

# F/INNFARE

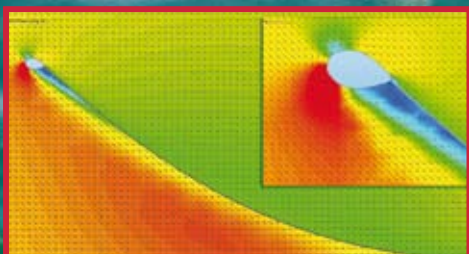
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Photo: Sailing Energy/ISAF

## Opening shot – Spectacular backdrop to the medal race in Abu Dhabi



### President's Letter

**Dear Finn Sailors,  
Dear Finnfare Readers,**

With the first two ISAF Sailing World Cup events (Melbourne and Miami) of the 2015 sailing season now over and with the spring taking over in Europe the 2015 Finn sailing season is in full swing. We have a busy schedule in front of us with Split/CRO, Kavala/GRE, Valencia/ESP and Takapuna/NZL highlighting the IFA event calendar. Moreover, in year 3 of the current Olympic cycle this summer will bring also the Olympic Test Event in Rio.

Again a wide age range will contest the major Finn events of the year with 15+ years old in the Junior Worlds sailed in Valencia on one end and our 70+ year old legends contesting with a few hundred other masters the Finn World Masters in Kavala at the other end of the range. In between there is our massive senior fleet producing around 100 boats at almost every European and World Championship in the last years. What a lifelong competitive sailing perspective the Finns offer to hundreds of athletes.

On another note, the International Olympic Committee has just revealed their 'Olympic Agenda 2020' introducing a strategic roadmap for the future of the Olympic Movement. Among the 40 recommendations

in the strategic documents there is a strong focus on allowing for less monumental and at the same time economically more viable Olympic Games enabling in essence smaller countries to candidate successfully for hosting the Olympics. In terms of our sport it will potentially mean a few candidate cities on the Olympic map with new sailing venues introduced to Olympic sailing helping our sport to further globalise its presence.

Let me also congratulate the editor and contributors of the 2015 Finn Masters Magazine which is an interesting read for all Finn generations.

Finally, may I express our sincere thanks to all event organisers of this year's major Finn events and hope to be able to help them with the IFA Executive to make the events a lasting success with a strong Finn heritage left behind in the given part of the world.

Fair winds and best regards,

Dr. Balazs Hajdu  
HUN-1  
IFA President





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

All advertisement enquiries should also be addressed to the Editor. A media pack is available on [www.finnclass.org](http://www.finnclass.org)

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**Cover photo:** Vasilij Zbogor on his way to winning the first ever ISAF Sailing World Cup Final in Abu Dhabi in November 2014.  
Photo: Sailing Energy/ISAF

**Next issue:** July 2015

**Back issues:** Back issues are available through the Finnshop on the IFA website from GBP 5 each including postage.

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#### Major events 2015

The event websites for the major events of 2015 are up and running.

The 2015 **Senior and Junior European Championship** will be in Split, Croatia. Pre-entry registration is already underway. The event website is at [www.finneuropeans.org/ec2015](http://www.finneuropeans.org/ec2015)

The 2015 **Finn Gold Cup** is in Takapuna, New Zealand. Pre-entry will open soon. The event website is [www.finngoldcup.org/2015](http://www.finngoldcup.org/2015)

The 2015 **Finn World Masters** is in Kavala, Greece. Pre-entry has been open since early January. There is a new website running as part of the Finn Masters website at [www.finnworldmaster.com/kavala-2015](http://www.finnworldmaster.com/kavala-2015)

#### British-French Cooperation

The British and French Finn Associations have combined forces in 2015 to offer the 'Jean Jacques Godet Cup' for sailors who compete in both the UK Nationals at Hayling Island SC and the French championships held at St Pierre, Quiberon. Being held from 10-17 July, sailors will travel from UK to France after the final race in the UK on the 12 July, and the French have put back the time of the first race on Monday to 15.00 to allow everyone to arrive in good time.

#### 2015 Finn Masters Magazine



The 2015 issue was released in January and includes interviews with Aleksandr Kuliukin, Henry Sprague, Chris Watts, Walter Riosa, and Yuri Tokovoi and Vladimir Krutshikh.

There are also articles from Karl Purdie, on downwind technique, Mikko Brummer on an innovative hiking bench and a paper from Richard Hart on scoring in a large fleet.

This second edition again comes in two editions. The print version has been extended to 48 pages, while the online version has an extra 16 pages of photos. Download it from [www.finnclass.org](http://www.finnclass.org) or view it online at [www.issuu.com/finn-class](http://www.issuu.com/finn-class)



## From the Masters President

It's early March and we already have 160 entries pre-registered for the 2015 Finn World Masters in Kavala (May). Kavala has been a difficult one to get to. The Dutch are sending three lorries down and the Brits are opting for a boat container or a long drive. However it will be a gem and well worth it.

The response from the Organising Authority is overwhelming and I am pleased that we will be the pioneers for what has the potential to be a great regatta venue for the Finn Class.



I was pleased to see that a number of the sailors from South America are making the trek over and we look forward to seeing them and all the other guys from around the world in what has the makings to be a fabulous World Championship.

We are already booked out for the next two years: 2016 Lake Garda and 2017 Barbados.

I am due to travel to Barbados in April to meet with the Organising Authority and compile a report on the regatta venue and to try out some of the local rum; to make sure it is up to standard for the Masters, obviously.

The Masters structure is ever evolving, we now have the regatta website hosted on the masters site as a microsite. This makes it easier for the Masters to find the relevant information and signing on information, without having to source the wider web. It will also enable us to catalogue the regattas for future reference.

I look forward to seeing you all again in May. Happy sailing.

**Andy Denison**  
President Finn World Masters



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After Melbourne and Miami, the 2015 ISAF Sailing World Cup will continue in Hyères, Weymouth, and then Qingdao. Palma and Medemblik are selection events for the last places in Hyères and Weymouth where entries are capped to 40. The final will again be held in Abu Dhabi in October.

## 2014 ISAF Sailing World Cup Final Abu Dhabi

The first ever ISAF Sailing World Cup Final in Abu Dhabi came down to a battle between past European Champions Vasilij Zbogor and Ivan Kljakovic Gaspic.

Zbogor was dominant on the first day, picking up a pair of race wins in the 19-boat fleet. His victories came by different margins. A close encounter with Jake Lilley in the opening race left him taking the victory by just two seconds. He ramped it up in the second race, taking the gun by 30 seconds over Pieter Jan Postma.

On the second day, Kljakovic Gaspic closed the gap after winning the third race. Caleb Paine took the fourth race to move

up to third. Then on the final qualification day Zbogor maintained his high level and notched up a second and third to lead into the Medal Race.

It was a different for Kljakovic Gaspic following a collision with Ed Wright. Gaspic failed to complete the race and was unable to sail the next. He filed a protest against Wright, got two lots of average points and moved into a clear second overall. Paine was still third overall after another solid performance.

Gaspic claimed the Medal Race victory but it was not enough after the Slovenian watched him astutely around the race track.

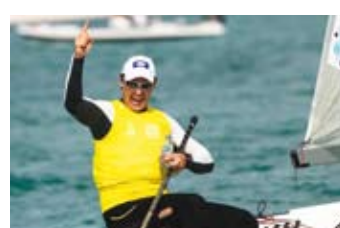
*"I knew it was going to be very difficult as Bambi [Kljakovic Gaspic] is very good in these conditions. I was very nervous this morning as I wanted to win badly. Winning all week, being the leader and then losing it on the last day would have been really bad. I kept my concentration high and pulled it off."*

Zbogor, came through in second in the deciding Medal Race to claim the title ahead of Ivan Kljakovic Gaspic. Caleb Paine crossed third in the Medal Race, securing bronze.

Zbogor said, "Abu Dhabi has been a big surprise for me. Everybody was a bit sceptical at first, but here we are and people are extremely helpful, everything is extremely well organised and the sailing is spectacular. I think all the sailors are really happy and they all see it as a big step forward in Olympic classes."

### 2014 ISAF SWC Final Abu Dhabi – Final Results

2014 ICF Canoe Slalom World Championships - Final Results										happy and they all see it as a big step forward in Olympic classes."				
			1	2	3	4	5	6	MR	Tot				
1	SLO 573	Vasilij Zbogor	1	1	(7)	2	2	3	4	13				
2	CRO 524	Ivan Kljakovic Gaspic	(5)	3	1	4	rdg	rdg	2	16.60	11	GRE 77	Ioannis Mitakis	44
3	USA 6	Caleb Paine	3	(14)	6	1	5	9	6	30	12	POL 17	Piotr Kula	46
4	EST 2	Deniss Karpak	15	(18)	3	7	1	4	8	38	13	NOR 1	Anders Pedersen	47
5	AUS 41	Jake Lilley	2	5	(13)	11	3	8	20	49	14	SWE 6	Björn Allansson	47
6	NED 842	Pieter-Jan Postma	9	2	4	(ufd)	6	14	18	53	15	AUS 261	Oliver Tweddell	49
7	GBR 11	Edward Wright	8	12	12	10	(dnf)	2	10	54	16	ITA 117	Giorgio Poggi	61
8	ITA 146	Michele Paoletti	12	8	2	(14)	9	11	12	54	17	EST 11	Lauri Väinsalu	63
9	NZL 24	Josh Junior	4	13	(16)	8	7	7	16	55	18	RUS 1	Alexey Selivanov	64
10	ITA 123	Filippo Baldassari	6	(15)	15	5	11	6	14	57	19	ITA 66	Enrico Voltolini	85



Photos: Sailing Energy/ISAF



## 1. ISAF Sailing World Cup Melbourne 2014



Photos: Jeff Crow/Sport the Library

### 2014 ISAF SWC Melbourne - Final Results

1	GBR 11	Edward Wright	1	1	1	(2)	2	1	2	2	10
2	AUS 261	Oliver Tweddell	2	(4)	3	1	1	3	1	8	19
3	AUS 41	Jake Lilley	3	2	2	(4)	3	2	4	6	22
4	SWE 6	Björn Allansson	4	3	4	3	(6)	4	3	4	25
5	USA 11	Philip Toth	5	(8)	5	8	4	5	5	16	48
6	AUS 26	Ian Mckillop	8	7	7	(ufd)	10	6	7	10	55
7	AUS 22	Joseph McMillan	7	5	(ufd)	5	7	10	6	18	58
8	AUS 10	John Condie	(10)	9	6	7	9	9	9	12	61
9	AUS-3	Jake Gunther	11	11	(ufd)	6	5	7	11	14	65
10	AUS 279	Nicholas Kennedy	12	10	8	(ufd)	12	8	8	20	78
11	AUS 68	Jay Harrison	64								
12	AUS 280	Nick Carter	65								
13	AUS 5	Matt Visser	72								
14	AUS 231	James Mayjor	81								

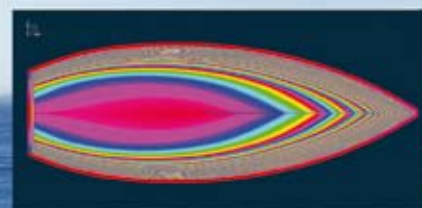
Two Europeans made the trip down under to take part in the first event in the 2014-2015 ISAF Sailing World Cup in Melbourne. Ed Wright was clearly the best sailor, but

using a borrowed boat only won five out of the eight races sailed. Unusual weather caused the loss of some of the races in the shortened series.

But the conditions clearly suited Oliver Tweddell as he overcame his main rival for a place in Rio, Jake Lilley, and won three races along the way.

Last year's winner Björn Allansson had to settle for fourth overall, though these four sailors were a leap ahead of the rest of the fleet and apart from one race filled the top four positions every race.

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## 2. ISAF Sailing World Cup Miami 2015

Giles Scott has convincingly and unflinchingly shown that he is still the man to beat in the Finn Class as the 2015 season got underway. Finishing a close second in the medal race at the end of the Sailing World Cup Miami, Scott wrapped up his eighth consecutive major win and defended the title he won the previous year.

The week was characterised by unusual and unstable winds that was generally windier than normal with a few light days thrown in as well. Scott won five races out of 11 and a bad day for him would have been a great day for any other sailor, ending with a winning margin of 25 points.

Silver medalist Ivan Kljakovic Gaspic had left too much to do in the medal race, coming into the day 23 points behind Scott. He had a bumpy start to the week and then a DSQ in race 4 didn't help matters. But he turned it around in the second half of the week amassing identical points to Scott over the final six qualification races.

Bronze medallist Jake Lilley held second place for the first four days here, but fell at the final hurdle and amassed a lot of points in the light and shifty Friday races to drop to

fourth, 11 points outside a medal. It needed something special to turn that around, so to come out and win the medal race was quite an achievement. He was the youngest sailor in the fleet and with his coach John Bertrand (USA) they are making steady progress. Lilley only joined the class in 2013 and is one of its fastest rising stars. Only time will tell whether he can continue this momentum, though you get the feeling he is heading for greater success.

A mention should also be made to Mitakis, who sailed an exceptional week. After winning the 2012 Europeans in light winds, he had made his mark, but struggled to repeat the form on a regular basis. In Miami he has held his own in most conditions and showed his speed potential in the 10-14 knot range.

So yet another victory goes to Scott. His relaxed style of sailing is disarming, but deadly, and unless the rest of the fleet start to catch up soon he looks set to continue his clean sweep of events.

It was an interesting week in Miami and with more than half the major players present a good indication of form as the circuit moved onto Europe.

