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# FINNFARE

APRIL 2016



- *LEFT: Pieter-Jan Postma wins Europeans*
- *Turkey and Seychelles win last Rio places*
- *Ben Cornish interview*
- *IFA AGM in Takapuna*
- *Weight Management by Ross Hamilton*



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Photo: Robert Deaves



## President's Letter

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

**T**he first major Finn regatta of the year has just finished in Barcelona with a new winner crowned 2016 Finn Senior European Champion and with two other podium finishers stepping for the first time on the podium of a major Finn event. The fleet of the Championship represented a large number of countries including countries sailing for the first time a major event in the Finn.

However, there was more to come with the Trofeo Princesa Sofía Regatta with Turkey and Seychelles winning the remaining continental places for the 2016 Rio Olympic Games in a fierce battle of almost a dozen serious contenders for the last remaining European quota place.

May will bring the fleet to Gaeta in Italy for the 2016 Finn Gold Cup whereas our masters fleet will visit Lake Garda for their traditional Finn Worlds Masters. I wish all sailors – junior, senior, or master – all the best for the coming weeks and hope that the Olympic dreams of those qualified for Rio will come true.

The ISAF Mid-Year Meeting will be held in Switzerland right before the Gold Cup with many short and long term items on World Sailing's agenda, including a major restructuring plan of the federation's management and distribution of powers. Once the results are final, we will give you first-hand information on issues affecting Olympic sailing.

In the hope of seeing many of you early May in Gaeta I wish you all the best.

**Dr. Balazs Hajdu  
HUN-1  
IFA President**



Opening shot: Caleb Paine on his way to winning the USA Olympic trials during the Europeans in Barcelona

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**Cover photo:** Josh Junior in Barcelona ]  
Inset: Pieter-Jan Postma  
All photos: © Robert Deaves/Finn Class.

**IFA website:** [finnclass.org](http://finnclass.org)

**Finnshop:** [finnclass.org/shop](http://finnclass.org/shop)

**Finn Masters:** [finnworldmasters.com](http://finnworldmasters.com)

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**Facebook:** Finn-Class

#### FINNFARE Editor

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



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#### Major Finn regattas 2016-2018

##### 2016

31/4-1/5, Lake Garda, Italy

##### Italian Masters Championship

4-8/5, Bourgas, Bulgaria

##### Regatta Port Bourgas

5-13/5

##### FINN GOLD CUP

Gaeta, Italy

([2016.finngoldcup.org](http://2016.finngoldcup.org))

13-20/5, Torbole, Italy

##### FINN WORLD MASTERS

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

24-28/5, Medemblik, Netherlands

##### Delta Lloyd Regatta

6-12/6 • Weymouth & Portland, UK

##### WS SWC Weymouth & Portland

22-26/6, Thunersee, Switzerland

##### Swiss Championship

3-9/7, Århus, Denmark

##### FINN SILVER CUP

([2016.finnsilvercup.org](http://2016.finnsilvercup.org))

5-21/8, Rio de Janeiro, Brazil

##### 2016 OLYMPIC GAMES

16-21, Moscow, Russia

##### International University Sailing Cup (Students, U27)

23-28/8, Moscow, Russia

##### Open Russian

10-16/10, Qingdao, China

##### WS SWC Qingdao

5-11/12, Melbourne, Australia

##### ISAF Sailing World Cup Melbourne

##### 2017

2-9 June • Barbados

##### FINN WORLD MASTERS

Sept. (tbc) • Balatonföldvár, Hungary

##### FINN GOLD CUP

tbc • Marseilles, France

##### EUROPEAN CHAMPIONSHIP

July (tbc) • Balatonfüred, Hungary

##### FINN SILVER CUP

##### 2018

tbc • Århus, Denmark

##### ISAF Sailing World Championships

More details and regatta links can be found on  
[www.sailing.org](http://www.sailing.org) or on [www.finnclass.org](http://www.finnclass.org). Please  
check all details before travelling as dates can  
change at short notice.

## IFA Executive Committee 2015-16

#### President of Honour

Gerardo Seeliger  
Paseo Marquesa Viuda de Aldama, 52  
28109 La Moraleja, Madrid, Spain  
Mob: +34 609 20 10 20  
Email: [gerardo.seeliger@fundacionsyc.org](mailto:gerardo.seeliger@fundacionsyc.org)

#### President

Dr Balazs Hajdu  
Furj u 25, H-1124 Budapest, Hungary  
Mob: +36 30 332 7415 • Fax: +36 1 319 1680  
Email: [balazs.hajdu@t-online.hu](mailto:balazs.hajdu@t-online.hu)  
Skype: bhajdu001

#### Vice-President – Sailing

Björn Allansson  
Frälsegårdsgatan 5C, 431 42 Mölndal  
Sweden  
Tel: +46 735 353 641  
Email: [bjorn.allansson@gmail.com](mailto:bjorn.allansson@gmail.com)

#### Vice-President – Development

Alejandro Foglia  
Calle Suiza 9, B, 5, 13  
Valencia 46024, Spain  
Tel: +34 638 440 683  
Email: [alejandrofoglia@me.com](mailto:alejandrofoglia@me.com)

#### Vice-President – Masters' Fleet

Andy Denison  
4 Wickfield Ave, Christchurch  
BH23 1JB, UK  
Tel: +44 (0)1202 484748  
Mob: +44 (0)7802 355 522  
Email: [andy@denisons.com](mailto:andy@denisons.com)  
[www.finnworldmasters.com](http://www.finnworldmasters.com)

#### Executive Director

Corinne McKenzie  
39 Rue du Portal d'Amont  
66370 Pezilla la Riviere, France  
Mob: +33 670 10 18 13  
Tel/fax: +33 4 68 92 60 46  
Email: [corinne.mckenzie@orange.fr](mailto:corinne.mckenzie@orange.fr)  
Skype: corinnerollandmckenzie

#### Chairman Technical Committee

Rory Barnes  
16 Riverdale Lane, Christchurch  
Dorset, BH23 1RL  
Tel: +44 1202 471 289  
Mobile: +44 7711 724 515  
Email [roryb@barnesingram.co.uk](mailto:roryb@barnesingram.co.uk)

#### Honorary Treasurer

Tim Carver  
Tel: +44 7798 927971  
Email: [tim@timcarver.com](mailto:tim@timcarver.com), Skype: carvert

#### Special projects

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

#### Chief Measurer

Jüri Saraskin  
Lossi 1A, Tallinn, EE0026, Estonia  
Tel: (W) +372 6726 777, (H) +372 6726 222  
Mob: + 372 501 1321, Fax: +372 6726 778  
Email: [info@perimex.ee](mailto:info@perimex.ee)

#### Chairman Marketing Committee

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

# News

## New Finn Class Clothing

The Finn class is now partnering with Blackjack Designs from Burnham-on-Crouch in the UK to produce its official class clothing.

