of the Swedish Finns at the Europeans in Helsinki in 2011. It was a very pleasant experience for me.

It was fantastic to experience the 'Finn pulse', both on land and on the water during the European Championship in Helsinki: to go out on the water and see those who really can sail Finn...the Brit Giles Scott (European Champion and World Champion 2011), Ed Wright and Andrew Mills. Croatians Ivan Gaspic and Marin Misura. Spaniard Rafael Trujillo, Pieter-Jan Postma from Holland and our Swedish national team sailors Daniel Birgmark, Björn Allansson and Johan Tillander.

Championship races in Helsinki 2011

It was with great happiness that I test sailed SWE 736, Johan Tillander's Devoti, on the water where the Finn was used at the Olympics for the first time - at the Olympics in Helsinki in 1952. Finding myself on the water where the 1952 Olympics were sailed, felt great and historic for me. I was also very happy to be in a rib on the water where the Finn was used for the first time.

Medalists at first Finn Olympics

Gold - Paul Elvström (DEN), Silver - Charles Currey (GBR) and Bronze - Richard Sarby (SWE)

I have had the great pleasure and honour to meet all the medalists at the 1952 Olympics: Paul Elvström, Denmark (gold), Charles Currey, Great Britain (silver) and Rickard Sarby, Sweden (Bronze),

As I mentioned earlier, I had the good fortune to meet Rickard during my teenage years. Charles, I met in La Rochelle, France in 1996 in connection with the Finn World Masters and for a few hours had a very nice chat with him and his wife.

Paul, I had the great pleasure of meeting in August 2005 in Skovshoved, Denmark. In retrospect, I can reveal that Paul Elvström was my Finn Idol during the 1960s. For me, it feels great, that I had the great pleasure of meeting the three medalists at the 1952 Olympics.

All three were good friends with Bengt Hornevall, who I also had the opportunity to get to know a number of years after I moved to Karlstad. I want to thank Rickard, Charles and Bengt, who are no longer with us, for everything they have done for the development of the Finn dinghy.

Hoping to sail Finn many more years

At the time of writing, in December 2011, my Finn season here in Karlstad has



Patrik Jarnstam, Sweden Cup/Sola Cup in Karlstad in 2011 Photo: Hans Wiberg



One of the starts during the European Championships in Helsinki in 2011 Photo: Torsten Jarnstam



Torsten sailing Johan Tillander's Finn In Helsinki Photo: Johan Tillander

stopped a while ago. In the winter it's time to get stronger. Tonny Nyrén and I try to be diligent and is "Friskis & Svettis" four times a week in the gym to torment our bodies. Hopefully it helps me as a 65 year young sailor to have the opportunity to sail the Finn for many, many more years. I am not going to quit sailing the Finn for a long time.

I hope when I get really old that there will always be someone at the club who can help me get on board my Finn. But I hope I don't need to be helped in and out of the Finn for many years yet... I hope!

Together with another Finn friends Stefan Nordström (SWE 14) I plan to go to Great Britain to Pwllheli, Wales and sail the Finn World Masters.

I am very pleased that Finn has, after 20-30 years, gained a new momentum in Finland and Norway. I appreciate all the contacts I as chairman of the Swedish Finn Association keep.

Inspiration

It is very inspiring to work with Finn development in Sweden. Doing it together with the current board members: Björn Allansson, Henrik Rydell, Veine Jutmar and Christofer Finnsigård, is pleasant, fun and very inspiring.

My contact with members of the Swedish Finn Association is also very nice and



Torsten in action Sweden Cup/Sola Cup in Karlstad, September 2011 Photo: Tonny Nyren



Taking a break on the way home from the Danish Championship 2009 Photo: Birgitta Segebring

socially rewarding. What also is important is young ambition. To me it's something that certainly helps me at age 65 to still feel quite young and want to sail for many, many years more.

Thanks Rickard Sarby and father Sigurd

In conclusion on my journey through my life with Finn, I would like to thank Rickard Sarby, for all he did for me. Thanks Rickard. Somehow it feels like a duty and a way to pay back all I got from Rickard Sarby, in the role of Chairman of the Swedish Finn Association and thus help Finn development in Sweden.

To my father Sigurd, who in September 2010, at just over 92 years, left this earthly life, I would also like to say thank you for everything he has done for me. He gave me the opportunity to sail the Pigg Dinghy and the Finn and that gave me a life interest – a wonderful life in Finns. Thanks Dad!