11	GBR 91	Ben Cornish	100
12	ITA 117	Giorgio Poggi	103
13	BRA 109	Jorge João Zarif	104
14	NOR 1	Anders Pedersen	117
15	RUS 57	Egor Terpigorev	125
16	SWE 6	Björn Allansson	125
17	CAN 5	Gregory Douglas	133
18	CAN 110	Martin Robitaille	149
19	RUS 7	Anatoliy Korshikov	157
20	EST 11	Lauri Väinsalu	157
21	CAN 2	Kyle Martin	164
22	RUS 1	Alexey Selivanov	167
23	TUR 1	Cem Gozen	170
24	RUS 6	Arkadiy Kistanov	178
25	EST 7	Harles Liiv	193
26	USA 11	Philip Toth	206
27	USA 9	Luke Muller	210
28	USA 55	Scott Hoffmann	211
29	USA 19	Henry Sprague III	228
30	CAN 99	Riley Finch	236
31	USA 31	Joshua Revkin	252
32	ITA 212	Lanfranco Cirillo	281
33	USA 23	James Hunter	283
34	USA 117	Michael Mark	290
35	USA 1213	Andras Nady	316
36	USA 401	Craig Johnson	333
37	USA 75	Patrick Weaver	340
38	USA 819	John Woodruff	342
39	USA 32	Charles Heimler	353
40	ITA 66	Enrico Voltolini	369

### 2014 ISAF SWC Miami - Final Results

1	GBR 41	Giles Scott	1	1	1	5	4	(6)	3	1	1	6	4	27
2	CRO 524	Ivan Kljakovic Gaspic	8	2	15	(rtd)	6	3	1	6	4	1	6	52
3	AUS 41	Jake Lilley	2	3	22	1	2	9	7	2	10	(27)	2	60
4	GRE 77	Ioannis Mitakis	11	4	8	10	1	1	2	8	(17)	2	18	65
5	SLO 573	Vasilij Zbogor	12	5	11	8	10	2	4	(17)	8	10	8	78
6	POL 17	Piotr Kula	4	14	2	19	(22)	5	6	3	11	17	14	95
7	GBR 11	Edward Wright	3	7	6	(dsq)	3	10	5	12	25	15	10	96
8	ITA 146	Michele Paoletti	15	6	(16)	14	8	12	14	5	12	9	12	107
9	USA 6	Caleb Paine	7	(rtd)	13	3	15	13	15	10	5	11	16	108
10	AUS 261	Oliver Tweddell	20	(dnf)	3	2	7	4	8	4	22	18	20	108



Photos: Walter Cooper/US Sailing



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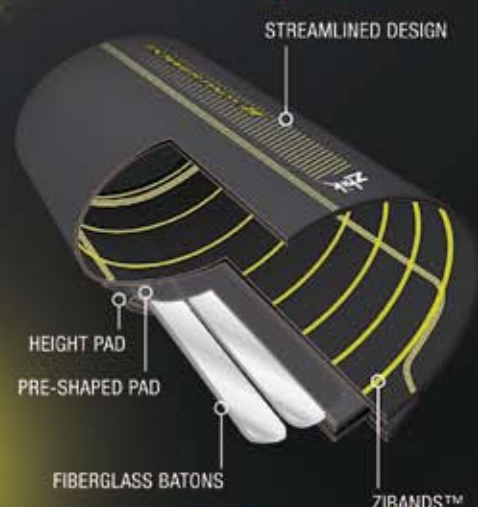
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## Why do they call him Luigi?

**T**oday's top sailors demand first class race management. Bad decisions or an ineffective race team can ruin a whole regatta. As the sailors have grown to become more professional in their preparation and their attitude, so they also expect the same degree of professionalism and dedication from their race teams. For the past 15 years or so the Finn class has been fortunate to have benefitted from the services of Peter Reggio, a.k.a. Luigi, as its Principal Race Officer, and has requested him at major events such as the Olympics whenever possible. For 2015 he is already booked in for the Europeans, the Rio Test Event and the Finn Gold Cup.

When Luigi is on the start boat the sailors know they are going to get the best racing possible in the conditions on the day, and if the conditions are not suitable the sailors will be confident that Luigi won't push the programme at the expense of quality racing. The sailors know that he will do his best for them. He understands the class philosophy of quality over quantity better than any other race officer the Finns have worked with. He also makes it a lot of fun for anyone he comes into contact with.

Luigi has now been a race officer for the Finn circuit since 2001 and is as keen as ever to be involved in the class. We spoke with him about his past, his processes and why he keeps coming back to the Finn.

How did he get into professional race management? *"I had always raced and ended up running some local races, filling in from time to time. I started to think about what I had seen over the years and thought about how I would like races to be run if I was racing. Back then, communicating with competitors was not an option according to the powers that be. Some of us decided that by communicating we could actually do a better job for the sailors. (Really? What a concept.) I didn't think of it, believe me I'm not that smart, but I became part of the process. Things just sort of evolved from there*

*with plenty of opportunities coming to me because I happened to be in the right place at the right time."*

Luigi's first Finn event was back in 2001 when the Finn Gold Cup was being sailed in Marblehead, Massachusetts. *"I had worked with the locals during a previous Etchells Worlds so they asked me to come up and run the Finn event. It wasn't a particularly large event because it was scheduled a few weeks after what was the disaster on 9/11. Many boats had customs problems after that and the fleet were only about 55 boats, or so. I've been asked back numerous times since then."*



He says he has been on the water since he was about five years old. He sailed in junior programmes in the US as a child, became a sailmaker for about 12 years. Then, *"I tried the real world for about eight years and hated it. So I came crawling back to the water and haven't stopped since. I've raced on boats from dinghies to Maxis. I've done distance races all over the world. I'd never use the word 'competitive' when describing my abilities. I was primarily a bowman, and a crazy one at that."* Does he sail any more? *"Come on! Look at me! What do you think? Actually I don't have the time with my schedule."*

He averages an incredible 26 to 28 events a year. He is responsible for the RC 44 circuit as well as the Farr 40 events. Other than that, *"I'll do a few match racing events, some Maxi stuff and anything else that my schedule will allow."*

He is often present at the ISAF Sailing World Cup events and is asked to run races for other classes such as 470s and Nacras, however, *"I'm kind of a Finn guy. I know a lot of the sailors and coaches in the Finn class, so naturally my comfort level is best because of that. Don't get me wrong, I enjoy the others too, but..."*

Communicating with the sailors and coaches is an integral part of running racing for Luigi, and it is one of the reasons he is so well respected, especially in the Finn fleet. *"I think that it's grown over the years and it's based on mutual respect. I respect Finn sailors enormously. They are a unique breed and I certainly couldn't do what they do. Over the years, I've walked an awful lot of boat parks before and after racing, so my relationship with the class has grown out of that. I hope that sailors know that I'll do anything that I can to give them the fairest racing that I can regardless of 'outside pressures'. Also, I think that they know that if I make a mistake or a bad call, I'll always be the first to admit my mistake. I'll own it."*

*"The Finn sailors are a 'Class' not just a bunch of individuals. There's an atmosphere of mutual respect among the sailors that is very refreshing. I've been asked this type of thing before and my best example is that in the Finns, a new guy is welcomed with open arms. He's helped in the boat park by veterans before and after*





sailing. There doesn't seem to be any secrets among the sailors. This open 'passing of the torch' kind of atmosphere is what keeps the class moving forward. To me, that is the essence of the Finn class and I really love that part of it. It's cool to see."

What does he see as the major differences in running a big boat race opposed to dinghy races? "Less people.....no seriously, I find that with dinghy sailors I feel more 'connected' to the competition. Don't get me wrong, I have a blast with sailors at a big boat event, but people at those events seem to be less involved on a personal level. Maybe it's because most big boat programmes are concerned with a bigger team picture than dinghy sailors are. Big boats teams tend to stick together on shore to the exclusion of their competition while dinghy parks are open fields of sailors interacting. There is camaraderie in both, but it's different."

Bonding with the rest of the race team is absolutely critical to running races properly. "I can be Mother Teresa on the RC Boat but if the mark boat gang don't do their job correctly, I am the Devil. They make it work, I'm just an enabler."

A lot goes on as the race team prepares for the start of a race. Luigi describes what is going through his minds as the second tick away. "First thing is how long do I make the line? Then make it a bit longer. Nothing screws up starts more than a line that is too short. Boats, any boats, need 'runway' to bail out when they need to. I know that I'm probably not going to get the line right on the first try. In the final minutes before a start, I'll watch how the boats set up on their approach and decide if the line needs fixing to get a fair start. If so, I'm happy to postpone and reset the line to what the boats' positions are telling me. After that, it becomes a matter of managing the starts, getting OCS boats identified properly, or going with a General Recall. The boats let me know if things are correct or not by where they are on the line."

He says the biggest error that sailors make on the start line is not recognising the effect of current before the first attempt at a start. "Believe me; this is not unique to Finn sailors."

Over the past year there have moves to use the 'U' flag more, instead of going straight to the Black Flag. Luigi explained the thinking behind that and what it means to the sailor. "My first reaction to this question was simple. If we (race managers) want the sailors to respect us, we have to respect them...don't spank them with a penalty straight off since it implies that we assume that they can't start correctly. Go with the 'P' flag first. After what I saw in Santander, the 'U' flag seems to work well and if the sailors are happy with it instead of the 'P', so am I. Come to think of it, I think that is the only positive thing that happened in Santander."

But the Black Flag will still be necessary at times. "I look at why the recalls are happening. I can honestly say that about 85 per cent of the General Recalls that I have now are my fault. Either I've set the line wrong or the sailors have seen something that I've missed. Sure, some Generals happen because of aggression, but most rest on my shoulders. After a General Recall, I have to fix the line. The boats' positions during the bad start will tell me what to do with the line.....no problem with that."

Finally what is Luigi's view on the current changes in Olympic class sailing? "Personally, I'll do whatever the class or the sailors want. I have to say that I love challenges, and huge fleets are definitely a challenge. People often ask what events are most memorable for me. Without a doubt, the coolest event that I've done in over 10 or 15 years, was the 2012 Finn Gold Cup in Falmouth UK [below] – especially, the next to last day. Forget America's Cups. Forget Olympics. Forget a lot of the other stuff that I've done over the years (most of it really fun too). To me, Falmouth was epic. There were 95 Finns on the line, a few days with pretty big breeze and waves. Bring it on. I loved it!"

And why do they call him Luigi? Well, you'd have to ask him that.



## What they say about Luigi...

Communication, Communication, Communication. Luigi talks over the radio with coaches and officials letting them know what he is doing (or not doing), what he is thinking and what we can expect. This provides a calm and sensible situation for all participants. He also communicates well with the sailors both on the water and off the water. He actually listens to the sailors.

On top of that he has a great sense of how to run a fair race and when not to push for races. He has a great style and swagger to him and I consider him a personal friend and a friend of sailing. He is the best P.R.O I have ever worked with.

He has forgiven me more than once for verbally abusing him in my early years. I remember one time when we had sailed for two hours to get to the races course in Qingdao and missed the start by three minutes. Even though I abused him he had confidence to admit that not waiting was probably not the best decision. We still joke about the words shared today.

**Jonas Høgh-Christensen**

Being a good race officer isn't a walk in the park. It's working with the elements, the team and organising a race at a high standard for demanding sailors who expect nothing less than an on-time, perfectly positioned, square and well timed, not too long, well prepared race. To be able to do that you not only must be good in what you do, but also be able to listen to the sailors and walk the thin line between being the boss - decisive and all – and being the wingman who knows what is needed. It's a hard task to get it punctual and everybody happy.

Luigi is that man. When you know he is on, you know it's well sorted. And in the meantime he gives you a smile.

**Pieter-Jan Postma**

Having Luigi around is great. He's the most passionate RO I know. He genuinely seems to feel hard done by when the wind isn't playing ball, which I see as testament to his dedication to deliver great racing.

**Giles Scott**

I met Peter Reggio in Marblehead in 2001 for the Finn Gold Cup. His contact with the sailors was so good that I thought he had a long history in the Finn when this was actually his first Finn Gold Cup and my first as well as IFA Executive Director.

Since this time I have asked Luigi to lead the racing team in many major events. From Olympic Games to Worlds or European championships, each time I have been so impressed with his way to deal not only with the sailors but also with the local teams, adapting in all situations with diverse cultures and languages.

His relationship with the sailors is one of strong trust. They are going racing insured that they will be given the best racing without any compromises. Our relationship is based on trust and good communication, Luigi is highly professional and despite his bad smoking habit there is no smoke screen.

He speaks up his mind and I like that. With him on board my life is much easier.

**Corinne McKenzie**





## Dinghy Academy goes from strength to strength

The Dinghy Academy in Valencia is going from strength to strength. Established two years ago by 2000 Olympic Finn silver medalist Luca Devoti as a way to develop the skills of aspiring Olympians in a group training environment, it has come of age and is ready to take the next step forward. More and more sailors are benefitting from his unique experience and coaching style, and the first class facilities offered at the Academy, which is located in the extensive grounds of the Real Club Náutico de Valencia.

In 2013 the Finn class partnered with the Dinghy Academy to part fund up to four sailors each year to train at the Academy, help out with equipment charter and purchase as well as travel to major events. That initiative is continuing with three sailors already signed up for 2015 season. Each sailor has to agree to specific goals and a training/regatta schedule and they can benefit from charter boats, sailing and fitness coaching as well as working in a very focussed sporting atmosphere of continual learning and improvement.

A visit in mid-March coincided with the Open Internacional Vela Olimpica, organised by the Real Club Nautico. Twenty-two Finn sailors of all abilities were taking part in the regatta, many as part of their final preparations before heading over to Palma for the Princesa Sofia Regatta.