Two lines are available 'International Finn Class' and 'Finn World Masters'.

You can make orders online here:

<http://shop.blackjackbuy.com/FinnClass>

## Leave a legacy to FIDEs

No matter how large or small, leaving a legacy to FIDEs will make a very real difference to the opportunities and support that the class can give to Finn sailors around the world. What better way to give back to the sport that has given you so much during your lifetime? For more information on leaving a legacy to the Finn class please see page 27.

## 2016 IFA AGM

The 2016 IFA AGM will be held during the 2016 Finn Gold Cup in Gaeta on Saturday 7 May.

The Agenda and Papers will be published on [finnclub.org](http://finnclub.org) as soon as possible.

## Exclusive Rob Coutts fine art prints to help the FINNTEAM

The Finn Class is delighted to announce it is partnering with Finn sailor and artist Rob Coutts to exclusively offer fine art prints of his distinctive oil paintings of Finns to help the class fund its FINNTEAM development programme sailing team.

Rob Coutts has very generously provided the Finn class with exclusive access to five of his original oil paintings to



offer authorised prints for sale through the Finnshop. All profits from the sale go to help the sailors in the FINNTEAM prepare for the Rio Olympics and then support them as they start to prepare for Tokyo in four years time. Rob is a long time Finn sailor who won the Grand Masters title at the Finn World Masters in 2012. He is still actively sailing

Finns out of Waiheke Island in New Zealand and San Diego, USA.

The FINNTEAM is a group of, currently, five sailors training and learning together with joint funding available through a Finn class initiative. It is a short cut to learning, as they share logistics, coaching and information to grow as a group and reach the highest levels. They come from diverse backgrounds and all sides of the planet, but one thing they have in common is a lack of funding and this is where the Finn Class is trying to make a difference, by promoting the FINNTEAM and the sailors and helping them to achieve their ambitions.

Two members of the FINNTEAM, Alejandro Foglia (URU) and Facundo Olezza (ARG) have already qualified for Rio.

Rob Coutt's paintings are available as giclée fine art prints in a range of size. They are available on both Fine Art Rag and Canvas. Other sizes can be printed on demand.

For more information and ordering please go to:  
[www.finnclub.org/robcoutts](http://www.finnclub.org/robcoutts)



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# Sailing World Cup

The 2016 Sailing World Cup started in Melbourne shortly after the Finn Gold Cup, before moving to Miami. Further events through 2016 will be Hyeres, Weymouth & Portland and finally Qingdao.

## 1. ISAF Sailing World Cup Melbourne

1	AUS 261	Oliver Tweddell	1	(2)	2	2	1	2	1	2	2	13
2	CRO 1	Josip Olujic	(2)	1	1	1	2	1	2	1	4	13
3	AUS 274	Nicholas Kennedy	3	3	(dnc)	dnc	dnc	dnc	dnc	dnc	dnc	38

FOLLOWING ALMOST IMMEDIATELY after the Gold Cup in Takapuna, most sailors were resting, but Oliver Tweddell and Josip Olujic engaged in an absorbing match race on Port Philip which left them dead level. Tweddell took the gold by virtue of winning the medal race.

Photos: Sport the Library/Sail Melbourne





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## 2. ISAF Sailing World Cup Miami

THE BIGGEST CHALLENGE at this year's Sailing World Cup Miami was the weather, which never really cooperated and at some moments was decidedly inclement.

Only one race was managed on the opening day, then Caleb Paine took the lead on the second day before the third day was almost complete washout with torrential rain keeping the fleets shore for most of the day. Finally one late race and another win for Jonas Høgh Christensen

put him back on top.

Three more races on the final day of qualification left a six way fight for the gold in the medal race with Jorge Zarif the new leader with a slim points margin.

It was a medal race that delivered excitement, upset and emotion in ample measures. But Zarif kept his cool in a tense and exciting race to walk away with his first World Cup win. The London 2012 silver medallist, Høgh-Christensen

1	BRA 109	Jorge Zarif	(19)	7	2	4	4	5	3	9	4	38
2	DEN 2	Jonas Høgh-Christensen	1	2	11	(18)	1	16	1	3	10	45
3	RUS 6	Arkadiy Kistanov	3	10	6	8	(25)	2	4	11	2	46
4	AUS 41	Jake Lilley	9	bfd	1	2	5	6	2	18	8	51
5	USA 4	Zach Railey	13	1	(15)	1	2	9	7	12	12	57
6	USA 6	Caleb Paine	8	4	3	3	11	3	8	(15)	dnf	62
7	CHN 1226	Lei Gong	2	3	7	6	7	13	22	(27)	6	66
8	NOR 1	Anders Pedersen	14	(bfd)	9	10	3	1	10	6	14	67
9	RUS 2	Aleksey Borisov	4	6	8	11	18	8	11	(22)	18	84
10	ARG 48	Facundo Olezza	5	19	(23)	5	6	20	12	2	16	85

11	ITA 117	Giorgio Poggi	88	29	RUS 41	Felix Denikaev	179
12	SWE 6	Björn Allansson	94	30	RUS 1	Alexey Selivanov	179
13	CAN 18	Tom Ramshaw	95	31	CAN 35	Dominic Fritz	196
14	USA 91	Luke Muller	95	32	USA 9	Rob Coutts	208
15	RUS 57	Egor Terpigorev	96	33	USA 69	John Dane	210
16	ARG 7	Juan Ignacio Biava	105	34	RUS 212	Lanfranco Cirillo	217
17	TUR 21	Alican Kaynar	108	35	USA 77	Peter Carey	243
18	RUS 7	Vladimir Krutskikh	108	36	USA 234	Michael Brandon	247
19	CAN 110	Martin Robitaille	125	37	USA 1214	Peter Connally	251
20	CHI 12	Antonio Poncell	133	38	USA 94	Ryan Schwend	255
21	USA 74	Henry Sprague III	134	39	ARG 40	Ricardo Reyes Andersson	262
22	USA 11	Philip Toth	137	40	USA 101	Peter Frissell	263
23	DEN 24	Andre Højen Christiansen	140	41	USA 32	Charles Heimler	263
24	CAN 2	Kyle Martin	143	42	USA 1213	Andras Nady	271
25	CRO 1	Josip Olujic	144	43	USA 23	James Hunter	273
26	CAN 99	Riley Finch	150	44	USA 401	Craig Johnson	277
27	ARG 1	Santiago Falasca	156	45	USA 911	Jim Revkin	299
28	CAN 9	Rob Hemming	165	46	USA 819	John Woodruff	313



had to settle for silver while Arkadiy Kistanov sailed a exceptional race to take the race win and the bronze.