PS: If you have not been selected to sail Finn at the Olympic Games in Weymouth, why not come to Nynäshamn (south of Stockholm) and participate the Swedish Finn Championship 28 to 31 July 2012? As the moment it looks like there will be 45-50 at the start of the Commemorative Championship: 60 years of the Finn as a one-man Olympic dinghy from 1952 to 2012.

Karlstad, Sweden, December 2011
Sailing Greetings
Torsten Jarnstam / SWE 111
Chairman, Swedish Finn Association

"Once a Finn Sailor – always a Finn Sailor!"



Finn sailing from across the world

AUSTRALIA



Australian Finn Nationals Adelaide, 2012

A strong fleet of 18 Finns contested the Kaenon International Finn Australian Championships at the Adelaide Sailing Club from the 4-8 January. Eight races were hotly contested in predominantly very fresh and spectacular sailing conditions on Saint Vincent Gulf in South Australia.

The racing was dominated by the fierce and incredibly physical on-water battle between



local Finn champion James Paterson and the current British Finn champion Rob McMillan. These two powerful Finn sailors were never separated by more than one point and were either placed first or second in every race except for two races sailed on the one lighter day when young up-and-coming Finn sailor Shaun Wells won both races and showed what a bright future he has in the class.

The Title of Australian Champion finally went to James Paterson in Wombat, winning in the final race over Rob McMillan in Finnports by the narrowest of margins, while third place overall went to Shaun Wells in M & J Chickens. James joins an elite list of winners of this title including John Bertrand and Anthony Nossiter and is only the third South Australian to have won it; the others being former Olympians Chris Pratt and Peter Burford.

A feature of the regatta was the interest and involvement of the bigger than expected spectator fleet. The recent ISAF regatta in Perth showed just how entertaining and exciting top flight Finn racing can be and spectators were treated to awesome exhibitions of boat handling and sailing skills in just about ideal sailing conditions.

The Finn class is enjoying healthy growth in Australia as more sailors accept the challenges of this demanding but friendly and sociable class. It has always been one of the most popular international classes with a huge following in the various Masters categories and in this regatta we had representatives in Masters (40-49 years),



Grand Masters (50-59 years) and three sailors in the Great grand masters category (60-69 years).

Results:

- 1 Wombat, James Paterson
- 2 Finnports, Rob McMillan (1st Master)
- 3 M & J Chickens, Shaun Wells
- 4 Caroline, John Condie (1st G Master)
- 5 Dash Rip Rock, Matt Visser
- 6 Black Dog, Jake Gunther
- 7 Dark Secret, Dirk Seret (1st GG Master)
- 8 Bundy, Rob Buchanan
- 9 Roller Coaster, Aaron Heritage
- 10 The Finn, Neville Wild

CROATIA



Split Olympic Sailing Week & Croatian Open Championship 2012 Jk Labud Split, 7-11 March 2012

Ivan Kljakovic Gaspic dominated Split Week with five race wins. He was only beaten once, in race four, by Gaszton Pal.

1	CRO 524	Ivan Kljakovic Gašpic	5
2	CRO 11	Josip Olujic	12
3	CZE 85	Tomas Vika	15
4	HUN 6	Gaszton Pal	17
5	CRO 671	Tudor Bilic	20
6	HUN 10	Richard Hirschler	31
7	CZE 81	Tomas Hrnal	32
8	CRO 88	Marin Mrduljaš	38
9	CRO 2	Lukša Cicarelli	46
10	CRO 52	Nikola Baric	53





FRANCE

Photos: Claire ADB

Not only the Cannes Yacht Club team, the race committee and the international jury, but also Finn sailors feared that Cannes 2012 would be overwhelmed by the snow and the cold front devastating the Côte d'Azur 72 hours before the first race.

But 43 Finn sailors were there including five Olympians who, in the light and medium conditions, were often matched by Masters and mostly defeated by Laurent Haÿ: indeed the Parisian used for the first time his Christmas present, a brand new Devoti and found the conditions made for increasing the standing of his own talent.

He won the first race in front of two good Germans: Andreas Bollongino and Uli Breuer. The second race was played right after the start when the Lithuanian Tauras found himself nearly alone at the pin and was then very quickly promoted to the front after a very big port shift. Reaping the benefit of a careful and wise strategy Laurent Haÿ kept contact with the leaders and finished fourth.