One of the race winners was Alejandro Foglia (URU). He has already been to the Olympics three times in the Laser, with a best result of eighth in London 2012, before stepping into the Finn in 2013. Foglia was one of the

first sailors to receive funding from the Finn Class through its FIDeS programme (Finn International Development Support). *"I am very happy to be here. I moved here to train and now live here all year round. We have a very good group here. It is the best option for me if I want to train in a good group."*

He described a typical training period in which recovery is as much a part of the programme as on the water work and physical training. *"We have a routine of three weeks training and one week off, which is basically recovery training. During the three weeks the loads are gradually increased. We train on Monday, Tuesday and Wednesday and then recover on Thursday. Then on Friday and Saturday we train harder and then have Sunday off to recover. We do that with increasing loads over the three weeks and then take a week off. If there is a regatta coming then we take a week off before the regatta."*

Like many sailors his main focus this year is on the world championship in Takapuna in November, the second Olympic Qualifier for nation places in Rio. *"We are working hard to get there but step by step. I am now involved in some crowd funding to buy a new mast, and many people are supporting me. If a lot of people give a little I can get a new mast. I also have an Olympic Solidarity Scholarship from the IOC. It's helped me a lot it doesn't cover everything."*

One of the past Olympians choosing to train in Valencia over the winter is Giorgio Poggi (ITA). He said, *"It's a nice group for training. All the guys training here have different skills so every day you have different guys going well, so every day you have to push because someone will always be sailing well."*

Head Coach Luca Devoti said, *"Sailors who come here just get better day by day. The tough training and competition makes them grow at all levels from masters to top champions. The camaraderie between the sailors and the fact that we share all the information makes us grow day by day."*

*"Since we started we have had more than 50 sailors coming here over the first three years of life. All kinds of sailors learn, they learn from the champions here and they share their passion. For this, Valencia is magic...I hope the Dinghy Academy will become the reference for dinghy sailing in a modern doping free, friendly and competent environment."*



Not only is the Dinghy Academy serving as a fantastic training base to a number of established sailors, it is also acting as a staging post for young sailors taking their first steps in the Finn, somewhere they can learn the ropes, get the best advice, and plan a campaign of substance and direction.

Devoti is ardent that the Academy is there for everyone and encourages Masters to train there as much as he does young sailors. However he recognises that the future of the class lies with its youth and attracting new blood into the fleet. Together with the Finn Class through the FIDeS programme he actively seeks out sailors to join the programme, for example Laser sailors who have grown too big, and emerging talents from developing nations. Over the past two years the Academy has helped sailors from many nations developing sailing from Africa, the Caribbean and South America.

Santiago Falasca (ARG) is currently receiving FIDeS funding to train in Valencia. *"I came here last year when I began in the Finn. I have improved a lot and sometimes I am already catching the guys who have done many Olympic campaigns. So I am feeling very confident and very good about the future. I think this year is going to be a breakthrough year. Hopefully by Takapuna I will be fully prepared."*





Falasca talked about using Valencia as his base, "I think it is probably the best place to learn everything. We are always sailing with the top guys of the Finn class. We have a gym here, we have a top coach coming all the time to give us advice. We have every aspect of the training covered. Coaching on the water, coaching in the gym and physiotherapy. Everything is covered."

But it is not just beginners training in Valencia. One of the international fleets fastest rising stars, Josh Junior (NZL), is also an occasional visitor to Valencia. "It's really good because you just end up sailing five days a week and it's gym and sail, gym and sail, always racing 10-15 other boats of which at least five of them are really, really good. So you just end up getting better."

One of the newest Finn converts to the class is Rockal Evans (BER). At two metres tall and a lean 104 kg he towers over almost everyone. At the time of writing he had only spent five days in the Finn after coming to the decision to do an Olympic campaign. He took the trip to Valencia, jumped in a Finn provided by the Academy, sailed in the Valencia Open regatta and began the vast learning process.

"I'm still getting comfortable in the boat but am really starting to get the feeling upwind with speed and the power, but I still need to do a lot of work on the downwind technique. I used to sail a Laser, but the Finn is way better for my size."



"Hopefully I will be able get a boat back in Bermuda. But for that to happen I need sponsorship. There are no Finns in Bermuda, but I am trying to get one now, either from the States or from Europe. Hopefully, with the America's Cup coming to Bermuda, there will be a bunch of guys I can train with and maybe help with getting a boat there." He has a lot to live up to. His grandfather, Howard Lee, competed for Bermuda in the Finn Class in the 1976 Olympics.

In 2014 the Dinghy Academy became an ISAF Approved Training Centre following a full audit of its operations and facilities. Luca Devoti explained,

"So far this has not really had much impact on our operations, though with time I hope that such a prestigious acknowledgment will help us grow and promote the sport even more."

Devoti has a lot of plans for the future of the Academy. "I am trying to put together a programme that includes studying and a degree in economics starting from September 2016 in conjunction with a local university so that sailors can also get an academic qualification while they train."

The diversity of sailors using the facilities in Valencia speaks volumes about the success of the programme. As well as the Spanish team there are sailors from Slovenia, Hungary, Uruguay, Argentina, Australia, Bermuda, New Zealand, Czech Republic, Russia, Canada, Portugal, Italy, Switzerland and Croatia. It is a truly international bunch of like-minded sailors all focussed on one goal – getting better at Finn sailing. And they way they are going about it, you are left in no doubt they will succeed.



## 2015 Silver Cup in Valencia

Young sailors in the Finn Class are being offered a unique opportunity for training, development and competition in June when the Junior World Championship for the Jorg Bruder Silver Cup is held in Valencia, Spain.

The host club will be the Real Club Nautico Valencia, the home of Luca Devoti's Dinghy Academy, a training base for Finn sailors from all over the world. The club offers world-class sailing training facilities inside a simply enormous compound that includes a gym, Olympic sized swimming pool, storage areas, dinghy park, marina, chandleries and cafés.

There is a reason why Valencia was chosen for two America's Cups and the same reason drove Luca Devoti to establish the Dinghy Academy there. The weather is pleasant and very reliable. Wind is virtually always guaranteed, with sailing possible 98 per cent of the time. In the summer sea breezes of 15-18 knots are regular, and it is generally warmer than other places in Europe due to the local geography.

The Finn Silver Cup has been running for 12 years and 2015 will be the first time it has been run as an independent event on the open sea. Past venues have included Maubuisson, Balaton, Malcesine, Hoorn and Moscow, but every time it has been on the open sea it has been combined with the Finn Gold Cup. The Junior Finn World Championship was first sailed for in 1999 in Melbourne, but came of age in 2004 when the Jorg Bruder Finn Silver Cup was presented by the Brazilian Olympic Committee when the Finn Gold Cup was held in Rio.

### Training

What better way could there be for the juniors to warm up for the Silver Cup than a coached training regatta run by Luca Devoti. It will also include all the sailors who are at the Dinghy Academy to pass on knowledge and tips to the young sailors. It really is an excellent opportunity for the juniors to learn directly from the seniors under the watchful eye of an Olympic medallist.

There is extensive accommodation close by, a limited number of charter boats will be available, and competitors will get inclusive use of club facilities. There will also be a Rule 42 clinic preceding the event.





# Karpak is king in Cannes

Words and pictures by François Richard

The 2015 Cannes Finn Festival attracted 61 entries, reduced from normal somewhat by the large number of Finns training in Puerto Sherry ready for the Andalusian Week. After numerous winter storms along the Côte d'Azur, the weather was light and very sunny but winds mostly blew from east to north-east between five to 12 knots.

After a very wild practice day on Monday the sailors had a very light and fluky wind set between 50 and 60°. On the Bay of Golfe Juan, between the north shore and the island the best shifts were often hard to catch. Good locals often got lost but those experienced and fast found the right options. Laurent Hay one of the world best masters showed his usual medium/light expertise to lead until mid race until Denis Karpak sailed ahead to take his first bullet.

The relatively light Hay soon took revenge in the second race, beating Karpak and taking the overnight lead. Their best opponents in third position were Stig Steinfurth and Florian Raudaschl.

The second day still was very sunny but the race committee found it hard to set any course and start a race. The Finns were sent back to shore, then again due to wind hopes sent out again but they returned to shore soon with no more races done.

The third day started with early morning shore breeze shifting to north-east all day long with a potential to shift to east then south-east. The third official race was clear after a general recall. Many of the leaders chose a pin end start, then stayed on left side or centre of the upwind leg. Filippo Baldassari led at all the marks and held off pressure from Hay, Raudaschl and Karpak, until he won race.

Every year Raudaschl wins a race at Cannes, whatever the wind blows. From a clean pin end start he made his way fast and clear to round to mark in lead just ahead of new young French Antoine Devineau a former Laser sailor. Instead Karpak and Hay did relatively bad. Karpak's average start forced him to tack to often. He made his way up the fleet but ended up seventh.

Hay recorded a disastrous 21st at the finish. With his worst rivals way behind Florian could build a sufficient and safe gap to win ahead of Baldassari with young French Benjamin Montagut coming third after an impressive second upwind leg.

Race 5 was the windiest heat and



again the top scorers were at pin end of line. Both Raudaschl and Hay started well but Hay, chose to tack too soon. Instead Raudaschl insisted to play left side and soon looked as a new leader. The wind started then to shift rather east and this benefited to those on the centre line. Enrico Voltoli became the new leader and held his position through the race despite close pressure from Karpak and Raudaschl. Due to a wind shift a change of course occurred and this time the top ten leaders clearly played the right during second upwind leg.



Before the final day Karpak had a four point lead from Hay and Raudaschl both on equal points and seven pts ahead of Baldassari.

In around 8 to 10 knots of wind the early race of the final day was led at mark 1



## Semaine Internationale de Cannes 2015 - Final Results

1	EST 2	Denis Karpak	1	2	2	7	2	1	1	(dns)	16
2	FRA 75	Laurent Hay	2	1	3	(21)	5	3	4	1	19
3	ITA 123	Filippo Baldassari	6	9	1	2	(18)	4	2	5	29
4	UKR 5	Andrii Gusenko	4	8	7	9	4	6	(12)	3	41
5	AUT 3	Florian Raudaschl	8	3	4	1	3	8	15	(dns)	42
6	ITA 66	Enrico Voltolini	(19)	11	6	15	1	2	3	7	45
7	DEN 31	Stig Steinfurth	3	7	5	14	(17)	7	6	8	50
8	ITA 2	Marco Buglielli	12	14	10	4	11	(17)	7	14	72
9	FRA 99	Marc Allain des Beauvais	(26)	5	14	11	9	13	16	6	74
10	FRA 89	Benjamin Montagut	7	13	21	3	(23)	12	17	10	83







by Hay who once again lost on the run while instead, Karpak who had rounded sixth regained the lead only after sailing one third of the run. He definitely was the fastest downwind. The Italian of the day was once again Voltoni who stayed close and also passed Hay downwind. Hay anyhow kind of saved his second overall since both Raudaschl and Baladassari has bad results.

With similar wind conditions the seventh race was an almost replica or the sixth. It showed another win for Karpak this time closely followed by Baldassari and Voltoni. This left Hay in fourth but he became more and more secure in second overall. Karpak had now already won the event and he sailed back to shore with several other entrants. Among those was Raudaschl who, as others, didn't think there could be another race.

He also had in mind to start his 1200 km trip to Austria. But the race committee decided to start a final eight race in still moderate

11	FRA	28	Sebastien Grall	90	37	NOR	64	Petter Fjelo	232
12	NOR	1	Anders Pedersen	95	38	FRA	800	Yves Zoccola	239
13	FRA	83	Damis Duterte-Vielle	101	39	FRA	102	Jacques Fauroux	245
14	UKR	8	Taras Gavrish	105	40	FRA	74	Jean louis Duret	245
15	GER	212	Rainer Wolff	110	41	SUI	72	Patrick Ducommun	246
16	FRA	93	Antoine Devineau	116	42	GER	231	Denny Jeschull	254
17	UKR	14	Volodymyr Stasyuk	121	43	SUI	63	Thomas Gauhchi	263
18	ITA	83	Matteo Savio	126	44	GBR	617	Jean louis Simons	280
19	UKR	55	Aleksandr Gusenko	138	45	RUS	69	Denis Kharitonov	282
20	FRA	18	Frederic Tarnowski	139	46	FRA	214	Franck Morel	297
21	NED	27	Paul Kamphorst	156	47	FRA	113	Sylvain Dadure	303
22	SUI	1	Hans Fatzes	157	48	GBR	68	John Mackie	311
23	AUT	333	Gerhard Weinreich	159	49	SUI	8	Bruno Marti	311
24	GBR	65	David Potter	160	50	SUI	69	Jean pierre Weber	316
25	SUI	3	Carlo Lazzari	165	51	FRA	37	Alain Guillou	318
26	GBR	77	Howard Sellars	176	52	FRA	105	Charles Caudard	318
27	FRA	60	Jeanfrancois Cutugno	180	53	FRA	98	Yann Vincent	335
28	FRA	73	Jean-Michel Castillon	181	54	GBR	55	Mike Till	335
29	ITA	7	Antonio Pitini	195	55	FRA	70	Christophe Dubly	336
30	FRA	38	Michel Audoin	198	56	FRA	59	Herve Salomon	340
31	UKR	69	Sergii Maliuta	198	57	AUT	330	Tina Sperl	359
32	FRA	24	Philippe Hourez	201	58	SUI	23	Rolf Megert	364
33	GER	236	Andreas Lohmahn	208	59	SUI	62	Samir Saydjari	372
34	NED	100	Arend Van Der Sluis	216	60	FRA	314	Gerard Pascalini	380
35	MON	234	Michael Kurtz	225	61	GBR	693	Andrew David Miles	401
36	GER	165	Dirk Meid	232					

conditions. Devineau achieved a clean and fast start to soon lead the fleet but this time, while the best two Italian sailors were lost on first upwind leg, Hay instead, and as usual, soon found the best shifts and got around all marks in lead to later record his second victory out of three racing days. He was now two pts behind Karpak but 10 ahead of Baldassari. Third in that race was the consistent Andrij Gusenko could took fourth overall while Raudaschl dropped to fifth.