As well as being Zarif's first ever Sailing World Cup regatta win it is his first major regatta win since he took the world title three years ago. He rounded the top mark in the lead while Kistanov worked the right downwind and then took the lead after splitting tacks at the gate. Zarif had dropped to fourth at the next top mark and as the wind started to drop, the final downwind was tricky sailing in the choppy waters. Kistanov held the lead until the finish, from Zarif and Lei Gong who had rounded the first top mark in tenth place but found the same shift as Kistanov half way up the second beat.

But that was only half the story. There was also keen interest on the American Olympic trials. SWC Miami was stage 1 and Zach Railey, the 2008 silver medalist and Caleb Paine traded places all week. In the end, aggressive tactics from Railey on the final leg left Paine behind and due to a finish line mistake, he scored DNF. Railey finished one place ahead overall, but the pair were basically tied going into Stage 2, The Europeans in Barcelona a few weeks later.





# First major title for Pieter-Jan Postma at Europeans in Barcelona



1	NED 842	Pieter-Jan Postma	33	1	6	3	2	6	8	12	38
2	HUN 40	Zsombor Berecz	4	7	14	4	21	9	4	4	46
3	CRO 69	Milan Vujasinovic	1	4	2	44	16	13	1	10	47
4	NZL 24	Josh Junior	8	6	1	5	8	41	30	8	66
5	GBR 91	Ben Cornish	16	11	21	1	1	39	5	18	73
6	SLO 573	Vasilij Zbogor	13	22	8	43	9	2	20	2	76
7	BRA 109	Jorge Zarif	29	8	16	2	28	11	17	6	88
8	CRO 524	Ivan Kljakovic Gaspic	21	16	5	48	4	20	13	16	95
9	GRE 77	Ioannis Mitakis	2	34	13	30	6	3	23	20	97
10	CAN 18	Tom Ramshaw	10	9	30	11	22	bfd	3	14	99

**P**ieter-Jan Postma's biggest adversary has always been himself, but at the 2016 European Championship in Barcelona, he overcame that as well as 89 other competitors to take his first major Finn championship title after 10 years in the class. Zsombor Berecz also recorded a career best with the silver medal and becomes the best placed Hungarian of all time. Bronze medallist Milan Vujasinovic sailed the regatta of his life, won two races and narrowly missed an overall win.

The event was also being used by many countries as an Olympic selection indicator, with the most high profile being the US trials, the second in two events after the Sailing World Cup Miami. With the huge numbers, the stage was set for a thrilling week of racing that also brought the worst weather and wind conditions for Barcelona for six months. The usual reliable breeze was all used up in practice and the sailors had to cope with wind from all directions during the

week. It was very testing on competitors as well as the race committee with delays and postponements every day except the last when the schedule was changed to send out the fleet very early for the final qualification race in the offshore wind before it died around midday.

The week opened with a single late race on Monday. Fittingly it was defending champion Ivan Kljakovic Gaspic who led round the top mark, but that was as far as it went, with Vujasinovic taking the lead on the second beat to lead into the finish. Caleb Paine was leading the second race as the wind died and it was abandoned at the top mark.

Vujasinovic continued to excel on Tuesday, to move into an eight-point lead from Josh Junior and Berecz. The day started with another delay to wait for the wind, but when it started filling in it kept building to 13-15 knots during the day for some great, if shifty, racing which combined with a huge swell, made for an interesting day. Postma stole the first race after moving into the lead on the last wave

before the final mark. Filippo Baldassari had led the entire race, rounding the top mark ahead of USA legend Henry Sprague. The second race was owned by Josh Junior whose exceptional offwind speed in these conditions gave him the lead on the first downwind to sail away for a comfortable win.

On Wednesday only one race was sailed in a shifty, rainy, offshore wind that never settled enough to get in a second race. Jorge Zarif led at the top from Ben Cornish and Postma and looked to have the race sealed up, building a nice lead. However, on the final downwind, Zarif and Cornish split gybes and when they came back together the Brazilian's lead had vanished. Cornish nipped inside to take the win. Junior now led overall from Berecz and Postma.

Thursday was then lost after the fleet was held onshore for two hours before being sent out in what looked like a promising breeze. Three attempts at a start were made, with five boats receiving a black flag penalty before the