The third race became a fool's errand when the group of favourites went too far to the left and finally entered an area with no wind... Sailing on the right and in the centre, the other part of the fleet quickly tacked onto port and arrived ahead at the first buoy helped by a more moderate but constant wind. Laurent Haÿ took a second victory, with Gerhard Weinreich and Benjamin Montagut in second and third. The best of Great Masters Pascal Tétard, who was last at the end at the first upwind mark, came back from nowhere and scored 12th. Jacques Fauroux lost the benefit of a second place because of a three second OCS.

The fourth race was raced on Golfe Juan Harbour (East Cannes) and behind Ste Marguerite Island, where there was a small south-westerly breeze with some right shifts. Mikaël Minos (the 2011 French National winner) won from Kaspar Andresen, Thomas Gautschi, Rymonis Tauris and his Bordeaux friend Cédric Hollier. The end

Cannes International Regatta 2012

1	FRA 75	Laurent Hay	1	4	1	15	3	9	18
2	SWE 6	Björn Allansson	7	5	24	10	2	2	26
3	DEN 46	Kaspar Andresen	4	11	10	2	6	4	26
4	GER 707	Uli Breuer	3	14	5	9	5	5	27
5	AUT 3	Florian Raudaschl	10	9	9	DNF	1	1	30
6	LTU 7	Rymonis Tauras	11	1	17	4	9	10	35
7	AUT 8	Gerhard Weinreich	6	7	2	11	18	21	44
8	FRA 89	Benjamin Montagut	24	6	3	16	8	11	44
9	FRA 61	Mickael Minos	12	8	39	1	14	12	47
10	SUI 63	Thomas Gautschi	16	2	35	3	11	15	47
11	NED 46	Pieter Hein Okker	50						
12	FRA 99	Marc Allain Des Beauvais	56						
13	FRA 150	Pascal Tétard	61						
14	FRA 114	Thomas Morel	63						
15	GBR 40	Nick Daniels	66						
16	GER 19	Andreas Bollongino	74						
17	FRA 73	Jean-Michel Castillon	88						
18	GBR 17	Paul Blowers	93						
19	FRA 117	Francois Richard	93						
20	AUT 18	Christian Scheinecher	94						
21	FRA 869	Regis Baumgarten	94						
22	FRA 28	Sebastien Grall	97						
23	FRA 128	Denis Castanet	99						
24	FRA 880	Cedric Hollier	106						
25	SUI 3	Carlo Lazzari	114						
26	FIN 9	Erkki Heinonen	118						
27	GER 165	Dirk Meid	124						
28	SUI 11	Hans Fatzer	124						
29	FRA 50	Michel Baudin	126						
30	FRA 83	Joel Godefroy	127						
31	FIN 112	Seppo Ajanko	131						
32	FRA 110	Thomas Scherer	137						
33	MON 234	Andrea Cutugno	138						
34	FRA 102	Jacques Fauroux	138						
35	DEN 10	Christian Stormark	146						
36	FRA 104	Jean Pierre Gailles	147						
37	FRA 15	Frederic Peroche	153						
38	FRA 24	Philippe Hourez	161						
39	FRA 800	Yves Zoccola	167						
40	BEL 76	Paul Groossens	174						
41	SUI 23	Rolf Megert	176						
42	FRA 827	Max Gavarry	180						
43	SUI 8	Bruno Marti	192						



of this fourth race was very tightly packed after the fleet bunched together downwind. Laurent Haÿ finished 15th behind Marc Allain des Beauvais who generally had no inspiration in such light conditions but caught back some places on the last day.

In the fifth and sixth races the sea breeze gave Florian Raudaschl the opportunity to win twice, very convincingly. He was followed each time by the Björn Allansson. Finishing third and ninth Laurent Haÿ, first Master, maintained his lead of eight points to win the regatta, while his three pursuers were separated by one point: Allansson, Andresen and Uli Breuer. Breuer was, of course, third at the last year's Punta Ala Masters.

Joël Godefroy won the Legends in front of Jacques Fauroux. Coming from 420 and very light, Jean-Michel Castillon confirms after Maubuisson his skills in light winds.