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## The training effect

**A**s one of the shortest Finn sailors in the International Finn fleet, I always knew things would be difficult. The taller sailors have it all, long levers for hiking, long arms for pumping and long legs to move quickly around the massive Finn cockpit. Having a rugby background I was no stranger to being undersized. I knew that my work ethic and approach to training had to be on a higher level, or I would have no chance of success, *writes Ross Hamilton.*

I spent an enormous amount of time researching training methods and analysing my own strengths and weaknesses. I had always planned on completing a masters programme at the end of the London cycle. Originally I had planned to study business, but my new interest in human performance diverted me. I enrolled in a masters programme in Exercise Physiology at Trinity College, Dublin. Initially I combined my studies with my training, but I soon realised that I couldn't manage both. I went back to sailing full time for 2014 and put my research on hold. I instantly saw a benefit from my studies when I was organising my training. I also began to help some of the other sailors too as I really enjoyed the challenges different guys had to deal with. When I stopped sailing after the 2014 ISAF Sailing World Championships I went back to University to finish my degree. I now work with a top division rugby team and several sailors still competing in the class. My business is now based around my role as a performance consultant, aiming to help elite level athletes perform at their best.

### Competitive

My experiences in the Finn taught me many things. The insight into life as a competitive athlete at such a level has been a major advantage. It has been invaluable to my career so far, as I have more than just academics to support my theories and opinion. I have also maintained the competitive spirit that helps me stay focused on studying and working hard. The sport is evolving and I think sport science will play a vital role in the years to come. I hope to help sailors take advantage of the research and information available.



When dealing with an Olympic cycle there is always pressure on time. Time is unbelievably valuable when you are training for something so competitive. For that reason, I thought I would discuss a few ideas that may help some of the sailors make better use of their time. I am in a unique position as I spent the best part of five years looking for shortcuts to keep up with the big guys.

The Finn is without doubt the most physically challenging boat. There are so many physical components that we must address to be competitive. Often these are on the opposite ends of the spectrum in terms of physiological mechanisms. For example the greater the muscle mass the harder it is to maintain aerobic conditioning. This is a simple physiological contradiction. We must be smarter with our training to ensure we get the best out of our time. We must look to get the 'biggest bang for our buck' when it comes to training.

Effective training follows a model known as 'General Adaptation Syndrome' or GAS. The basic theory is that we apply a stress, which interrupts homeostasis. Our body reacts and adapts to this stress. When it recovers it resets the level of homeostasis to higher than that previously. This is in effort to manage the initial stress more effectively if exposed to it again. In simple terms we become fitter and stronger so we can cope with more work.

### Recovery phase

The key component of this process is the recovery phase. It is during this phase where we improve. If we were to continue to apply stress, all we achieve is a prolonged depression of homeostasis. Not only will this stall progress but it also suppresses our immune system, making us more susceptible to illness and injury. In hindsight I see this as a very applicable scenario to most elite level sailors. It is not uncommon for training sessions to last over three hours, repeated for up to five consecutive days at a time.

Realistically we should really only concern ourselves with progress. Time on the water and hours in the boat are pointless without progress. When we train we aim to promote a beneficial adaptation. This adaptation can be related to either skill or physical improvement. If we overdo either we will stall progress. When we train in a fatigued state our body automatically initiates safety mechanisms to prevent damage. It manifests this physically in the form of a reduced work rate and power output; we also feel pain. Mentally we lose motivation and in most cases have a distinct urge to go home and rest. A lot of us ignore these signs and battle through the session.

When we train in a fatigued state our muscles and neural patterns respond differently. Our technique is significantly affected by this alteration. If we continue to train we begin to practice poor or inadequate technique. Often we can spend hours in a laboured, inefficient hiking position. This can be quite detrimental to our skill set as we are training poor technique. Physically there is no benefit as we have already applied sufficient stimulus for positive adaptation. This is referred to as 'Junk Miles': training that is done for no benefit other than accumulating time.

I believe that the more mature sailors realise that to be successful and consistent they must eliminate these junk miles. They favour



short intense training sessions with a clear focus. Once fatigue sets in, or quality begins to drop, they immediately terminate the session and direct their efforts towards recovery. This allows them to make steady consistent progress over long periods of time. They have learnt that sometimes less is more in terms of training. Younger sailors often still feel the need to accumulate training hours. This I believe is a maturity issue and we often see younger athletes burning out quickly as a result.

### Race pace

Some coaches will argue that these athletes are simply reproducing what is expected of them during competition. We often spend over six hours on the water during competition. This copycat approach has been shown time over, to be old fashioned and ineffective. The majority of training, whether it focuses on skill or conditioning, should be intense and focused. Coaches and athletes should refrain from trying to match competition hours in training. They will not be able to maintain desirable performance for this duration without placing massive stress on recovery. A marathon runner does not prepare for a race by running marathons. He runs smaller segments at the pace he intends to race at. This allows him to become trained to 'race pace' and not 'fatigued pace'. A similar approach should be taken with sailing. It has an added benefit of keeping the athlete's mind fresher and in a more consistent positive mood state.

These recommendations are based on how our body responds to training. If an athlete is in a constant state of readiness to train he will make better progress long term. When training, if the stimulus consistently exceeds recovery capacity there will be diminished return. In my time in the class I have seen this very clearly with numerous sailors. For me I saw it as my window of opportunity to stay ahead physically. While others thought I needed rest, I was in my apartment foam rolling and taking ice bath, and 'recovering'. I knew that I needed to be stronger and fitter to compensate for my size. I could not achieve this through extra training. The others already trained all day; there were simply no more hours in which to get the extra work. Instead I took an approach where I made every hour count. I wish I had figured this out earlier in my sailing career but often the most valuable lessons come from mistakes.



My recommendation to any sailor is to take a step back and look at the big picture. Recovery should be as important to them as the training. They should have a clear and focused training goal with a structured plan of how to achieve the desired response. Anything else is a waste of time. Often talent covers up for a poor training plan and justifies old, inefficient practices. It is clear that the teams and sailors that apply a more scientific and methodical approach are getting results. As the sport becomes more and more professional it is essential that individuals become more intelligent about their training.

There are many resources and techniques a sailor can utilise to achieve optimum performance. Many teams have sport scientists and coaches employed to take some of the responsibility. Those who overlook the basics of human physiology and performance are simply denying themselves the opportunity to succeed.



*Ross Hamilton is an ex-International Finn sailor, having campaigned from 2009-2014. He is currently completing a Masters degree in Exercise Physiology at Trinity College Dublin and works as a performance consultant to many athletes from club to elite level, in a wide range of sports. You can see more and contact him at [www.hamiltonsport.com](http://www.hamiltonsport.com)*







## 'Swiss made' Finn sailing by Wilke

It is not only milk, chocolate and honey that comes from the Swiss mountains. On their beautiful lakes there are many sailing clubs and shipbuilding yards. Monohulls, catamarans, masts and accessories in high tech quality come from here. America's Cup winning boats and teams even come from the Swiss Lakes...as well as the famous Finn wing mast from the Wilke boatyard.

Located in the Bernese Oberland in the Swiss Alps on Lake Thun, the Wilke boatyard is, in terms of production, the fourth largest yard in Switzerland. Wilke is the worldwide specialist for 5.5m IC yachts, customised 'one-off' carbon yachts, Star boats, and the Wilke Finn and Wilke Finn carbon mast.

Epoxy and Carbon are the preferred materials in the Wilke yard. With the Wilke Finn wing carbon mast, Christof Wilke and his team became a player in the global market. For more than 15 years Olympic winners and world champions, as well most Master Finn sailors, use the Wilke Finn mast.

### Quality and performance are the driver for Christof Wilke

Christoph Wilke was born in 1960. After high school he obtained his engineering degree in boat building and construction. In 1986, with his wife Yvonne, he founded his own company on the banks of Lake Thun. At this first site Wilke specialised in the construction of extreme and fast yacht prototypes for the lakes, as well as providing maintenance and wintering services to hundreds of local boaters. The remarkable 5.50mIC and Olympic Stars quickly brought the Wilke firm a reputation for excellence. Since 1999 the 5.5mIC from Wilke has won every world championship, the last, won in September 2014 in Italy by Flavio Marrazzi. With the best materials, high quality and due to the strong Swiss Franc and high salary levels in Switzerland, Wilke's productions are a little bit more expensive compared to its international competitors. However with the high quality production and compliance to stringent customer demands, Wilke and its customer could live with this handicap.

### High tech and F1 engineering in carbon

In 1993 Wilke moved his yard to the border of the Lake Thun at Leissingen, near Interlaken. 150 boats of all sizes can be stored in and outdoor. Wintering services, painting and repair are available for all types of boats made of wood, fibreglass, composite and carbon fibre or aluminium. The yard has its own crane in front of the yard next to the water, and the perfectly isolated building, oven/cabins with temperature and negative pressure control secure the best polymerisation for carbon and glassfibres and resin.



Christof Wilke leads the company as boss and as Chief Developer. His motivation to quality and high tech, motivates his team and staff to manufacture to high standards. Ten to 15 people are working with Christof and Yvonne Wilke to deliver the high tech products in the same quality as customers are used to with 'Swiss made' products. Only the best materials are used for construction and come from the same suppliers as for Formula 1 and aviation. All moulds for hulls are designed and made by Wilke.

### Advanced technology for Wilke Finn masts

Wilke began his production for Finns masts in 2000. Olympic Finn champion in 1996, Polish Mateusz Kuznierewicz, immediately won the European Championships with this innovative mast. That summer, Freddy Löff, equipped with the same type of mast, won the bronze medal at Olympic Games in Sydney. This was the beginning of an unparalleled period for the Wilke Finn masts. Wilke masts have won three Olympic gold medals (Ben Ainslie in 2004, 2008 and 2012) as well as 12 world championships since 2001. To this successes can be added numerous podium places at Olympics, world and European or nationals.

The sleek and aerodynamic shape of the Wilke mast is an original creation. Its principle is simple: two half hollow moulds allow the moulding of the left and right sides. Then each half profile receives on its inner face unidirectional carbon strips whose installation is extremely precise to achieve the required characteristics in longitudinal flexion and lateral flexion. At this stage, with more than 1,100 masts made in the last 16 years, advances were continuously driven by the needs and feedback of athletes and customers throughout the Finn class all over the world. The know-how to select the best prepregged carbon with individual calculated production layer plans of each mast to meet the athletes needs, are the production and trade secrets of the Wilke team.

Every customer gets his own mast 'Stradivarius style' after his order. In each mast 50 to 55 hours of manpower is invested for the production including trimming and fitting accessories. The mast is baked at 80°C for 16 hours in the special ovens. The finish of the mast can be painted or matt. Finally the minimum test weight (8 kg) and centre of gravity is done according to IFA measurement regulations. An approved IFA measurer comes to Wilke to check everything before shipment. Each year the Wilke yard uses more than one tonne of carbon fibre and before each big Finn regatta across the world, many carbon masts leave the shipyard for delivery to the helmsmen at all levels.





### Constant evolution of Finn shape and a joint venture

At a request from Swiss and foreign Finn sailors, the first Finns were produced in 1997. Out of three moulds the company manufactured more than 55 Finns, all of them renowned for their high quality finish and structural concepts. Estonian champion Deniss Karpak has sailed a Wilke Finn for the past three seasons. But the small and high end Wilke boatyard is not set up for mass production. By end of 2014, Wilke AG and Devoti s.r.o. agreed a joint venture as a partnership. The goal is to bring Wilke's High Tech experiences together with Devoti's production capacities. The latest Wilke Swiss made moulds are now in Devoti's yard. Christof Wilke is managing the Polish production himself and is responsible for quality control and development. Both companies can share sales, distribution and services. The first Wilke Finn from Poland was presented at the Paris boatshow in December 2014. In addition, Wilke also sells the Devoti Olympic standard Finn, D-Fantastica Finn, D-One, D-Zero and as well D-Optimist.

### The future

Christoph Wilke was contracted as Olympic coach by Star sailor Flavio Marrazzi between 2008 and 2012, but this episode is over because of the current workload and the many projects that require him to stay mostly at his yard. He regularly attends local Finn regattas and as well in many international regattas in the 5.5mIC class. The development of larger boats such as Wild Lady, a 49 feet racing yacht, is still a focus of the yard. Wilke 49, 'Wild Lady' with its impressive keel, won long distances races on Lake Garda as well as on the Lake Constance. The Wilke 26 is another Wilke keel yacht produced in small numbers. In the spring of 2015 the latest 5.5mIC will leave the Wilke boatyard.

New and future projects are not missing for Christof Wilke and his team. To relax and 'think-tank' new ideas you can find Christof Wilke on his snowboard running very fast down the 'Jungfrau' slopes. Speed is his driver and motivation.



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## The same but different – new Finns in 2015

You'd probably have to go as far back as the 1960s to get anywhere near the level of new boat development that is currently going on in the Finn class. Most of the major builders have been busy at work over the past year and are offering a range of options, many of which have involved a complete rethink on the layout to reflect the modern demands of Finn sailing.

Here we look briefly at the new D-Fantastica from Devoti Sailing, the new Finn from Petticrows, the FX1 from Pata and the new boat from Hi-Tech Sailing. At least six new moulds have been produced over the past 18 months. Production is also continuing at the IFA development programme sponsored moulds in South Africa and Brazil. All this adds up to a very healthy situation for the class, with an almost global reach of Finn hull production. There has not been the current wide choice of builders for more than a generation, all with a far greater level of quality than ever seen before. New materials and modern technology are helping builders produce better and longer last boats.

Of course, there is not really much room for manoeuvre in hull shape. Finn hull tolerances are designed around the tightest tolerances that could be expected in wooden hull construction, which at best allows changes to existing hulls measured in mere mm. When a builder starts production with new moulds, there is also the need for the class chief measurer, or his appointee, to inspect the prototype before full production commences. The quality control encompasses both the finished prototype and liaison with local measurers, so the sailors know they are getting a proper Finn.

The main story over the past year revolves around the boats from Petticrows and Devoti Sailing, or between Tim Tavinor and Luca Devoti. Twenty-two years ago they joined forces to create Victor Boats, which was later to become the huge success story that is Devoti Sailing. Devoti Finns have dominated Finn sailing ever since and have

provided sailors with consistent, quality boats, winning virtually everything in sight for over two decades.