11	DEN 2	Jonas Høgh-Christensen	3	35	10	25	30	1	18	87
12	URU 301	Alejandro Foglia	30	20	29	6	14	4	15	88
13	ITA 123	Filippo Baldassari	41	3	31	14	13	10	19	90
14	NOR 1	Anders Pedersen	15	10	11	29	20	8	27	91
15	GBR 11	Ed Wright	23	12	7	24	15	bfd	12	93
16	CZE 5	Ondrej Těplý	9	38	23	34	7	7	21	101
17	RUS 57	Egor Terpigorev	14	23	33	16	3	24	32	112
18	ESP 7	Alejandro Muscat	28	17	20	23	25	26	10	121
19	NZL 16	Andrew Murdoch	19	26	4	40	32	17	24	122
20	SWE 6	Bjorn Allansson	31	24	19	17	38	22	9	122
21	CRO 52	Nenad Bugarin	6	41	25	39	5	19	35	129
22	AUS 261	Oliver Tweddell	50	5	34	8	10	23	49	129
23	POL 17	Piotr Kula	27	48	17	49	27	16	2	137
24	USA 6	Caleb Paine	58	2	12	19	40	63	7	138
25	ITA 146	Michele Paoletti	32	28	37	10	19	15	46	141
26	ESP 17	Pablo Guitian Sarria	7	43	27	69	11	37	22	147
27	TUR 21	Alican Kaynar	65	14	24	67	26	5	16	150
28	CRO 1	Josip Olujic	20	27	dnf	12	17	43	40	159
29	USA 4	Zach Railey	24	19	3	38	37	dsq	44	165
30	GER 259	Phillip Kasueske	43	45	32	22	34	30	6	167
31	ITA 66	Enrico Voltolini	40	47	22	7	bfd	12	41	169
32	POR 5	Frederico Melo	45	30	18	15	31	54	37	176
33	ITA 117	Giorgio Poggi	36	37	9	61	29	21	45	177
34	RUS 6	Arkadiy Kistanov	18	44	42	35	12	27	74	178
35	RUS 73	Vladimir Krutskikh	17	29	39	18	18	25	dnf	198
36	AUS 41	Jake Lilley	46	15	15	60	bfd	36	34	206
37	CAN 110	Martin Robitaille	75	21	40	58	49	29	11	208
38	UKR 5	Andrii Gusenko	53	33	28	33	53	rdg	26	213.2
39	EST 2	Deniss Karpak	5	13	35	31	39	bfd	dnc	214
40	RUS 2	Aleksei Borisov	51	18	26	52	35	35	50	215
41	GER 25	Max Kohlhoff	34	25	51	78	45	33	33	221
42	ITA 147	Simone Ferrarese	25	46	41	36	47	bfd	28	223
43	GBR 29	Peter McCoy	35	52	58	9	51	28	51	226
44	POL 16	Mikolaj Lahn	55	36	45	41	43	14	60	234
45	DEN 24	André Højen Christiansen	63	39	36	42	24	38	57	236
46	RUS 7	Anatoly Korshikov	22	50	47	28	59	dsq	38	244
47	FIN 225	Mikael Hyryläinen	61	65	48	20	bfd	44	14	252
48	IRL 40	Oisín McClelland	38	42	52	26	64	45	52	255
49	NOR 9	Lars Johan Brodtkorb	37	63	61	63	36	18	48	263
50	CZE 1	Michael Maier	39	58	44	37	52	40	53	265
51	RUS 4	Evgeniy Deiev	73	49	55	45	42	47	29	267
52	GBR 96	Hector Simpson	67	32	46	54	44	34	61	271
53	POL 13	Michał Jodłowski	71	53	53	57	23	50	36	272
54	GER 595	Simon Gorgels	52	62	50	32	46	59	39	278
55	USA 74	Henry Sprague	26	31	68	46	61	52	79	284
56	ESP 717	Victor Gorostegui Arce	44	57	49	70	50	42	43	285
57	USA 91	Luke Muller	64	51	43	68	bfd	32	31	289
58	USA 11	Phil Toth	bfd	59	59	13	55	51	56	293
59	POL 116	Sebastian Kalafarski	57	67	71	65	56	31	42	318
60	GBR 707	Callum Dixon	68	75	67	21	63	76	25	319
61	FRA 99	Marc Allain Des Beauvais	60	60	69	62	33	69	47	331
62	SEY 1	Allan Julie	78	54	57	51	41	62	71	336
63	FRA 89	Benjamin Montagut	56	73	62	50	58	55	58	339
64	GER 252	Eike Martens	69	61	56	66	48	49	66	346
65	ITA 83	Matteo Savio	74	55	60	53	60	48	70	346
66	ESP 888	Andrés Ivan Lloret Pérez	48	69	72	47	62	57	64	347
67	GBR 98	Cameron Tweedle	80	68	63	27	bfd	46	72	356
68	ESP 575	Jorge Navarro Rios	42	71	64	73	54	60	68	359
69	ARG 48	Facundo Olezza	12	40	38	dnf	dsq	dnc	dnc	363
70	GRE 21	Antonios Tsotras	47	64	66	64	66	70	dnc	377
71	EST 11	Lauri Väinsalu	11	bfd	54	83	bfd	bfd	55	385
72	SWE 11	Johannes Pettersson	76	66	65	86	65	53	65	390
73	RUS 41	Felix Denikaev	62	56	75	77	bfd	58	67	395
74	ESP 117	Carlos Ordóñez Sánchez	66	72	77	59	67	56	78	397
75	FRA 106	Damis Duterte Vielle	70	74	70	79	57	66	63	400
76	GER 231	Denny Jeschull	72	86	73	56	71	67	69	408
77	NZL 64	Brendan McCarty	77	70	76	75	73	64	54	412
78	SUI 25	Till Klammer	59	77	74	71	80	61	75	417
79	AUS 269	John Craggs Alexander	49	87	79	55	70	dnf	dnc	431
80	POL 22	Jeremi Zimny	54	78	82	74	69	68	dnf	434
81	SLO 99	Jan Orel	87	76	80	84	74	78	59	451
82	SUI 63	Thomas Gautschi	83	79	78	72	72	75	76	452
83	ITA 114	Roberto Benedetti	82	dnf	84	76	77	71	77	467
84	SUI 3	Carlo Lazzari	86	82	dnc	dnc	78	73	62	472
85	AUS 68	Jay Harrison	79	80	dnc	81	68	77	dnc	476
86	ESP 114	David Ordóñez	85	83	83	80	81	79	73	479
87	USA 32	Charles Heimler	81	84	dnf	87	76	72	dnc	491
88	RUS 212	Lanfranco Cirillo	84	81	81	82	75	dnf	dnc	494
89	ESP 337	Miguel Ángel Morales	89	85	85	85	79	80	80	494
90	ESP 6	Roger Jordana Quer	88	88	dns	dnc	82	74	dnc	514



wind flipped 90 degrees and new breeze tried to fill in. At moments it looked quite nice but it never stabilised for long enough to keep the PRO happy enough to send the fleet away. After two hours of waiting, in what was now a huge swell going up the course, he sent the fleet ashore.

Cornish carried on where he left off Wednesday with a second race win on Friday in some of the best conditions of the week. Egor Terpigorev showed up at the front of the fleet for the first time, leading round the top mark from Cornish and Postma. Cornish and Postma moved ahead downwind and battled throughout, with Cornish just getting a better approach to the final mark to lead to the finish, by win by a wave.

Jonas Høgh-Christensen found the front in the second race of the day, overtaking Ioannis Mitakis, who had led from the first mark, on the final downwind. A sixth place for Postma was enough to retain the championship lead he had gained after the first race of the day.

But the real interest was what was happening behind them on the penultimate day of the US Olympic selection trials. Zach Railey and Paine were neck and neck and locked together all through Race 5, but after the discard came into effect, Paine had a ten points lead. Then in Race 6, Railey got the perfect start at the pin and

looked to have the advantage.

However a poor second beat from him and a great one from Paine left them only a few boats apart at the final top mark. Then Railey got a yellow flag and on the last run they started jousting and it looked like something was going to happen. Railey then introduced a mark trap on Paine and prevented him from rounding letting about 50 boats sail past. By dragging Paine back through the fleet, Railey had forced them to both count their discards. This moved Railey back into a 10 point lead over Paine. Railey got disqualified for Rule 18.4 – not gybing around the mark when he was supposed to. It was going to come down to the final race.

On the final day the start time was brought forward to 9.30 to try and get the final race done before the wind died around midday. Vujasinovic tacked right at the boat end of the line and led

round the top, never to be headed, for his second race win of the week. Paine rounded second while Railey was deep. The fleet closed on Vujasinovic on the final downwind as the breeze almost vanished, but there was just enough to push them across the finish and for the whole fleet to finish. Paine crossed in seventh to secure the US berth in Rio, while Railey, who had chosen the



wrong side of the first upwind was still mid fleet. Postma recovered to eighth at the finish to hold a 10-point lead into the medal race.

Ondra Teply had led the juniors all week in the last junior competition before it turns to U23. Philip Kasüeske had a great second half of the week to take the silver, while defending champion Arkadiy Kistanov won the bronze.

Into the medal race and the gold could go one of three ways: Postma, Vujasinovic or Berecz. They all kept everyone guessing right to the end of the medal race. Postma held the early advantage to round in third, but then on the downwind he let Vujasinovic split gybes to chase a puff which never arrived. When they came back at the gate the Croatian was up to second and Postma was down to seventh. It was a long way from over. Berecz then moved up to second on the final upwind, so the final downwind to the finish would be decisive. Though there was a nice sea breeze in place it was under 10 knots so they all had to be careful.