On the youth side, Benjamin Montagut recovered from a very bad first race and

finished as second French sailor. He now sails Jean-Jacques Granchamp's former boat. The Cannes YC young member Thomas Morel was best Junior, and he unveiled a new boat, but curiously, he was irregular and more at his best in the final breeze than in the sometimes very complicated winds of the three first days.

Both Benjamin Montagut and Thomas Morel started the 2012 season in Cannes with gear partially financed by the French Finn Association as part of its programme to help younger sailors.

Translated by Marc Allain des Beauvais from an article by François Richard.



ITALY

Trofeo Bertacca

Marco Buglielli writes: The 2011 season in Italy ended as usual with the 9th edition of Trofeo Bertacca, which took place at the end of October in Torre del Lago Puccini.

Two days of nice weather and sun welcomed the 36 participants, but the wind was very light and fluky, with long postponements and only three races completed, sometimes with shortened courses.

Riccardo Cordovani dominated the event with two bullets and a third place, with Simone Mancini in second (2-8-4) and Italo Bertacca, the efficient organiser of this regatta, in third (12-4-3), followed by Gino Bucciarelli and Paolo Visona'.

The organisation was perfect, with a nice Saturday night dinner in Forte dei Marmi at Club Nautico Versilia, where the Coppa Italia 2011 prizegiving was celebrated, with lots of prizes including one Finn sail offered by Quantum Sail Design Group.

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

1	ITA 101	Riccardo Cordovani	5
2	ITA 19	Simone Mancini	14
3	ITA 34	Italo Bertacca	19
4	ITA 67	Gino Bucciarelli	23
5	ITA 37	Paolo Visona'	24
6	ITA 4	Francesco Faggiani	27
7	ITA 70	Vittorio d'Albertas	29
8	ITA 9	Franco Dazzi	31
9	ITA 106	Federico Gattuso	32
10	ITA 10	Cristiano Di Gaddo	35

Coppa Italia 2012

The first event of Coppa Italia 2012 was held in Scarlino on March 10-11, as a warm-up for the Finn European Championship.

Conditions were in fact absolutely different from the ones encountered at the Europeans, with a strong and shifty north-easterly (offshore) wind, which gusted to 25 knots and more.

Five tough races were sailed in two days with 30 participants, including several Finn sailors from abroad who chose to arrive in advance in Scarlino for training.

Matthias Miller won the event (2-1-1-2-4) with a two point margin on Giorgio Poggi who was penalised by an OCS in the second race (3-OCS-2-1-2). Third was Oleksiy Borisov, followed by Florian Raudaschl and Bjorn Allansson. The second Italian was Simone Mancini in eighth place.

1	GER 151	Matthias Miller	6
2	ITA 117	Giorgio Poggi	8
3	UKR 1	Oleksiy Borisov	12
4	AUT 3	Florian Raudaschl	15
5	SWE 6	Björn Allansson	15
6	UKR 9	Anton Sadchikov	24
7	UKR 5	Andriy Gusenko	24
8	ITA 19	Simone Mancini	32
9	ITA 985	Federico Laici	33
10	ITA 6	Enrico Passoni	40

Coppa Italia Finn is supported by a pool of sponsors which offer their products for the final prizegiving: Grappa Bertagnoli, Quantum Sail Design Group, 3FL Saildesign, HitechSailing.com, Magic Marine-Tomasoni Fittings, Bertacca Sail Equipment, Essemarine, Residence Ca' del Lago, Azienda agricola Valpanera, Hotel Piccolo Malcesine.



The calendar of Coppa Italia events for 2012 is the following:
April 13-15 - Terracina
April 28-29 - Caldaro
May 19-20 - Campione del Garda
June 16-17 - Forte dei Marmi
June 30-July 1 - Porto San Giorgio
October 5-7 - Malcesine

The Italian Master Championship will be in Anzio (Rome) on September 7-9, while the Open Italian Championship will take place in Scarlino from September 22-25.



Photos: Marina Prinzivalli



GREECE



Just a month before winning the European Championship in Italy, Greece's Olympic representative Ioannis Mitakis won both the Alexander the Great Cup and the Athens Eurolymp.