These hulls were a marked diversion from the previously dominant Vanguards and the fleet has come to rely on the quality and consistency of the boats since then. They were chosen as the supplied hull at the 1996 Olympics, the last time that hulls were supplied by the organiser, and were the hull of choice for more than 95 per cent of Olympic competitors at succeeding Olympics, including all the medalists.

In 2005 Tim and Luca went their separate ways, Luca to carry on the success of Devoti Sailing and Tim to acquire Petticrows yard in Burnham-on-Crouch, UK and start building Dragons. Wind the clock forward ten years and they are once again both building new Finns. With so much experience and know-how behind them, you know both boats will be quality products.

### D-Fantastica

The first boat to see light of day was the D-Fantastica from Devoti Sailing. To produce the new hull Luca Devoti teamed up with Lanfranco Cirillo, the man behind Team Fantastica, and they brought in expert designer Juan Kouyoumdjian. Work started in April 2014 and the first boat was launched in September in Santander. Realising they had more scope within the rules than they anticipated, they played with several shapes but ended up with reducing the volume in the middle and getting the straightest possible lines at the back of the hull.

Using Devoti's unequalled experience and Kouyoumdjian's modern design ideas and 3D computer modelling skills, they designed a hull with a higher prismatic coefficient than previous boats. Already several are on the water, with the ISAF Sailing World Cup Final winner Vasilij Zbogor launching his new boat in February 2015.

The boat is immediately noticeable for a few innovations that Devoti introduced along

the way such as a cut away rubbing strake at the stem, a recessed cockpit breakwater, redesigned non-slip sidedecks and a new transom/deck joint.

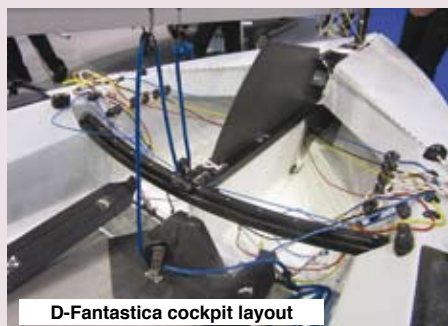
### Petticrows Finn

The story of the Petticrows Finn began in the summer of 2014 with a detailed photogrammetric study of existing Finn hulls using laser-scanning technology. The one that caused the most interest was the scanning of Ben Ainslie's three times Olympic gold medal winning Rita. The plug and mould were built with meticulous care and attention to detail. Tim reckons he has the most symmetrical and fair hull ever built. He said, *"A lot of detail has gone into the new boat. We did a lot of work on the hull and the mould. Our production boats are really good quality without any secondary finishing needed."*

Apart from the hull shape, Petticrows has also introduced a few innovations. Also gone is the foredeck breakwater, but the boats have a simplified fit out with steel ring deflectors on the control lines inside of blocks, recessed toestap tracks as an option, recessed hatch covers, and a longer control line console. *"When I last sailed Finns I thought all the cleats were too close together so I thought we'd spread all this out a bit further. We elongated the whole area by 100 mm and pushed the front corner forward, so we can spread the cleats out, which makes it much easier."*

*"The flange on the front of the cockpit is also deeper so when you capsize on the side, you won't get any water going into the bow."*

The centreboard is something special. *"It's really specialist engineering work. When I was racing Finns I'd have loved to have a centreboard of that quality. I always tried but never got a decent one. You can just feel it. It's been machined from a bigger, solid piece of aluminium and PTFE coated. It's a special stress relieved material, so when it's machined there is no residual stress in the aluminium, so it won't bend. So this one is completely flat and completely straight."*



D-Fantastica cockpit layout



D-Fantastica stem profile



Tim Tavinor and Mike Till with the Petticrows Finn at the UK Dinghy Show





Petticrows control lines

The stability of the materials these days makes a huge difference to the construction process. "It all starts with the design stage, then manufacturing of the plugs and the moulds, then the material you make the boat from, they all contribute to the quality of the boat and the symmetry of the boat, and also its compliance with the original concept. In total we got 0.5 mm in shrinkage on the overall length. I can tell you that is remarkable. From what we expected from the computer, from what we knew we had on the plug to what we knew we had on the mould, to what we measured on here, in overall length, it's pretty accurate."

"When we did the first Finn mould all those years ago we got 15mm in overall shrinkage on the first boat, which at the time we thought was a disaster. Which it was, but as we built more moulds and gained experience that of course changed. That the difference in knowledge and materials, it's a massive difference."

"We've built eight so far and sold about 20." The fourth one went to Giles Scott. "To be perfectly honest I am not fussed, well I am a bit, but if we sell 20-25 a year I'd be over the moon. I am not aiming to take over the fleet again. I just want to build a few Finns. If they turn into rocket ships and everyone wants one then they do. There's no reason why they should be slow."

### Hi-Tech Sailing

Walter Riosa has been building Finns since 2009 with HiTechSailing. For 2015 he has a new mould with a slightly different shape, "In 2009 we pioneered the low volume hull and after few changes over the years the 2014/15 model has reached the maximum length. We added a bit more volume on the middle and rear sections to give a bit more control on the



HiTechSailing Finn

downwind leg, to minimize the bow pitching. The result is a hull which is more comfortable to control in heavy wind and feels great. We also built the foredeck with the infusion technique for a better weight control"

Now based back in Italy after 13 years in the UK, Walter originally got his boatbuilding break with Devoti Sailing and learned about fast Finns and how to build them. But he soon developed his own ideas. "Monopoly is never a great thing for the final customers; better that suppliers increase the quality and control the prices. Basically I am a Finn sailor who knows what the sailor is aiming at to get faster. In the last few years technology has moved very quickly and is available to everyone. Years ago most of it was top secret by aerospace, army, America's Cup. I do lots of research and do lots of tests of new materials to provide the right combination to each Finn sailor."



HiTechSailing Finn

"It sounds strange but building a Finn hull for a top sailor in some ways is simpler even if they all have different structure but, in common, they are all hiking and pumping very hard. The game becomes a bit more complicated when you have to build a Finn hull for a Master or an intermediate sailor that is not as physically fit as a top athlete but he wants to be fast or even faster than the top sailor and here is where the right material plays the important role."

### Pata FX1

The Pata FX1 was designed by Jacques Fauroux and first manufactured in August 2014 in the Pata Boatyard. Jacques Fauroux is not only one of the best box rule designers, and designer of French America's Cup boats, but has also been sailing Finns for over 30 years, so he was up for the challenge when asked to help design of the new Pata Finn. The main goals of the new hull were to reduce the drag of the boat and to reduce the relative fore and



Pata FX1



Plug for Pata FX1 under construction

aft movements of the rig when going over waves on the beat.

Fauroux optimised the hull lines to improve all possible speed factors – waterline, wetted surface, prismatic coefficient. Fauroux improved these factors to as far as the Finn Class rules allow including maximising the waterline and reducing the wetted surface by almost 10 per cent. When heeling at 15° the boat also has an almost symmetrical underwater form. The result is less drag.

The other important aspect of the design was changing the distribution of volume in the hull in order to change the centre of the water displacement force. According to Pata, the idea was to reduce the 'nodding' fore and aft movements of the rig, especially when going over waves. By moving the volume from the front to the back of the FX1 the boat sits higher in the stern and almost looks like it is downward sloping toward the front when it is still. With more volume and flotation in the back (and less in the front) it requires more force to lift the bow. When sailing, this translates into the boat cutting through the waves rather than going up and down which, says Pata, makes the FX1 smoother than other boats.

Pata said, "We also decided to make a new deck mould as well and made some important changes in our deck design. On our old models the front deck used to extend only to the traveller, and the skipper was hanging on the aft deck. On our new model we extended the front deck through the hiking zone and turned the bulkheads underneath the deck to go into the mast bearing. This way the skipper is sitting on the front deck and all his hiking powers is led to the mast bearings. This solution was meant to let the hiking energy transfer easier between the mast bearings and the skipper. This fits the new active, more aggressive sailing style. We also made sure that the deck was widest at the hiking zone to give maximum hiking torque, and we modified the double bottom so the cockpit can drain faster and less water is carried in the boat."

"All these changes not only make the new Pata Finn unique, but they also make it smoother, stronger and faster. Right now we are testing the new boat as Björn Allansson is testing one in France at the moment. We hope the results will prove the theory behind the design and the care of the manufacturing. It is still the beginning, but the feedback and the results are very encouraging so far."





## Aerodynamics of the mast/sail combination

The aerodynamic shape of the Finn mast has been an intriguing subject since the rule change after the 1992 Olympic Games in Barcelona, allowing for carbon fibre and a wing shaped mast.

WB-Sails has a long tradition in shaping masts, too: During the years, we have designed mast profiles for the Europe, Finn, 470 and Star classes. Our first Finn mast was in 1995 for Freddy Lööf, who won the Savannah Pre-Olympics with it. After Savannah Luca Devoti's Latini wing mast was to take over the market.

We had a chance to revisit the Finn mast recently within a development project assigned by the French Sailing Federation (FFV). Besides FFV, the project also benefitted from the support of Paul Iatchkine, head of R&D at the ENVSN (Ecole Nationale de Voile et des Sports Nautiques), Illy Brummer Design and Transmer Assurances (financial support). To begin with, the most popular existing masts were Laser-scanned at ENVSN in Quiberon, with a hand held apparatus about the size of a football. 'Painting' with the laser you can see the 3D-model of the mast forming on the computer screen. Scanning a complete mast takes about an hour. At the end of the day, it was perhaps surprising to see how different the Wilke, HIT, Pata and Concept mast are in shape. In the past, this kind of analysis has been performed on a 2-dimensional section of the sail and mast. This investigation was performed on a 3D-model of the mast with the complete sail behind it. For meaningful results, a 3D-analysis is necessary, with the plenty bent and aft raked mast of the Finn mast/sail interaction

The mast-sail combination is all about interaction, not only when it comes to the mechanical properties or bending of the mast, but also



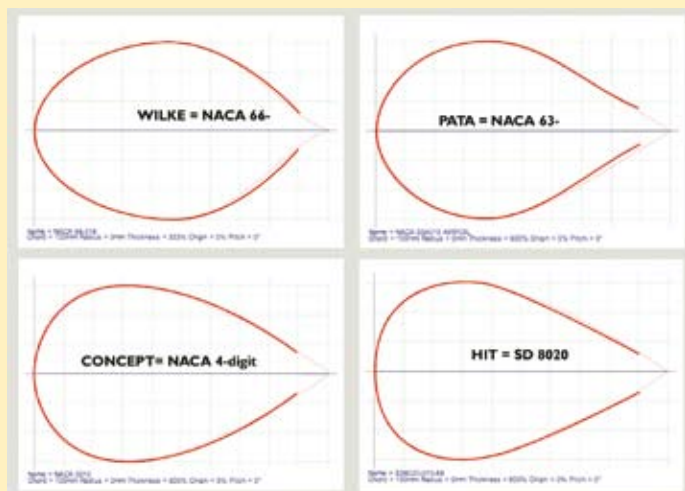
Scanning the mast with a laser scanner. Inset: A 3D-model of the mast being formed on the computer screen in real time. Photo: Paul Iatchkine, ENVSN.

when it comes to the aerodynamic interaction between the two. For understanding the aerodynamics, it is perhaps best to think of the mast as part of the sail area. In fact, the mast is very efficient sail area: In light winds, up to 8 per cent of the driving force (the force in the direction of the motion of the boat) comes from the mast.

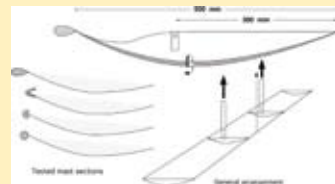
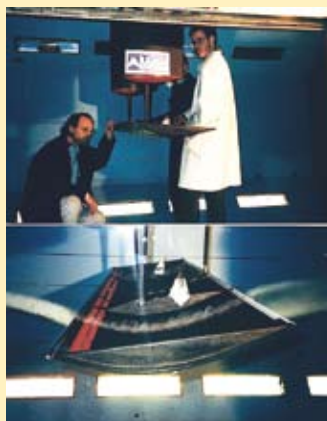
In medium and heavy air, the contribution of the mast decreases, as the sail is feathered more and more, and especially the top part starts to slow down rather than drive the boat forward. Nevertheless, even in medium-heavy airs, 5-6 per cent of the effective drive comes from the mast. The lateral area of the mast is about 0.5 sq metres, and the sail is 10.8 sq metres, so the mast represents about 4.5 per cent of the total area. Considering its efficiency, no wonder its shape should be of interest.

### CFD analysis of the mast-sail combination

However, there's a downside to the efficiency of the mast: It disturbs the flow over the sail, especially on the leeward side. The airflow



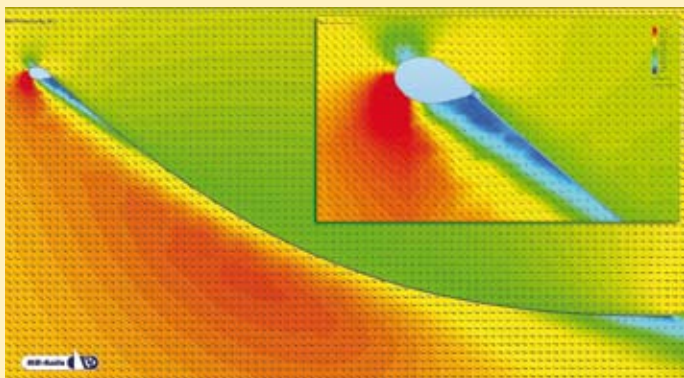
A cut from mast scans about 1 metre above the boom. The profiles are surprisingly different from each other, but on the other hand, each one of them corresponds closely to well known aerofoils. Clearly, the designers have done their homework. All but Pata are maximum length to the rule, and close to minimum thickness.