Vasilij Zbogor had rounded the last top mark in the lead and went on to win the race. A second from Berecz was enough to pass Vujasinovic and take the silver. Vujasinovic crossed in fifth to take the bronze and with Postma recovering to sixth, the gold was finally his.

Vujasinovic described his week, "It's my first medal in an Olympic class. I believe I had a pretty consistent week, except for one bad race. I stayed calm, I looked out for the small things around the course. It could have been even better than this but I am really happy with the bronze. We've had a very good competition this week. It was just a training regatta for me but as it turned out, it was a very good training regatta."

Vujasinovic and Berecz train at the Dinghy Academy in Valencia. "Having two Dinghy Academy sailors on the podium is very good for us and I think our head coach Luca Devoti will be very happy with that."

Berecz said, "We had a great week of sailing here and I am really happy I was one of the more consistent sailors during the week. It means that we are

on the good way to Rio and we will keep working in the same way. There were 90 boats here and a really great thing about the Finn class is that everyone starts together which is very intense, and you have to make all the right decisions. It was close racing, every race was close, no one won by a huge margin. So it was really nice sailing."

Postma "It was awesome. A very sold week, but a very light and shifty week. They were not really my conditions but we trained a lot for it. This is the bottom range for Rio and I had a really good series. Great starts, good tactics, great strategy. In the medal race I had a good start. I had Milan on the back of me and I had an awesome upwind and was second at the top and then downwind I let him go too far and he gained a lot and came in ahead of me. That was not the plan. So I had to catch him up on the second beat."

"It was very stressful after I lost control. Milan is an amazing sailor, as is Zsombor. The level is super high and I made one mistake and they directly went for it. To win in Rio you need more experience like that. With this win every step gets closer. So it will be a fight in Rio. I definitely want to do better in Rio. We still have a lot of work to do but it's going well. Also thanks to my training partner Josh Junior we keep improving and we'll be ready."

On his success and failures, "There have been some upsets. In the last Olympics I had a medal in my hands and I let it go. But it's a process of experience and more and more experience counts. But this is big one for me and I am really happy with this."





in the World and that was something I couldn't let pass me by."

### Knowledge

The knowledge and background of the British team enabled him to fasttrack through the fleet.

*"The last couple of years has seen a number of the top boys go in new directions, and this left an open door to work closely with Giles and Matt Howard. I owe a big thank you to Andrew Mills, Mark Andrews, Matt and Giles for getting me off the ground from a clueless Laser sailor, and investing time in my development."*

He feels that to train alongside Scott is a privilege and says the knowledge sharing in the team remains open and constructive. *"I am a believer that working with someone better than you is important to increase the rate of development. Being able to spar against the best in the world gives me a target. I know that if I go out on a given day and can match Giles in tuning then I am doing something right."*

*"The training on the water is intense and I have never come in from training thinking that I haven't learnt something new. Between Matt and Giles and myself we all seem very well synced together with what works and what doesn't and everyone is happy to speak up if something could be done better. Everyone shares ideas and opinions, which I take a huge amount from."*

A fifth place at the 2016 Finn Europeans in Barcelona was a career best for Ben Cornish, the latest in a long line of successful Finn sailors in the British Sailing Team. He has only been in the class for two years and already making a mark at the front of the fleet. He has also been training extensively with Giles Scott in Rio. We asked him for his thoughts on racing in the Finn class, training in Rio, learning from Giles and where he saw the class taking him.

Ben Cornish's junior years were spent racing Cadets with his crew Sam Matson. The pair had some success in the Cadet including becoming U16 British National Champions. *"The Cadet was the first boat I raced and I started with really no idea. I enjoy looking back on the experiences we had learning to race."* He began sailing the Laser at

16 years of age out of his local sailing club in Exmouth, in the south-west of England. He was a member of the Olympic development squad in the Laser and says he was 'lucky' to be part of a very competitive training group.

Then in 2014 he joined the Finn Class. *"Actually the idea came on the back of an average Laser World Championships in Oman 2013. My coach at the time Peter Walker put the idea to me and I didn't take too much convincing. The timing of the transition was extremely fortunately for me. The British Laser class was stacked with talent and on the given day most of the boys could compete towards the front. Thompo [Nick Thompson] was clearly the favourite for 2016 so for me it was never realistic to pursue the Laser."*

*"The British Finn Squad holds a prestigious name as being the strongest*

## Ben Cornish interview



*"Being involved in technical developments with Giles is something which you cannot put a price on. Being able to assist with someone's preparations for an Olympic Games is teaching me things which I hope I can transfer into my own Olympic success when my time comes."*

*"I am so privileged to be in this position and I know that most people in the fleet would give a lot to be able to do this every day."*

### Motivated

Despite sailing in the shadow of Scott's success he remains motivated to become the best in the world and win an Olympic Gold medal. Does he feel that is achievable? *"I guess it's a similar question that Giles was posed with a few years ago. I don't anticipate to be selected for the Olympics unless I am the best in the world. Fortunately I have a few years on Giles and I hope that when I get my chance at Olympic Gold that I am in a position to win. My motivation is to become the best and to keep improving every year."*

*"It has been my focus ever since I was a child. I was lucky to grow up watching my peers in Exmouth on their Olympic journey. Joe Glanfield, Stevie Morrison and Ben Rhodes were in the peak of their campaigns, which was a real motivation for me growing up. It's great to see these guys on the coaching side of the team now and they are all super supportive of my development."*

He describes being part of one of the most success Finn squads of all time as an honour, but *"I wouldn't say that it comes with any pressure or expectation other than what I put on myself. Obviously there is a dominant history within the UK and it would be great to keep that going for generations to come. I believe that the success we have is thanks to the likes of Ben and Giles who have moved the game on technically and passed that information down to the likes of myself to make the most of in our campaigns."*

### Memorable

Interviewed just after the Europeans in Barcelona, Ben says the competition was very tough and memorable. *"My most memorable Finn race has to come from the recent Europeans battling with PJ on a couple of occasions and managing to take two race wins. I remember following the Finn results in the Ainslie era, and it is really great to be able to compete against people like PJ who have been at the front of the fleet for so long."*



*"There were so many guys there with something to prove to their selectors ahead of the Olympics and it was great to be able to race with a clear head. There were some standout performances from PJ and it was great to see him win his first major. Also Zsombor and Milan sailed brilliantly all week and those three really deserved to be on the podium."*

Does he feel he could have done better than fifth? *"I had one day where I threw away points on both second beats which was really frustrating. I was moving through the water really well upwind and downwind but I had one slip up which in hindsight probably cost me a step on that podium. I am pleased that I can identify something to work on before the Worlds and focus on. My coach for the event, James Gray, did a great job of keeping me honest and we reviewed each day as it happened and I took away a lot of lessons from the tricky conditions in Barcelona."*

### Big fleets

*"I really enjoy the big fleet racing. For me 100 boats on a start line is real racing;*