Alexander The Great Cup 2012

24-27 February

1	GRE 77	Ioannis Mitakis	8
2	GRE 8	Alexandros Dragoutsis	16
3	GRE 4	Panagiotis Kotsovas	26
4	GRE 71	Panagiotis Davourlis	36
5	GRE 9	Eirinaios Gnafakis	44
6	GRE 215	Dimitris Sofitshs	46
7	BUL 8	Anastas Petrov	50
8	GRE 7	George Zibary	57

Athens Eurolymp Week 2012

3-8 March

1	GRE 77	Ioannis Mitakis	17
2	CYP 19	Haris Papadopoulos	26
3	GRE 8	Alexandros Dragoutsis	34
4	BUL 855	Dimitar Vangelov	57
5	GRE 71	Panagiotis Davourlis	62
6	GRE 111	Tasos Boudouris	75
7	GRE 215	Dimitris Sofitshs	78
8	GRE 4	Panagiotis Kotsovas	78
9	BUL 8	Anastas Petrov	80
10	GRE 7	George Zibary	82
11	GRE 9	Eirinaios Gnafakis	97
12	GRE 2	Nikos Tsirtikos	107
13	BUL 77	Krasen Parushev	113
14	GRE 6	Spyros Kourpadakis	133
15	GRE 3	Dimitris Mortakis	134
16	GRE 40	Christos Mpimikos	136
17	GRE 1	Tasos Mpountouris	142
18	GRE 5	Ioannis Girmalis	143
19	GRE 16	Konstantinos Markellos	169
20	GRE 10	Nontas Papadias	169
21	GRE 11	Filippos Konstantinidis	176

Top left: Tasos Boudouris

Left: Ioannis Mitakis



NEW ZEALAND



Auckland Championships

Karl Purdie's recent transition from the OK Dinghy to Finn started successfully with a win at the Eagle Technology Auckland Finn Champs held at Maraetai in conjunction with the Auckland Jolly Boat Champs.

Ten Finns battled a weekend of strong winds and a decent chop that tested boats and sailor alike. Saturday's racing started in 15 knots and grew steadily during the day.

NZ's top Finnster Dan Slater competed on day 1 and while Purdie and Ray Hall were close with Slater up each first beat, Dan's vastly superior downwind technique and boat handling allowed him to make major gains winning the day's races comfortably. Rob Coutts was also in the mix for the minor placings as the fleet battled the freshening conditions.

Race 3 was shortened to a single triangle as the reduced fleet (through breakages) started in 20 knots only to be hit with 30 knot plus gusts on the reaches.



On Day 2 Slater had to go earn some money so didn't sail. Though there was a forecast of 15 knots, the fleet was greeted with 18-20+ knots for the two races sailed that day.

Purdie held out first Coutts and Dave Hoogenboom in the first race and Hall in the second race to record two wins. Race two was a real battle with Purdie covering Hall the entire race with the beats turning into a hiking contest finishing with the boats overlapped. Alan Dawson cranked on the power in this race to push Coutts hard for third place. The final race was abandoned after a few nods amongst the sailors.

1	NZL 111	Karl Purdie	8
2	NZL 2	Ray Hall	16
3	NZL 9	Rob Coutts	17
4	NZL 1	Dan Slater	25
5	NZL 10	Dave Hoogenboom	26
6	NZL 23	Alan Dawson	31
7	NZL 233	Royce Hawkins	36
8	NZL 22	Dirch Andersen	38
9	NZL 193	Gerrit Bearda	53
10	NZL 32	Peter Atkinson	54

Sail Auckland 2012

At Sail Auckland, sailed this year from Royal Akarana Yacht Club, from 3-7 February, Matt Coutts won each and every race. Karl

Purdie won the battle of the rest with five second places in the nine race series.

1	NZL 8	Matt Coutts	8
2	NZL 111	Karl Purdie	19
3	NZL 7	Brad Douglas	24
4	NZL 9	Rob Coutts	31
5	NZL 2	Ray Hall	32
6	NZL 10	David Hoogenboom	49
7	NZL 23	Alan Dawson	52





Ronald Ruiter writes: We were very lucky to have a short winter this year. Although a very cold period in February slowed us down for about a month, there were only three months between our last race in 2011 and the first this year. And in those months there was a lot of winter training and club racing going on in three different areas in the Netherlands. Winter sailing is really getting popular.

Roermond

The last races of the 2011 season were held in Roermond with Fons van Gent as our host. With 13 boats at the start, it was a perfect end of a great year of Finn sailing. It was cold but pleasant with 7-8 knots of wind and a top mark very close to the shore. This meant a lot of shifts and strange manoeuvres around the buoy. Chiel Barends managed to deal the best with the difficult conditions during the six races and won followed closely by Jan Zetzema and Chris Frijdal.