Above: Wind tunnel testing Finn mast profiles in mid-1990s. The wing mast profile was the best, while the recessed C-profile (second from top) was the worst.

Left: Wind tunnel testing Finn mast profiles in mid-1990s.





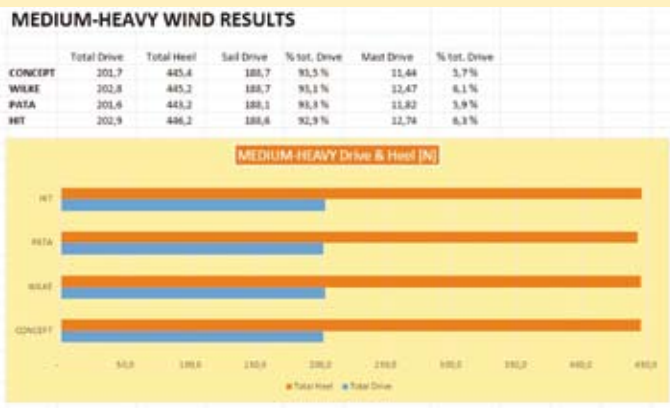
A cut plot of the Pata mast 0.5 metre above the boom in heavier winds. The blue area represents the separated flow behind the mast. The area would be larger in light winds.

separates from the mast about where the wind is tangential to the mast surface (or a little earlier), to re-attach on the sail surface 20-40 cm later. A lot of beneficial suction on the front part of the sail is lost - especially beneficial for driving the boat forward, when we remember that pressure always acts perpendicular to the surface and the luff of the sail is thus best oriented to drive the boat.

The area with separated flow is often called a separation bubble, even if in case of a mast and highly 3-dimensional flow, calling it a separation vortex would be more appropriate. In fact, on the leeward side behind the mast, the air is slowly ascending in a spiral motion up from the tack towards the head of the sail.

From the CFD (Computational Fluid Dynamics) analysis of the four mast profiles, we found out that there are indeed differences in drive efficiency. The masts were analysed in combination with the sail, and as a full 3D-model including the boom but neglecting the boat and the sailor - their effect could be assumed similar on all of them. The HIT mast would be a winner, with about 9 per cent more drive in light airs than the Concept or Pata.

In medium and heavy airs, the difference persists, while Wilke starts to get close to HIT. But these numbers are only for the mast. When you add the driving forces (and heeling forces) of mast and the sail together, the differences between all the masts more or less vanish. There are minor differences in ranking when it comes to light, medium or heavy air, but in general, you can say that all the masts, attached to the same sail, perform similar. So, by what you gain by shaping the mast, you tend to lose in a larger disturbance over the sail, reducing the effort to nil. One could say that what did you expect, we know from practice that with any of



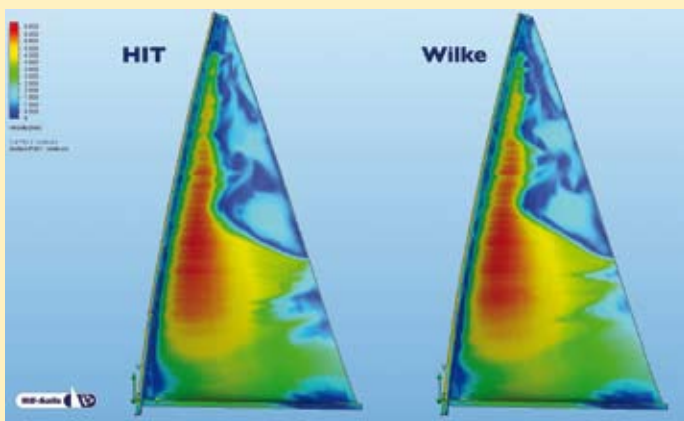
Results from medium-heavy wind runs, showing the drive and heel as well as the separate values for the mast and sail. The differences in the total drive are small enough and disappear in the analysis uncertainties. In different winds, the ranking between individual masts may vary, but the pattern where a good mast disturbs the sail and vice versa remains.

these masts you could win the Finn Gold Cup. This amply explains why we never found an advantage in all the work we have done on 470 or Star mast profiles either. The mechanical properties of the mast - bending characteristics - are much more important than the profile shape. The HIT-mast, being thicker in front, causes a larger separation area on the front part of the sail than Wilke or Pata that have a finer entry.

As a footnote, the drive of the boom is nil - taken separately; it does not contribute to the forward motion of the boat at all. This may seem surprising, as it is still nicely angled between the wind and the direction of the motion of the boat. The boom is not useless, however, even from the aerodynamic point of view only. It powers the foot of the sail, which would be less efficient without the boom underneath.

As a second footnote, maybe equally surprising, when sailing upwind the Finn hull has very little air drag. The hull drag is close to nil and always only a half or less of the air drag of the sailor hiking out. A reason is that close to the water surface and between the waves, the wind is much weaker. Note that in this discussion, with drag we refer a force opposing the direction of the motion of the boat, not a force in the direction of (the apparent) wind, as sometimes is referred.

*Text and graphics by Mikko Brummer/WB-Sails.  
For more information go to [www.wb-sails.fi](http://www.wb-sails.fi)*



Plot of the surface velocities on HIT and Wilke in light wind. The differences are subtle but enough to compensate what the HIT gains in the mast forces in Wilke's favour when it comes to sail pressure. The blue-green area behind the mast corresponds to the separation vortex. The flow over the cambered and rather low aspect sail is highly 3-dimensional, so it is necessary to analyse the whole mast-sail combination, not just some horizontal cuts of it, like the habit has been in the past.





# Finn sailing from across the world

## AUSTRALIA



### Australian National Championship 2015

There is a new Australian Champion, Joe McMillan, who got there with a one-point win over Ian McKillop, with Matt Visser 15 points further astern. Joe and Ian also form a very important part of the Class' resurgence, showing that young club sailors not currently part of the Australian Sailing Team can demonstrate their prowess on the water. Hosted by the Black Rock Yacht Club, the championships got a full nine races in to complete their series, writes John Curnow.

McMillan said, "I have really enjoyed it and I'm pretty happy too, but there is still a long way to go and things to improve on. To get onto the Australian squad is a goal and pretty much my main ambition. I do a lot of my training out of the Woollahra Sailing Club and also Luca Devoti's Dinghy Academy in Valencia, Spain."



1	AUS 22	Joe McMillan	2	1	2	1	2	3	1	[4]	[3]	12
2	AUS 26	Ian McKillop	1	3	[ocs]	2	3	1	2	1	[4]	13
3	AUS 5	Matt Visser	[ocs]	2	3	9	[10]	2	4	3	5	28
4	AUS 10	John Condie	[rtd]	[rtd]	12	6	1	5	3	2	1	30
5	AUS 231	James Mayjor	3	5	[11]	8	[9]	4	8	5	2	35
6	AUS 3	Jake Gunther	5	4	5	3	7	6	[15]	[8]	7	37
7	AUS 75	Phil Chadwick	9	6	[13]	5	[14]	8	5	12	10	55
8	AUS 279	Nic Kennedy	6	8	9	[13]	8	7	12	6	[16]	56
9	AUS 243	Neville Wild	10	10	4	4	5	16	[19]	15	[21]	64
10	AUS 51	Rod Tanks	8	13	[16]	10	4	11	[18]	7	12	65



Visser said, "This is the boat that everyone thinks is the hardest to sail, yet it is very forgiving and rewarding for your efforts. On the water it really is a gem. It stems from being a truly beautiful design. But like any class we need to ensure younger sailors not only know about the Finn, but can also experience it. A lot of the newer crop are taller and skinnier than us and they have unreal leverage when heading uphill and then can grab longer armfuls of sheet when pumping the main on the runs to the leeward mark."

There was 15 knots early on and then the breeze dropped off as the regatta

11	AUS 9	John Shallvey	66
12	AUS 261	Gary Lokum	72
13	AUS 242	Bob Buchanan	72
14	AUS 267	Darren Gilbert	76
15	AUS 7	Greg Clark	86
16	AUS 4	Tim Ede	90
17	AUS 241	Kevin Nixon	92
18	AUS 68	Jay Harrison	99
19	AUS 269	John Alexander	104
20	AUS 280	Nick Carter	119
21	AUS 33	Stuart Skeggs	120
22	AUS 98	James Ley	141

progressed, with a lot of the later races held in 7-10 knots. McMillan had made the best start to the week, and then closed out the narrow victory on the final race.



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## BRAZIL



### Copa Brasil de Vela 2014

Giles Scott won the Copa Brasil de Vela sailed from Niteroi in Rio in December 2014. In a pretty competitive fleet he won eight out of the 11 races, including the medal race, and was second three times to win the regatta by 34 points. Pieter-Jan Postma was arguably the next best sailor, with two race wins, but he didn't compete in the medal race as he had fly home early for his Mother's birthday, so dropped to sixth, to leave Josh Junior in second and Caleb Paine in third.

1	GBR 41	Giles Scott (below)	13
2	NZL 24	Josh Junior	47
3	USA 6	Caleb Paine	51
4	ITA 146	Michele Paoletti	57
5	BRA 109	Jorge Zarif	58



6	NED 842	Pieter-Jan Postma	58
7	SWE 33	Max Salminen	62
8	FIN 1	Tapio Nirkko	80
9	GBR 91	Ben Cornish	85
10	POL 17	Piotr Kula	85
11	BRA 1	Bruno Prada	84
12	BRA 114	Antonio Moreira	90
13	BRA 16	Arnaldo Fernandes	129
14	BRA 021	Ubiratan Mattos	135

19-21 February. In the six race series he won five, to Bruno Prada's one. Antonio Moreira was a clear third after taking a couple of second places and never worse than third.

1	BRA 109	Jorge João Zarif (above)	5
2	BRA 1	Bruno Prada	10
3	BRA 114	Antonio Moreira	13
4	BRA 3	Ricardo Valerio	22
5	BRA 51	Jorge Rodrigues	24
6	BRA 16	Arnaldo Fernandes	26

### Brazilian Championship 2015

Jorge Zarif won his seventh consecutive Brazilian Championship, held in Rio from

Photos: Fred Hoffman



## GREAT BRITAIN



### UK Inland Championships

John Tremlett dominated the 2014 Finn Inland Championships at Northampton Sailing Club over the weekend of 18-19 October, which attracted an encouraging turnout of 25 entries, despite the hyped up forecast of approaching hurricanes.

Tremlett proved almost unbeatable in the generally windy conditions taking four race wins and a second before leaving a hardy few to complete the final race in a gusty 30 knots. Saturday was the slightly lighter day with a very shifty and gusty 15-20 knots blowing the length of the reservoir for some testing windward-leeward loops.

The event also welcomed the 'Classics with Carbon' championship with several immaculate looking antiques joining in the racing. The Classics with Carbon fleet is a growing and important part of the British Finn class with a number of good helms seeking older wooden and GRP boats for restoration. The top performing Classic with Carbon boat was that of Martin Hughes, in his 1957 Fairey, who finished fifth overall.

Making his intentions clear in the opening race, Tremlett used his impressive speed to win the first two races, before trading second place with Simon Percival in the last of the day. Robert Deaves sat in third after the first day with three top four results. Allen Burrell was one of the favourites to take the title again, but



Martin Hughes, John Barnes, Will Patten, Simon Percival, Robert Deaves, John Tremlett

went swimming in race one, and then retired from the final race with gear failure.

Sunday was even windier, with a solid 20-25 knots increasing to 30+ by the end of the day. It was a day of attrition and endurance with only five boats finishing the final race. Tremlett was again dominant, winning two races before heading in with victory sown up with a race to spare. The final race was for hardened stalwarts only with third place overall still up for grabs. Seven boats started in 25-30 knots, and only three made it to the leeward mark unscathed. Thankfully the race officer shortened the course. It was anyone's race in these conditions, but Percival gybed early in a lull to take the win, and second overall, while the three following did granny turns. Will Patten was fastest round to cross second with De Courcy third, and another fourth for Deaves gave him third overall.

1	GBR 642	John Tremlett	6
2	GBR 635	Simon Percival	10
3	GBR 10	Robert Deaves	23
4	GBR 52	Will Patten	28
5	GBR 567	Martin Hughes	33

6	GBR 708	Michael De Courcy	37
7	GBR 2	Allen Burrell	38
8	GBR 666	Gary Phare	38
9	GBR 62	Jerry Andrews	45
10	GBR 683	Adrian Brunton	46
11	GBR 80	Ray New	51
12	GBR 61	John Heyes	61
13	GBR 605	Colin Evans	67
14	GBR 20	Andy Denison	70
15	GBR 564	Peter Vinton	75
16	GBR 1	Andy Gray	90
17	GBR 521	Simon Moss	102
18	GBR 75	James Cole	108
19	GBR 34	Peter Blick	108
20	GBR 58	Paul Brown	109
21	GBR 90	Richard Sharp	110
22	GBR 99	John Torrance	119
23	GBR 76	John Barnes	121
24	GBR 77	Howard Sellars	123
25	GBR 491	Roddy Steel	130

### Travellers Trophy 2014 final results

The prestigious Finn Travellers Trophy, first won by Vernon Stratton was awarded at the season's end open event at Warsash SC on Sunday 9th November. This year's Travellers Circuit included a marathon nine events across the country, from Roadford to Felpham and Weymouth to West Kirby, with just two discards. Despite the distances involved and a demanding job, Martin Hughes made it to six of the nine events and with every result within the top ten was a highly deserving winner of the series. Allen Burrell followed with five events and similar single figure results, ahead of Neil Robinson who also made it to five races with two outright wins.



## ITALY

### Autumn Regatta

Marco Buglielli writes: The traditional Bertacca Trophy did not take place this year and was temporarily replaced by the Autumn Regatta in Torre del Lago.

The participation was not at the usual levels because of the weather forecast, which was really bad. Indeed a nice series could be sailed in strong and medium winds.