*you have to be very switched on every day because a few mistakes can cost you. I enjoy the challenge of the course size too, with so much leverage off the line and up the first beat it teaches you a huge amount about positioning and reading the gains. I have worked hard the past few years to reduce my risk taking on the race course and it is great to see the success starting to shine through."*

*"I think the Finn lends itself to big course racing. The physicality of the boat rewards those who are in the best shape and also the technical side of the class allows marginal gains to play out over the course of a 90-minute race. I appreciate that for viewing it isn't the most exciting however I think the compromise for a short boat on boat type event would take away what the sailors really want."*

### Physicality

Regarding physicality of the class, Ben is certainly not the tallest sailor in the boat park, but has clearly beefed up since starting in the Finn. *"The physical side of training is something I absolutely love so the weight gain for me wasn't too much of a problem. Keeping the weight on in the first year was hard but I seem to have found a good body weight now that I can sit at quite comfortably. I think the great thing about the Finn is that you can tweak your kit to fit yourself. Softer masts for lighter people means that you really can personalise your setup and find something which works for you."*

Is there a trade off in terms of muscular bulk against fitness? *"I wouldn't say that you can't be competitive without muscle in the class. There are a lot of guys out there who aren't completely athletes but have extremely good technique, but the physical side of it can be used to compliment the technique. For sure there are days when the amount of power you can exert is relative to how fast you go but most of the time the finest will come out on top."*



## Rio

Through working with Scott, Ben has probably done more training in Rio than some of the sailors who will actually be going in August. He says the venue is far from a simple venue with many different things to learn on each of the race areas. *"I have been lucky enough to spend lots of time on the Olympic waters of Rio over the past couple of years. I think that we can expect to see a regatta with a complete mix of conditions. I think the guys that will be at the front will be those who are fast in everything and can avoid any bad days. I'm really excited to watch the racing having spent so many weeks out there training and mostly getting the strategy incorrect."*

Finally, after two years in the class, why do you think it attracts such a wide range of talent and larger than life characters? *"The Finn class is filled with so many great people who are all willing to help you and chat about the day's racing. I was totally blown away with the amount of kind people in the class and I think it fuels itself; it makes you want to help others."*

*"I'm starting to find strength in my downwind sailing. I think after hours chasing Giles downwind I am starting to catch up with his techniques. It's an area which we spend a lot of time focusing on. The real challenge with downwind sailing in a Finn is that every day could require a different technique, body weight position, intensity of pumping surfing or non-surfing. It's about knowing which technique to use and when, which makes people stand out I think and for sure the guys at the front of the fleet are rarely losing boats on the runs."*

How does he see himself developing

in the years to come and especially looking towards Tokyo? *"It's been nice to see improvements each year and that gives me confidence that my work ethic and approach is correct. My focus for the rest of this season will be on the World Championships. This will be the last event for me for this season and I would love to end it on a great result. Looking forward into the next year it is too soon to say what I would like to do but I anticipate next year to have a few less of the favourites around so a good opportunity to close the gap with the guys on the podium."*

# Hit trailer





Josh Junior (below) sealed his first ever European regatta win with a day to spare at the 47th Trofeo Princesa Sofia IBEROSTAR to take the gold by 27 points. Giles Scott won the silver after a race 10 retirement due to rudder failure when he was in a commanding position and Tapio Nirkko took the bronze, his second major medal inside nine months.

However that is only half the story that unfolded in Palma this year. It was also the final continental qualifier for Rio with one European and one African place up for grabs. The expected strong showing from Africa didn't happen with just two boats. Four time Olympian in the Laser, Allan Julie from Seychelles never lost a point to Karim Esseghir (above) from Tunisia and didn't have to sail the final race.

The battle for the final European place was intense and hard fought throughout the week, with 32 sailors from eight nation sailing to come out on top. In the end it boiled down to Russia, Turkey and Czech Republic, with Spain, Portugal, and Poland close behind. Five or six nations were always locked together at the end of each day making any mistakes severely punished.

Alican Kaynar, the 2012 Turkish Olympian rose to the top on the penultimate day and fended off strong challenges from Egor Terpigorev from Russia and World Junior Champion Ondra Tepy from Czech Republic to be able to qualify Turkey. It went right down to the wire. He took a 10 point advantage over Terpigorev into the final race and held it together to finish on top.

As most sailors commented, Palma this year was likely the most competitive regatta of the year with virtually all the big names sailing, and of course the first defeat for World Champion Giles Scott in three years.



## Turkey and Seychelles win final Rio places in Palma

1	NZL 24	Josh Junior	2	5	2	(14)	1	5	3	6	5	12	10	51
2	GBR 41	Giles Scott	3	1	45	11	2	2	4	1	1(dnc)		8	78
3	FIN 218	Tapio Nirkko	5	11	(29)	2	3	7	12	8	2	10	18	78
4	AUS 41	Jake Lilley	1	13	10	23	4	1	(24)	9	3	2	14	80
5	NED 842	Pieter-Jan Postma	8	6	34	1	5	4	1	(bfd)	4	8	12	83
6	GRE 77	Ioannis Mitakis	19	7	13	5	(bfd)	14	5	4	8	9	4	88
7	HUN 40	Zsombor Berecz	9	12	8	(26)	19	8	10	3	6	21	2	98
8	FRA 112	Jonathan Lobert	10	8	7	(20)	14	3	18	7	15	5	16	103
9	BRA 109	Jorge Zarif	13	9	16	4	6	11	27	(bfd)	18	1	6	111
10	SWE 33	Max Salminen	7	3	28	8	7	(32)	19	15	11	4	20	122