- 1 Chiel Barends 1-1-(2)-1-2-1
- 2 Jan Zetzema (4)-3-1-2-1-4
- 3 Chris Frijdal 2-2-5-(6)-4-3
- 4 Bas de Regt (7)-4-6-3-3-2
- 5 Fons van Gent 5-6-4-(8)-6-5
- 6 Gerard Jacobs 6-7-3-5-7-(dnc)
- 7 Bas Weijman 3-5-8-7-(9)-6
- 8 Bart van Breeschoten 8-8-7-(12)-11-7
- 9 Michael Pabst 9-10-(dsq)-11-8-9
- 10 Koen van Os 11-9-9-10-10-(dnc)
- 11 Jan Raijmakers (dnc)-dnc-dnc-9-5-8
- 12 Steven Voorn 12-12-(dsq)-4-12-dnc
- 13 Paul Jansen 10-11-10-(13)-13-10

From November six monthly races are being held on the Haringvliet. The Winter Challenge is organised by the well known sailing club Helius. The final results are not yet published, but the sailors introduced a new "top sailor recognition system" also used in the Tour de France. They don't put blue, yellow or red stickers in their sails or on their boats, but came up with something quite spectacular. The winner of last season is sailing in a yellow tanktop (maillot jaune) the one who wins the most first marks, wears a green tanktop and the master of downwind sailing is looking really great in the tanktop with red dots.

The top three sailors of the Winter Challenge (green: Stefan Marechal, yellow: Sander Willems, red dots: Jan Willem Kok)



Winter Weekend at Nijkerk

The newest Finn fleet in Holland organised a Winter weekend with very short races. On Saturday, five races were sailed under brilliant conditions: warm, sunny and very shifty winds. And although it was impossible to get cold, we all got a Beerenburg (dutch liquor) before the last start to warm up.

On Sunday the weather was even better, but the wind was completely gone. So only five races were sailed, but it was a good start of a hopefully yearly event. The winner was Klaas Bood, a local hero from the fleet in Nijkerk.



1	NED 76	Klaas Bood	9
2	GBR 5	Ronald Ruiter	9
3	NED 69	Jelte Baerends	10
4	NED 863	Coen Bood	12
5	NED 81	Gerko Visser	15
6	USA 16	Peter Aukema	21
7	NED 94	Tijmen v Rootselaar Jr	25
8	NZL 1	Tim van Rootselaar	32
9	NED 61	Siebe Gerritsma	38
10	NED 45	Ingmar Loos	38
11	NED 833	Michel Miltenburg	39
12	NED 937	Dick Loos	40
13	NED 745	Bas Weijman	47
14	NED 85	Rutger Rozemuller	56

Training

On March 11 we started our training series in Harderwijk and Hellevoetsluis. Sander Willems had a group of 10 sailors from our "South fleet" who had a great day of sailing. You can watch a great film on Youtube (<http://youtu.be/F12ln7asUvE>).

The announcement of PJ Postma being the trainer in Harderwijk, was enough for 30 sailors to join. The photo shows a crystal clear explanation of the reason why PJ is sailing faster than we do....



2012

So a great part of our fleet is getting ready for a long and promising season. We have three more training sessions in Loosdrecht to go and after that the fleet can stay and sail the Paasei (Easter regatta) and the Tulip Regatta.

Please note that all Finn sailors are more than welcome to join us. We already had some visitors from abroad at our local events, but we specially invite you to come to the Delta Lloyd Regatta (May 21-26) and our Open Dutch Championships (Sept 14-16). We hope to see you soon.



RUSSIA

Russian Winter Cup 2012

Sochi, January - April 2012

Vasily Kravchenko write: The Russian Finn Association has organised the Winter Cup, which consists of six regattas held in Sochi (Black Sea).

That is already the third year when 10 charter boats were sent to Sochi to give everybody the chance to test himself in the Finn as well as to show his capabilities to grow in the class. The programme was prepared with purpose to support sailing schools across the Russia.

The most priority was given to juniors, but the training and competition process was organised with compulsory participation of senior experienced Finn sailors in order to pass their experience and culture of

the class to the young sailors. The senior sailors take care of regatta organisation and financial issues as well.