Walter Riosa dominated the first day in 25-30 knots and controlled the fleet on the second day. Second place went to the Junior Matteo Savio and third place to his elder brother Andrea, who has still little experience on the Finn.



The annual meeting of the Italian Finn class took place during the weekend, together with the Coppa Italia 2014 prizegiving, with lots of prizes including one Finn sail offered by 3FL Saildesign.

1	ITA 55	Walter Riosa	5
2	ITA 83	Matteo Savio	10
3	ITA 183	Andrea Savio	17
4	ITA 56	Francesco Grigolon	18
5	ITA 1	Armando Battaglia	19
6	ITA 216	Filippo Parravicini	19
7	ITA 27	Andrea Poli	27
8	ITA 9	Franco Dazzi	34
9	ITA 34	Italo Bertacca	38

### Anzio Winter Series

Finn activity never stops in Italy, particularly in Anzio - 60 km south of Rome - where a strong fleet organizes every year a winter championship that allows Finn sailors from Rome to keep fit and have some fun all year round.

This winter was mild and sailing conditions were mainly light, allowing 13 races to be sailed before the last weekend of racing which will take place after Finnfare closing time.

At the time of writing Enrico Passoni is leading with a seven points margin on Francesco Cinque and has dominated all the races sailed after the Christmas break. The fight for the last podium place is between Marco Buglielli and Gino Bucciarelli, who are separated by a two points margin.

### Coppa Italia 2015

In 2015 Coppa Italia will take place over eight weekends around Italy, with some new locations and a few classic Finn regattas. Among the new location in Coppa Italia is Domaso on Como lake, where a new fleet is growing and a few Swiss friends are expected.

The complete calendar is available on the Italian website [classefinn.it](http://classefinn.it), which will be soon completely renovated.

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

### 2015 Italian Championships

In 2015 the Italian Masters Championship will take place in Marsala, Sicily, on August 26-29. Marsala is a nice town located at the extreme Western point of Sicily, and has a very long history. It was founded on Lilibeo Cape in the IV century BC by the Phoenicians. There are many interesting sites around (Egadi islands, the ancient town of Mozia, the Stagnone lagoon, the salt ponds, the medieval town of Erice, Segesta Greek temple and theatre, etc.).

Marsala is also very famous for its wines; a visit to the wineries and the cellars is very interesting and you can taste the rich local wines.

Marsala has a mild climate through the whole year and has steady winds and perfect sailing conditions (medium strength 10/15 knots).



The Italian Finn Championship was held here in 2005 and is remembered as one of the most pleasant editions, with perfect conditions and warm hospitality.

Marsala is easily reachable by ferry from Genoa, Civitavecchia and Naples. Discounted ferry fares will be negotiated at good price. A low cost International airport is in Trapani, just 15 km from the Club. There are plenty of accommodation opportunities close to the Club, at very reasonable prices.

The Club, Circolo Velico Marsala, can offer all the facilities which can make a Championship unforgettable. They have experience in hosting big international events (eg. 2006 49er Europeans). The web site is [www.circolovelicomarsala.com](http://www.circolovelicomarsala.com).

The Italian overall Championship will take place in Naples from September 17 to September 20 as part of the Italian Championships for all the Olympic classes.

### 2015 Calendar

25-26/4	Coppa Italia/Alpen Cup	Caldaro
20-21/5	Coppa Italia	Grado
25-26/6	Lillia Trophy, Coppa Italia	Domaso
26-29/8	Italian Masters	Marsala
17-20/9	Italian Championship	Naples
2-4/10	International Finn Cup	Malcesine



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## NEW ZEALAND



### 2015 National Championships

Naval Point Club Lyttelton, 28 - 30 January

Pieter-Jan Postma took the New Zealand nationals after winning seven out of the nine race series. The other two wins went to Josh Junior.

The event was part of the qualification series for the 2015 Finn Gold Cup and competition is heating up for places at the first Finn worlds in New Zealand for 25 years.

1	NED 842	Pieter-Jan Postma	9
2	NZL 24	Josh Junior	14
3	NZL 1	Matt Coutts	25
4	NZL 111	Karl Purdie	32
5	NZL 7	Brad Douglas	40
6	NZL 2	Ray Hall	49
7	NZL 10	David Hoogenboom	55
8	NZL 19	Denis Mowbray	59
9	NZL 20	Chris Wells	63
10	NZL 265	Michael Pearson	80
11	NZL 22	Dirch Andersen	82
12	NZL 3	Ben Winters	100
13	NZL 23	Alan Dawson	104
14	NZL 245	Paul Ryland	112
15	NZL 88	Gerard Lelieveld	113
16	NZL 193	Gerrit Bearda	119
17	NZL 213	Maurice Duncan	127
18	NZL 97	Hans Van der Wal	139
19	NZL 241	Kees Takak	149

### 2014 North Island Finn Championships

Tauranga Yacht Club 18 - 19 October

The Kiwi fleet had a great North Islands at Tauranga. A laid back OOD was happy to accommodate what the 11 boat fleet wanted. So they settled on running the whole regatta in one day as the Finns from Ch and Welly were keen to finish the regatta in one session for travel reasons. Awesome sailing in 12-15 knots, sprint races, 30 min each, and close racing. Matt Coutts joined in after the fleet had managed to reassemble his boat, find a sail that looked the part. Matt was his usual self on the water, fast and out in front. Ray chased him hard with Karl, Dave, Denis, Dirch and Alan all having their moments.

1	NZL123	Matt Coutts	5
2	NZL2	Ray Hall	12
3	NZL111	Karl Purdie	12
4	NZL10	David Hoogenboom	21
5	NZL19	Denis Mowbray	22
6	NZL22	Dirch Andersen	27
7	NZL23	Alan Dawson	31
8	NZL229	Mark Gardyne	37
9	NZL232	Glenn Berry	44
10	NZL227	Gerard Lelieveld	45
11	NZL13	Greg Farmer	51

### Oceanbridge Sail Auckland

29 Feb - March 1

Sailed in light winds, Josh Junior made the most of the opening day with a first and second. Pieter-Jan Postma struck back the

following day with two seconds and a first to take the overall lead after an eventful day with thunderstorms and three races winners. He stayed in the lead through the final two races, both sailed in very light winds. Andrew Murdoch won the final race to snatch the silver away from Junior.

1	NED 842	Pieter Jan Postma	13
2	NZL 16	Andrew Murdoch	15
3	NZL 1	Josh Junior	15
4	NZL 21	Nik Burfoot	23
5	AUS 41	Jake Lilley	24
6	NZL 111	Karl Purdie	31
7	NZL 7	Bradley Douglas	47
8	AUS 22	Joe McMillan	49
9	NZL 10	David Hoogenboom	50
10	NZL 22	Dirch Andersen	55
11	USA 9	Rob Coutts	68
12	GBR 11	Scott Griffiths	71
13	NZL 20	Chris Wells	76
14	NZL 6	Ben Winters	78
15	NZL 2	Ray Hall	82
16	NZL 265	Mike Pearson	84
17	NZL 23	Alan Dawson	88
18	NZL 18	Gerard Lelieveld	97



## NORWAY



Per Andreas Brodtkorb writes: Norway is well on the way to establishing a solid and growing Finn dinghy association. After being quiet for some years, the Norwegian Finn Dinghy Association has risen from the ashes and had organised a National Championship two years in a row. Based on that we expect that the next national championship, in 2015, will have larger participation than ever before.

This growth has been observed equally in the eastern and western Norway. Most members are established adults, but we also have two active juniors who have a desire to build an international career in the Finn class. Anders Pedersen has sailed the Finn since 2011, and Lars Johan Brodtkorb started his career in a borrowed boat last season. The latter gets its own boat in March 2015 and is looking forward to start sailing the Finn internationally. It is not just the youngsters who are active. Many of the members have participated in several international events in the past year and have plans to continue that this year.

In September 2014, Anders Pedersen qualified Norway for the Olympics in Rio 2016. After finishing in eighth place in Santander, he qualified Norway for the Olympics in Finn dinghy for the first time since Peer Moberg in 2008.

The achievements of Norway's young Finn sailors did not pass unnoticed by the Norwegian sailing community. At the annual celebration dinner arranged by the Norwegian Sailing Federation, both Anders and Lars Johan got several awards. They both got the 'Bragd' Award - Anders for his victory in the Finn junior World Championship in Hoorn, and Lars Johan for his victory in the World Championship for Europe dinghies in La Rochelle. Anders Pedersen was also elected the 'Sailor of the Year' for seniors, and Lars Johan Brodtkorb was hailed as the 'Junior Sailor of the Year'. It was nice to see two such good sailors together on the podium. This was a fantastic day and a great promotion for the Finn community in Norway, as both sailors who achieved the best results this year were Finn sailors.



The sailing season for 2015 has already begun. Anders Pedersen opened with a 14th place in Miami and is now 15th on the ISAF rankings. He has become a senior sailor with a clear ambition to establish himself in the top of the world ranking. He will sail all World Cup competitions and championships this season.

Lars Johan Brodtkorb will get his own Finn in March and plans to sail the Europeans, Kieler Woche, Silver Cup and the National championship this year. He studies Physics at the University in Oslo, next to his sailing career, but from the end of 2015 he will focus on the World Cups. Norway's master yachtsmen are also looking forward to a good and active year for Finn Dinghy sailing in Norway and elsewhere in the world.

The Norwegian Championship will be held in Sandefjord 29 to 30 August 2015 (above). All sailors welcome to Norway to sail with us.

<https://sites.google.com/site/nmfinnjolleoghaat2015/innbydelse>



## POLAND

Piotr Mazur writes: We had another fantastic sailing season in Poland. Numerous events were organised, with the Masters World Championship in Sopot, which attracted more than 200 sailors from around the world. It was the first international event in Poland since 1997 (the last was the Finn Gold Cup in Gdańsk) but the growing number of Finn sailors and the development of the masters society had to eventually lead to the organisation of one of the most important and prestigious international competitions.

Apart from that, seven sailing events were included in the National Cup. This year it attracted almost 50 competitors: a record in this millennium.

**PZZ Cup 17-19 May:** Three days of racing in Puck, by the seaside, attracted 22 competitors. The weather conditions were perfect, sunny and not as that windy, as it usually is in Puck in that part of the year. The event was won by Piotr Kula, ahead of Jakub Marciniak and Michał Jodłowski.

**Gdynia's President Cup:** Also a three day event, in Gdynia, next to Sopot, with 19 competitors. It was the last trial for many of the Polish masters before the Masters. The lack of wind led to the problems with performing the planned number of races, eventually five were completed. This time Jakub Marciniak was the best, Mikołaj Lahn was runner up, and Jeremi Zimny third.

**Nord Cup:** 18 participants appeared in Gdańsk at the end of June for the third event of the National Cup. Once again Piotr Kula proved to be the current number one, Jakub Marciniak was the second and Mikołaj Lahn third.

**Masters National Championship:** As it has been an open event, 25 competitors appeared in Poznań, with 18 masters, and a few seniors and juniors. The title went to Marek Jarocki, Dariusz Czapski got silver, and Włodzimierz Radwaniecki finished third. In the open results, Tomasz Kośmicki won the regatta, ahead of Marek Jarocki and Bartosz Ptak. As the number of Masters is growing, in 2015 they will have a dedicated event just for themselves.

**Sopot Finn Cup:** Two days of the beautiful and sunny weather in Sopot attracted 20 participants. Unfortunately the wind conditions were rather tricky, and only two races were held. The event was won by



Dariusz Czapski, Włodzimierz Radwaniecki was second, and Jakub Reszka third.

### National Championship 25-28.09

**Gdańsk:** 22 Finn sailors appeared in Gdańsk for the most important event of the year. Perhaps the number isn't that big, but it is always very windy in that part of the year, and so it was this time. After four days of racing in extreme weather conditions Piotr Kula (photo) once again (for the fourth consecutive time, and fifth overall) won the title. The silver medal went to Jakub Marciniak and bronze to Miłosz Wojewski. As for the juniors, Jakub Marciniak won the gold, Mikołaj Lahn silver, and Jeremi Zimny the bronze.



**Warsaw Championship:** The last event of the sailing season once again was held in Warsaw. As it is late autumn, everybody was expecting rather cold weather. Eventually it turned out to be quite warm and sunny. The last event was won by Jeremi Zimny, ahead of Tomasz Kośmicki and Bartosz Ptak.

**National Cup:** Seven events, 47 competitors, with the average of more than 20 participants per event – these are the numbers of the National Cup 2014. The overall winner is Tomasz Kośmicki, with Bartosz Ptak and Włodzimierz Radwaniecki in second and third places. Bartosz Ptak turned out to be the best junior, and Włodzimierz Radwaniecki the best master of the 2014.

**Plans for 2015:** With growing attendance and Finns appearing in new places, the Polish Finn Sailing Association decided to expand the National Cup up to 10 events, with regattas in Charzykowy, Puck, Gdynia, Sopot, Gdańsk, Poznań and Warsaw. We invite everybody to come and compete with us. All the information can be found on [www.finnclass.pl](http://www.finnclass.pl)



## RUSSIA

### International University Sailing Cup 18-25 August, Moscow

Shortly before the famous regatta Open Russian in 2014 the International University Sailing Cup was held. It was the second Cup after the one held in the run-up to the World University Summer Games - Universiade Kazan 2013. Last year the competition was only in the Finn class, this year the Snipe class with mixed format was added. As a result women had an opportunity to take a more active part in the student competition. As part of this regatta there was also held the Championship of the recently founded Russian Student Sailing League. This year due to the difficult political and economic situation not so many athletes from other countries came as it had been last year. But the competition turned out to be interesting and wide-scaled. The regatta attracted 37 students from 30 universities of Russia and Austria.