11	AUS 261	Oliver Tweddell	114	43	CZE 1	Michael Maier	369
12	CRO 69	Milan Vujasinovic	127	44	NOR 9	Lars Johan Brodtkorb	369
13	USA 6	Caleb Paine	131	45	IRL 40	Oisin Mcclelland	371
14	NOR 1	Anders Pedersen	135	46	POL 1	Milosz Wojewski	377
15	GBR 91	Ben Cornish	141	47	ITA 123	Filippo Baldassari	383
16	DEN 2	Jonas Høgh-Christensen	150	48	RUS 73	Vladimir Krutskikh	392
17	SLO 573	Vasilij Zbogor	152	49	ITA 83	Matteo Savio	397
18	TUR 21	Alican Kaynar	155	50	ESP 161	Miguel Fernández Vasco	400
19	ITA 146	Michele Paoletti	156	51	FRA 93	Antoine Devineau	416
20	CZE 5	Ondrej Tepy	165.5	52	FIN 225	Mikael Hyryläinen	424
21	RUS 57	Egor Terpigorev	172	53	POL 13	Michal Jodlowski	433
22	URU 301	Alejandro Foglia	180	54	ESP 500	Alejandro Aranzueque	436
23	ITA 66	Enrico Voltolini	182	55	DEN 24	André Højen Christiansen	445
24	POL 17	Piotr Kula	187	56	SEY 1	Allan Julie	451
25	CAN 110	Martin Robitaille	191	57	POL 8	Lukasz Lesinski	451
26	POR 5	Frederico Melo	197	58	ARG 48	Facundo Olezza	473
27	ITA 117	Giorgio Poggi	201	59	CAN 9	Robert Hemming	474
28	GBR 96	Hector Simpson	233	60	POL 116	Sebastian Kalafarski	509
29	GER 259	Phillip Kasueske	235	61	ESP 575	Jorge Navarro Rios	512
30	ESP 7	Alejandro Muscat	242	62	ESP 117	Carlos Ordóñez Sánchez	513
31	CAN 18	Tom Ramshaw	263	63	SWE 11	Johannes Pettersson	516
32	ESP 17	Pablo Guitián Sarria	266	64	FRA 99	Marc Allain Des Beauvais	540
33	GER 25	Max Kohlhoff	274	65	GER 231	Denny Jeschull	569
34	RUS 6	Arkadiy Kistanov	278	66	ESP 888	Andres Ivan Lloret Perez	572
35	GBR 29	Peter McCoy	281	67	SUI 63	Thomas Gautschi	579
36	UKR 5	Andrii Gusenko	286	68	ESP 717	Victor Gorostegui Arce	585
37	RUS 2	Aleksey Borisov	312	69	TUN 1	Karim Esseghir	611
38	ITA 147	Simone Ferrarese	343	70	NZL 64	Brendan Mccarty	613
39	POL 16	Mikolaj Lahn	356	71	AUS 269	John Craggs Alexander	624
40	RUS 7	Anatoly Korshikov	359	72	RUS 212	Lanfranko Cirillo	633
41	GER 252	Eike Martens Tjark	359	73	AUS 68	Jay Harrison	652
42	RUS 4	Evgeniy Deev	366	74	RUS 142	Yury Polovinkin	653



# Cannes victory for Benjamin Montagut

By François Richard Pictures By Dominique Silve

**P**reviously named Ski Yachting and launched during the 1960s, Cannes Finn International Week has become a meeting for sailors of all generations wishing to break the long central and northern European winter. The Yacht Club de Cannes keeps the event as World Sailing grade two, even with the associated costs of measurers and international jury members. However Cannes remains very reasonable as regards entry fees and also the atmosphere is always very relaxed, I would even say familial, and who doesn't dream about sailing alongside the Croisette?

This is probably the reason for the

success of this event for 14 years now. It merges, in a friendly atmosphere Masters that can't spent too much time going to the south of Spain or Portugal. Indeed Cannes 2016 attracted again three of the best young Olympians including the Estonian Deniss Karpak, already twice winner in previous years. Thus the almost ever-happy Deniss was seen as heavy favourite. Testing a D-Fantastica after a Wilke hull in 2014 and 2015, the tall and heavy Estonia was greedy on day one. With a southerly wind with gusts reaching 22 to 25 knots under a ceiling of clouds and rain, the race committee was reluctant to send the sixty sailors out into the bay. But Karpak went out

with Laurent Hay. Both sailed one hour while many other guys, awaiting at club house, were bitter not to be able to race, when obviously conditions could not allow racing without easier sea conditions, as even Deniss capsized.

The endless sailors chats lasted all next day as well since the Mistral showed up over 25 to 28 knots. However the bar tender made a fortune in beer and meals.

Hope came on day 3 with bright skies but a very fluky and shifting breeze turning from north-west and finally coming from south-east. Three starts, and two general recalls kept the guys on the West Harbour Cannes Bay three hours before the first race could be started. Wisely choosing centre of line, as most favourites opted for pin end of line, Karpak soon tacked onto port to reach the windward mark. But unlike normal, the south-easterly breeze never generated the expected lifts on port. Instead the curve of wind favoured the race committee boat side starters who also had tacked on port and found a more steady breeze. Among those a pack of Swiss light weather experts and above all, the Bern based Carlo Lazzari who tacked first on starboard, and gained an impressive unbeatable lead. Karpak passed mark 1 in fourth neck and neck with Dutch Bas Weyman and German Rolf Elsaesser. Karpak soon passed them on the run to end second on finish line on shortened course. It was a rather bad race but the sailors could do it with



a view over Cannes glorious Croisette background.

The final fourth day wasn't promising at first sight: cold rain, no real wind and four more hours to be spent in clubhouse. A number of guys lost hope and started packing their Finn back on trailers to drive back home sooner. The easterly wind finally rose in the early afternoon to allow two races in near to freezing conditions and average 12-16 knots. The East Harbour Bay pin end starters quickly rushed to shore before tacking back. On a more central route the unique Mike Maier rounded mark 1 in lead. He later lost on the run with high pressure from Karpak on the second beat as new leader while a trio of the best French, Hay, Michel Audouin and Benjamin Montagut followed. The third and final race started in the same awful conditions but this time the easterly wind gusts came much more from the right. The current left side option cost the best guys their worst result while instead those opting for right side gained big dividends. The 26 years old La Rochelle based Benjamin Montagut (twice French champion in past three years) had seen the wind evolution on the right and started by the boat to soon tack on top of the fleet and slowly increase his lead till he got the bullet.

Lithuanian Tauras Rymonys was also one of the smart guys enjoying a similar strategy. He ended second ahead of Swiss Hans Fatzer. With a clean score of 8, 5 and 1 Benjamin Montagut nicely and fairly won Cannes races for the first time to beat both Karpak and Maier while German Uli Breuer was another very consistent sailor with 5, 10, 10.

After just one year of Finn races, the former Europe class expert and local, Damis Dutertre got eighth overall as best Junior. Montagut ended best senior while Swiss Till Klammer was best Master. Top Grand Master was Maier with Fatzer as best Grand Grand Master. The writer of these lines, François Richard won the Legend group and enjoyed rounding marks and finishing race 3 just behind Karpak.

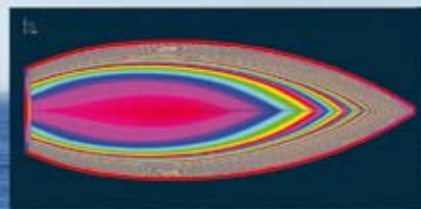
At the end of the day, it was the very first time in 14 years that weather conditions prevented the race committee from launching less than 5 races. Indeed it was really stormy everywhere in Europe at the same time and it is said that when you can't sail anywhere else, there always a chance to do it in Cannes. But sometimes it's too much even for French Riviera. C'est la vie! Next year the Olympians, freed



out from their final tunings, trials and selections will join us again the event and as well French, Italians, Portuguese and central Europeans. Will local and regional French sailors make the most of the situation to enjoy challenging the best?

Definitely we need Cannes in February as this is the shortest way to get some sun and comfortable temperature, in order to break wintertime.