The charter boats are also available for guests from other countries, if somebody wanted to participate. This programme is considered as preparation as a reserve for the Russian national team. The programme has its own scoring for getting a final rating of all the participants. It was scored based on number of regattas held during the programme. This year these regattas were officially performed as official regattas and the official Winter Cup of Russian Finn Association.

The Cup consists of six regattas: Christmas Regatta in January, two regattas in February, two regattas in March and one regatta in April. Usually we have from 12 up to 20 boats in the fleet. Up to now, we have already sailed three regattas.

At the half way stage, first place is held by Dmitry Petrov, second is Andrey Yanitskiy (Junior), and third is Alexander Kulyukin.

1	RUS 711	Dmitriy Petrov	42
2	RUS 111	Andrey Yanitskiy	39
3	RUS 161	Aleksandr Kulyukin	35
4	RUS 27	Denis Kotlyarov	25
5	RUS 73	Aleksey Marchevskiy	25
6	RUS 28	Artur Kotlyarov	19
7	RUS 3	Sergey Akulinichev	19
8	RUS 57	Egor Terpigorev	16
9	RUS 61	Sergey Stepanov	15
10	RUS 14	Dmitriy Tereshkin	15

11	RUS 9	Viktor Filippov	13
12	RUS 2	Vyacheslav Sheludyakov	12
13	RUS 1111	Aleksey Petrov	12
14	RUS 91	Vyacheslav Sivenkov	12
15	RUS 17	Vasily Kravchenko	10
16	RUS 16	Oleg Hudyakov	10
17	RUS 2	Anatoliy Korshikov	9
18	RUS 6	Arkadiy Kistanov	9
19	RUS 4	Aleksandr Ban'ko	7
20	RUS 77	Kirill Mel'nikov	5
21	RUS 71	Pavel Selivanov	5
22	RUS 7	Aleksandr Novikov	5
23	RUS 77	Valeriy Krupenin	2



SWEDEN

David Berg writes: The winter arrived late in Sweden last year which made it possible for some sailors to sail until late December, then however, the coldness arrived with snow and ice and it's not until recently that the Swedish sailors have had reason to start thinking about sailing again in home waters.

But there are also other ways of sailing than on liquid water; you can also sail on frozen water with an amazing speed and feeling. Not surprisingly, Mikael Brandt from Uppsala is also an expert in this as well. See photos.

This is the Swedish regatta programme for 2012. The Swedish Finn Association invites all Finn sailors to these regattas but especially the Open Swedish Finn Championship in Nynäshamn, south of Stockholm, 28-31 July.

1. GKSS OCR, Långedrag, Gothenburg, 5-6 May
2. USS-regatta, Uppsala (home of the Finn), 16-17 June
3. Open National Swedish Championship, Nynäshamn, south of Stockholm, 28-31 July

4. SOLA CUP in Karlstad, Jolleseglarna Karlstad, 15-16 September

5. KSSS OCR regatta, Saltsjöbaden, east of Stockholm, 6-7 October

Swedish Championship in Nynäshamn

This year is special in many ways, the Finn celebrates 60 years as a Olympic class, and in Sweden this year is the 100 year anniversary of the 1912 Summer Olympics that was held in Stockholm, with sailing in Nynäshamn, now also venue for an anniversary regatta, not including only the Finn, but also many other sailing classes.

We are hoping to get representation from at least Sweden, Finland, Norway, Denmark and Holland in this year's championship, which offers great sailing waters. One of the days during the regatta, there will also be a gathering of old Swedish Finn Legends such as Arne Åkesson (FGC 1962), Thomas Lundqvist (FGC 1969) and Magnus Olin (FGC 1975).

All Finn sailors to Nynäshamn!



SWITZERLAND



Franz Bürgi writes, After the Swiss Championship in September on Lake Constance the winds seemed to completely bypass Switzerland and Southern Germany.

In the three remaining events of the 2011 season in Neuchatel, Plobsheim and Oberhofen, the Swiss Finn sailors had to drive home without having sailed one race. Despite this fact everybody had a lot of fun. There was some Swiss activity at other venues and continents. A Swiss delegation travelled to Travemünde for the International German Championship. Peter Kilchenmann sailed very well and made it into the medal race to finally finish the series in seventh place.

Three Swiss sailors travelled all the way to the Gold Cup in Perth Australia. It proved to be a tough but wonderful experience for Christoph Christen, Thomas Gautschi and Silvan Hofer.