The races were carried out in varying weather conditions and the athletes could test themselves under a wide range of wind conditions. The race committee managed to carry out nine races in four racing days. During these races the fight was mainly for the second and third places, as the leaders in both championships came on after the first day. At the end of the second racing day the results were predictable: Arkady Kistanov, who made only one small mistake for the entire regatta, won all the races, except one, when he was second. But if it was clear from the beginning for Kistanov to become the leader, it was a question, who else would be in the top-three. Eugene Deev had few chances to be in the top three, but he did his best at the final racing day and ended second. Denis Kotlyarov took third place. He had chances to be second, scoring 27, but for one fateful point, and the silver medal went to Eugene Deev from Sevastopol. Also worth noting is that the Austrian sailor Holveys Lucas, who was second and third in the first races, could not







maintain his competitive advantage among the best and eventually was fourth.

The prize giving ceremony of Moscow International University Sailing Cup was held in a home atmosphere. The legendary Finn sailor, 80-year-old Viktor Kozlov, one of the founders of the student sailing section of Lomonosov Moscow State University, opened the ceremony. He spoke about the development of student sailing sport after the Second World War, about people of those days, about what they used to be. He mentioned that some students of the Physics Department coming into the sport as students, could actually make the national team in 3-4 years. At the end of his speech he wished the participants: "Sailing takes a lot, but then over the years gives back. Take up sailing in spite of everything".

All participants, race officers and organizers were awarded commemorative diplomas and gifts. Of particular note were the teams of Lomonosov Moscow State University and Moscow Institute of Physics and Technology, as the most active teams at the Cup. Particular attention was paid to the girls who successfully competed with men in the hard Finn class.

#### Results - University Cup 2014

1	RUS 6	Arkadiy Kistanov	7
2	RUS 1	Evgeniy Deev	26
3	RUS 27	Denis Kotlyarov	27
4	AUT 72	Lukas Hollwerth	28
5	RUS 23	Sergey Akulinichev	32
6	RUS 28	Artur Kotlyarov	36
7	AUT 111	Matthias Sailer	40
8	RUS 163	Vitaliy Kuvaev	46
9	RUS 11	Daniil Vostrogov	54
10	RUS 87	Pavel Selivanov	66
11	RUS 83	Kirill Mel'nikov	66
12	RUS 45	Artyom Kalganov	72
13	RUS 88	Mikhail Yatsun	81
14	RUS 77	Egor Abramov	82
15	RUS 6/H	Alexandra Agafonenok	84
16	RUS 8	Alexander Anan'ev	93
17	RUS 7	Alexandra Tcheremisova	99
18	RUS 5	Ivan Zabotin	125
19	RUS 75	Victor Potapov	140



## SPAIN



### Christmas Race, Palamos

There were generally very light winds for the Palamos Christmas Race, with only five races sailed due to the light conditions. It really came down to two sailors. Zsombor Berecz won three races to win from Milan Vujasinovic, who took one race win. The other race win went to fourth placed Alejandro Muscat.

1	HUN 40	Zsombor Berecz	5
2	CRO 69	Milan Vujasinovic	8
3	POR 5	Frederico Melo	19
4	ESP 7	Alejandro Muscat	21
5	RUS 1	Alexey Selivanov	26
6	ESP 8	Pablo Guitian Sarria	28
7	CZE 5	Ondrej Teply	28
8	URU 301	Alejandro Foglia	32
9	ITA 117	Giorgio Poggi	32
10	ESP 161	Miguel Fernandez Vasco	34
11	GBR 18	James Hadden	39
12	UKR 5	Andrii Gusenko	39
13	ESP 500	Alejandro Aranzueque	40
14	GBR 29	Peter McCoy	49
15	ESP 24	Victor Gorostegui	53
16	ESP 112	Fernando Ros Martinez	55
17	GBR 96	Hector Simpson	58
18	ITA 747	Simone Ferrarese	58
19	TUR 21	Alican Kaynar	69
20	UKR 55	Oleksandr Gusenko	74
21	FRA 89	Benjamin Montagut	76
22	UKR 69	Sergii Maliuta	77
23	ITA 83	Matteo Savio	77
24	GER 713	Lars Haverland	79
25	ESP 117	Carlos Ordóñez	88
26	ITA 191	Alessandro Cattaneo	91
27	TUN 1	Esseghir Karim	103
28	ITA 722	Michele Tognozzi	106



### Andalusian Olympic Sailing Week

Without winning a single race Jonathan Lobert won the Andalusian Olympic Week in Cadiz at the end of February with a string of top six results. Defending champion and second overall Zsombor Berecz won three races, but almost lost it to a fast finishing Thomas le Breton who won two races on the final day to move up to third. Other race wins went to Frederico Melo (two race wins), Piotr Kula, Alejandro Foglia, and Milan Vujasinovic in what was a very close and tight series sailed in a range of conditions.

1	FRA 112	Jonathan Lobert	30
2	HUN 40	Zsombor Berecz	36
3	FRA 29	Thomas le Breton	38
4	FIN 218	Tapio Nirkko	54
5	ESP 7	Alejandro Muscat	62
6	POL 17	Piotr Kula	63
7	CRO 69	Milan Vujasinovic	68



8	POR 5	Frederico Melo	74
9	URU 301	Alejandro Foglia	81
10	SWE 33	Max Salminen	87
11	UKR 5	Andrei Gusenko	97
12	CZE 5	Ondrej Teply	104
13	TUR 21	Alican Kaynar	104
14	ESP 8	Pablo Guitian Sarria	109
15	ITA 117	Giorgio Poggi	130
16	POL 1	Milosz Wiojewski	136
17	FRA 177	Fabian Pic	136
18	ITA 747	Simone Ferrarese	139
19	ESP 161	Miguel Fernandez Vasco	152
20	CAN 110	Martin Robitaille	154
21	ESP 500	Alejandro Aranzueque	161
22	TUR 1	Cem Gozen	171
23	ARG 1	Santiago Falasca	173
24	FIN 225	Mikael Hyrylainen	187
25	ARG 48	Facundo Olezza	197
26	ESP 117	Carlos Ordóñez Sanchez	219
27	ESP 575	Jorge Navarro Rios	225
28	FRA 99	Marc Allain d Beauvais	229





## SWEDEN



**ISAF World Cup 2014/2015:** Björn Allansson went back to Melbourne to defend his victory from 2014, writes Stefan Fagerland. He made a good performance during the regatta and managed to take fourth place this time. The second World Cup regatta in Miami gave all participants a mouthful. Through heavy air as well as light and shifty conditions Giles Scott showed that he is the man to beat in the Finn class. Björn had a rough week and missed the medal race a few points short in 16th place. After two completed World Cup regattas the sailors will move to Europe to continue the series and hopefully Björn, and our other national team sailor, Max Salminen, will deliver some good results on European waters. It will be exciting to follow Björn and Max during the season and hopefully they will encourage each other to further develop to reach the very top level in International Finn sailing.

**Winter training:** As usual in the winter, instead of sailing, Swedish Finn sailors focus on physical training; gym and skiing etc. Most lakes are normally ice-covered for a long period from November to early/mid April. This winter several of the Swedish Finn sailors have upgraded their gear. New boats have been ordered, masts and sails have been bought so the Swedish Finn fleet will be as competitive as ever and every sailor is eager to get out on the water as soon as possible.

**Finn World Masters 2015:** As it looks right now, Sweden will have participants at the 2015 Finn World Masters in Kavala.

However the number of sailors that will participate is unknown at the moment.

**Sweden Cup 2015:** This year the Sweden Cup includes four regattas:

- GKSS Olympic Class Regatta in Gothenburg May 1-3
- USS regatta June 13-14 in Uppsala,
- Swedish Finn Championship in Falun August 13-16
- Sola Cup in Karlstad September 12-13.

We hope that, as usual, many foreign sailors will come to the Swedish Finn Championship, in Falun, celebrating the 60th Swedish Championship in history.

### Swedish Finn website:

For more information about Swedish Finn sailing in 2015 visit [www.finnjolle.se](http://www.finnjolle.se).



## SWITZERLAND



### Finnmania

18-19 October 2014

Franz Bürgi writes: The Finn fleet on Lake Biel is growing fast. Thanks to the effort of Konrad Schüpbach and his crew, a great Finn weekend, the Finnmania, was organised for the first time. With 25 boats on the line it was a great success. The wind forecast wasn't that promising and no race could be sailed on Saturday. Also on Sunday the wind didn't really fill in but three tricky light wind races were sailed. Beat Aebischer in first place overall and Hans Fatzer in second were in a class on their own and nobody could follow the two light wind rockets. Christoph Christen finished third in front of the pack.



1	SUI 194	Beat Aebischer	5
2	SUI 1	Hans Fatzer	8
3	SUI 5	Christoph Christen	17
4	SUI 94	Andreas Friederich	22
5	SUI 7	Christoph Burger	22
6	SUI 12	Franz Bürgi	25
7	SUI 3	Carlo Lazzari	27
8	SUI 67	Peter Theurer	30
9	SUI 65	Thomas Bangerter	30
10	SUI 50	Eddy Röthlisberger	33

### Gingerbread Regatta

1-2 November 2014

With 36 Finns on the starting line the traditional Gingerbread Regatta once again was the end of season highlight. The late autumn sunshine on Saturday was not a very good weather pattern for wind. But a light southerly breeze filled in and three races could be sailed. Christoph Wilke was sailing his first Finn regatta of the year and he was not leaving any doubt about who was the champion of the day. With a score



of 1/1/3 he took a clear lead, followed by Christoph Christen, Christoph Burger and Beat Aebischer. No more races could be sailed on Sunday and the 2014 season ended with a '3 Christophs podium'.

1	SUI 6	Christoph Wilke	5
2	SUI 5	Christoph Christen	13
3	SUI 7	Christoph Burger	14
4	SUI 194	Beat Aebischer	14
5	SUI 13	Peter Kilchenmann	25
6	SUI 12	Franz Bürgi	26
7	SUI 57	Ruedi Baumann	27
8	SUI 23	Rolf Megert	36
9	SUI 18	Peter Rösti	38
10	SUI 3	Carlo Lazzari	39





## USA



### Lauderdale YC

#### Olympic Classes Regatta, January 17-19

Ivan Kijakovic Gaspic dominated the Lauderdale YC Olympic Classes Regatta to win from Caleb Paine and Piotr Kula.

1	CRO 524	Ivan Kijakovic Gaspic	10
2	USA 6	Caleb Paine	25
3	POL 17	Piotr Kula	30
4	ITA117	Giorgio Poggi	31
5	ITA 146	Michele Paoletti	36
6	RUS 7	Korshikov Anatoly	46
7	GRE 77	Ioannis Mitakis	53
8	RUS 6	Arkadiy Kistanov	55
9	RUS 57	Egor Terpigorev	56
10	EST 11	Lauri Väinsalu	62
11	CAN 2	Kyle Martin	64
12	ITA 212	Lanfranko Cirillo	70
13	RUS 1	Alexey Selivanov	78
14	USA 11	Philip Toth	93
15	USA 9	Rob Coutts	100
16	USA 5	Steve Landeau	105
17	USA 31	Joshua Revkin	112
18	USA 69	John F Dane	118
19	USA975	August Miller	122
20	USA 401	Craig Johnson	131
21	USA 32	Charles Heimler	136



Below: Caleb Paine, Ivan Kijakovic Gaspic and Piotr Kula

Photos by John Payne



FINNSHOP










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## Major Finn regattas 2015-2018

### 2015

28/3-4/4	Princess Sofia Regatta	Palma, Spain
20-26/4	SWC Hyères	Hyères, France
6-10/5	Garda Olympic Week	Riva, Italy
29/4-3/5	Regatta Port Bourgas	Bourgas, Bulgaria
1-5/5	Split Olympic Sailing Week	Split, Croatia
1-3/5	GKSS Olympic Class Regatta	Gothenburg, Sweden
8-17/5	<b>EUROPEAN CHAMPIONSHIP</b>	<b>Split, Croatia</b>
22-29/5	<b>FINN WORLD MASTERS</b>	<b>Kavala, Greece</b>
26-30/5	Delta Lloyd Regatta	Medemblik, The Netherlands
8-14/6	SWC Weymouth & Portland	Weymouth & Portland, UK
20-28/6	Kieler Woche	Kiel, Germany
28/6-5/7	<b>FINN SILVER CUP</b>	<b>Valencia, Spain</b>
12-22/8	Aquece Rio (Rio 2016 Test Event)	Rio de Janeiro, Brazil
14-15/8	CORK OCR	Kingston, Canada
15-18/8	North American Championship	Kingston, Canada
14-20/9	SWC Qingdao	Qingdao, China
3-5/10	International Finn Cup	Malcesine, Italy
5-10/10	Semaine Olympique Français	La Rochelle, France
9-12/10	Italian Championship	Loano, Italy
27/10-1/11	SWC Final	Abu Dhabi, UAE
20-30/11	<b>FINN GOLD CUP</b>	<b>Takapuna, New Zealand</b>
2-7/12	Sail Sydney	Sydney, Australia
7-13/12	SWC Melbourne	Melbourne, Australia
17-22/12	Palamos Christmas Race	Palamos, Spain

### 2016

4-8/5	Regatta Port Bourgas	Bourgas, Bulgaria
6-10/6	Sail for Gold	Weymouth & Portland, UK
13-20/5	<b>FINN WORLD MASTERS</b>	<b>Torbole, Italy</b>
tb	<b>EUROPEAN CHAMPIONSHIP</b>	<b>Barcelona, Spain</b>
tb	<b>FINN GOLD CUP</b>	<b>Gaeta, Italy</b>
8-18/8	2016 Rio Olympic Games	Rio de Janeiro, Brazil

### 2017

<b>FINN WORLD MASTERS</b>	<b>Barbados</b>
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### 2018

2018 ISAF Sailing World Championships	Århus, Denmark
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More details and links at [www.sailing.org](http://www.sailing.org) or on [www.finnclass.org](http://www.finnclass.org).





Photo: Robert Deaves/Finn Class

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