Boris Kulpe is the winner of the 2011 Swiss Finn ranking. He sailed all Swiss regattas and proved to be fast and tactically very skilled. As in most parts of Europe the Swiss winter was freezing cold and offered no opportunity to sail on the lakes. Lake Thun was completely frozen near the shore and offered the rare opportunity of an ice hockey match in the harbour of Thunersee Yachtclub.

Now spring is here and everybody is getting ready for the 2012 season.

Swiss Ranking List 2011 (top 20 from 71)

1	SUI 8	Boris Kulpe	334
2	SUI 11	Hans Fatzer	284
3	FRA 41	Joseph Rochet	280
4	SUI 64	Roland Frigo	270
5	SUI 5	Christoph Christen	248
6	SUI 7	Jiri Huracek	231
7	SUI 496	Thomas Gautschi	229
8	CZE 1	Michael Maier	212
9	SUI 17	Frederik Huck	211
10	GER 151	Matthias Miller	210
11	SUI 67	Peter Theurer	204
12	GER 127	Julian Massler	201
13	GER 19	Andreas Bollongino	199
14	SUI 84	Silvan Hofer	197
15	GER 82	Alfons Huber	193
16	SUI 12	Franz Bürgi	182
17	SUI 18	Christoph Wilke	177
18	GER 39	Erich Karl-Heinz	171
19	SUI 57	Rudolf Baumann	169
20	GER 187	Sebastian Wiedemann	169



Top: Thomas Gautschi, Christoph Christen and Silvan Hofer at the Gold Cup in Perth. Middle: The Swiss Finn gang waiting for wind in Neuchatel. Bottom: A happy Peter Kilchenmann after the medal race in Travemünde

Major Finn regattas 2012-2014

31/3-6/4/2012	Trofeo SAR Princess Sofia MAPFRE (SWC)	Palma, Spain
20-27/4/2012	Semaine Olympique Francaise (SWC)	Hyerres, France
4-8/5/2012	UK National Championships (venue opens 1 May)	Falmouth, UK
10-18/5/2012	Finn Gold Cup	Falmouth, UK
19-20/5/2012	Coppa Italia	Campione del Garda, Italy
23-27/5/2012	Delta Lloyd Regatta (SWC)	Medemblik, Netherlands
27/5-1/6/2012	Finn World Masters	Pwllheli, UK
4-9/6/2012	Skandia Sail For Gold Regatta (SWC)	Weymouth & Portland, UK
16-24/6/2012	Kieler Woche (SWC)	Kiel, Germany
28-31/7/2012	Open Swedish Nationals	Nynäshamn, Sweden
29/6-7/7/2012	Silver Cup (Junior Worlds)	Maubuisson, France
10-11/8/2012	Toilet Bowl	Cazenovia, NY, USA
18-22/8/2012	North American Championships/CORK	Kingston, Canada
28/7-11/8/2012	London Olympic Games	Weymouth and Portland, UK
5-9/9/2012	Master Euro Cup	Tihany, Hungary
7-9/9/2012	Italian Master Championship	Anzio, Italy
12-16/9/2012	Hungarian Nationals	Lake Velencei, Hungary
14-16/9/2012	Dutch Open/Masters	Medemblik, Netherlands
22-25/9/2012	Italian Open Nationals	Scarlino, Italy
6-7/10/2012	KSSS OCR	Saltsjöbaden, Sweden
7-9/10/2012	International Finn Cup - Tr. Andrea Menoni	Malcesine, Italy
12-14/10/2012	US National Championship	Sheboygan, Wisconsin, USA
17-22/12/2012	Palamos Christmas Race	Palamos, Spain

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

SWC = ISAF Sailing World Cup event



Photo: Shao Xianli

Future Championships

2013		
17-25/5	Finn World Masters	La Rochelle, France
19-27/7	Europeans	Warnemünde, Germany
July	Silver Cup	Riva del Garda, Italy
23-31/8	Finn Gold Cup	Tallinn, Estonia

2014		
1-15/9 (tbc)	Finn Gold Cup	Santander, Spain



Photo: Richard Langdon/Oceanimages.co.uk

MAXX Your Performance

The WB-Sails MAXX (for MultiAXial) is a new concept in sail design. Two base models to choose from: "Classic" for pointing and power in light to moderate conditions and flat water, and "Tiger" for breeze and waves. Proven performance at top level, combined with exceptional durability.