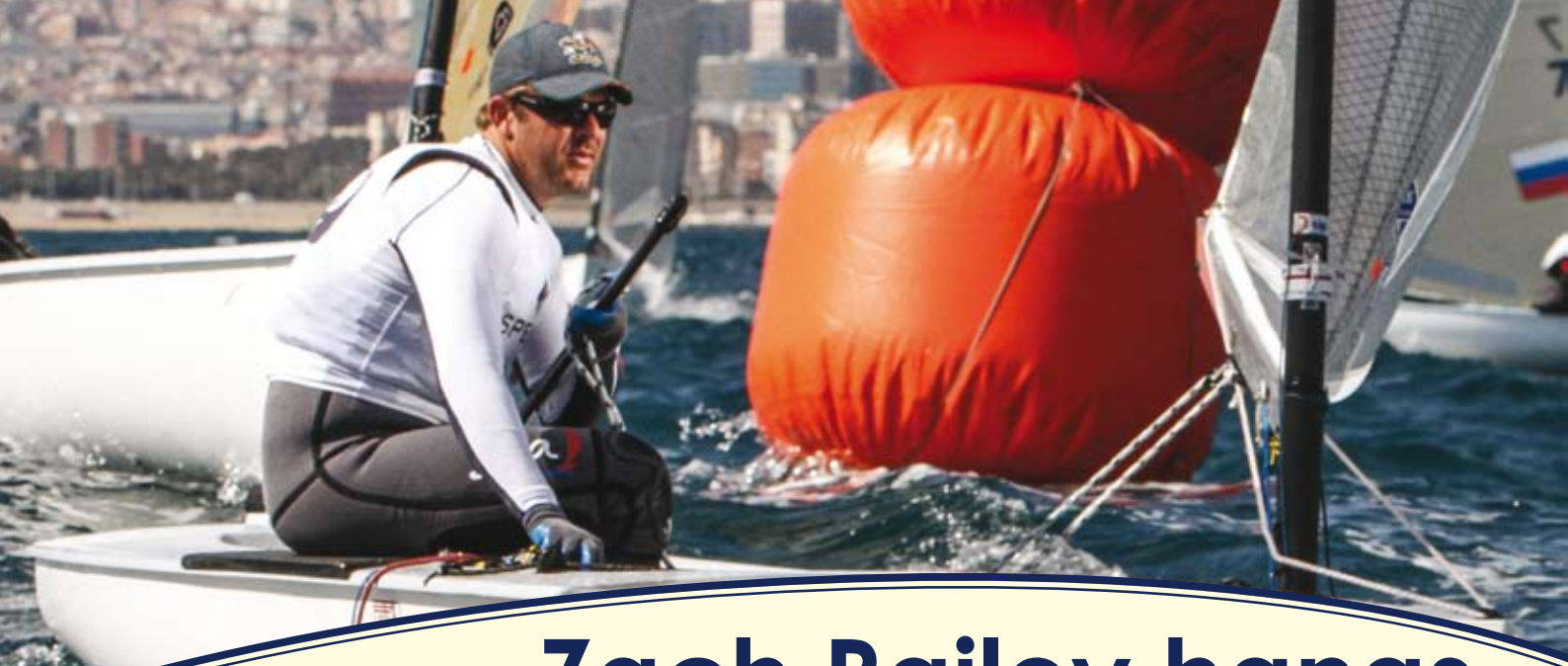
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# Zach Railey hangs up his boots

One of the most absorbing of the various Olympic trials to take place this Olympiad was the USA trials between the double Olympian and 2008 Silver medallist Zach Railey, and Caleb Paine, hoping to qualify for his first Olympic Games.

The US trials involved two events, Sailing World Cup Miami and the 2016 Europeans. Railey came out ahead in Miami, but only by one place, which meant they were effectively tied going into the Europeans as that was also the tiebreaker. In Barcelona, Railey got off to the better start, with Paine carrying a high score until the discard kicked in. Then, when things started to get close, Railey and Paine were involved in a pivotal battle of wits in the sixth race as Railey laid a mark trap at the final mark to drag Paine through the fleet so he had to once again count the earlier high score.

They ended up in the protest room and Railey was disqualified from that race for failing to gybe round the mark inside the two-boat length zone, but Paine was denied redress. This left Railey ahead by 10 points, with just one race to sail. In the final race Paine found the best of the wind to place seventh, while Railey

chose the wrong side on the first beat and could only recover to 44th. Six years of training for Paine had come down to one race. For Railey, he had only returned to the campaign trail late in 2015.

Here Zach Railey gives his views on the Finn, his comeback, the Olympics and that now famous mark trap in Barcelona.

*"When I was 28 years old I had to figure out what I was going to do for the rest of my life so I took a few years off to figure that out, and now I love the business world. I love the competitive side of the business world. I am a very competitive person. I don't like to lose. It doesn't matter what it is. We can play a board game, I don't want to lose the board game. I hate losing. And I hate not reaching my goals."*

*"So when I got into the business world, I found there's goals there too, there's things you can obtain, and obviously there's money to be made. There's employees and business growth, there's competition against other people who are selling the same products as you. And you are trying to beat that competition, so it's just like sailing or athletics, but you are not out on race course racing in your boat. And of course I missed that side of it and I really missed sailing."*

*"That was the draw to come back. I missed being in the boat and I enjoy being out on the water. There was the right group of guys that were coming back sailing and that was very important to me."*

That group included London 2012 Silver medalist Jonas Høgh-Christensen from Denmark and

Ed Wright from Great Britain.

*"My history with Jonas is very well known. We have known each other since Optimists and we've been friends since we were 11 years old. We have gone to two Olympics together and have each been very successful in individual Olympics, so when I got that phone call that he was going to give it another go, then there was a bit of peer pressure to get out of the office a bit more. And it's been really good and a lot of fun."*

## Disqualification

Railey explained about the disqualification. *"It was for when you are inside the zone you have to gybe round the mark once there is an overlap established. The way I had read the rule was that if the boat clear ahead entered the zone beforehand then they were able to hold the boat up to go round the mark. And the interpretation that the jury gave was that if an overlap was established regardless of if a boat was clear ahead, once that overlap was established, you have to at least gybe to go around the mark. That's what the DSQ was for, it's an interpretation of the rule that I hadn't heard before and or understood."*

The incident caused widespread interest and media comment as well as setting up the last race decider. *"There's an opinion out that there maybe it shouldn't be happening in a fleet race, but at the Olympic level and at this high level of athletics in sailing it's very much an accepted part of the sport. We're not going out and crashing into each other's boats and putting holes in each other's boats, and violating rules over and over*





to do that. We're sailing within the rules and making the best decision you can to benefit yourself as much as possible to win the race. I don't think you should be match racing on your Tuesday evening beer can races, but when you get to the Olympic level and only one person gets to go to the Games, there's no issue with it."

#### Time over

Having failed to win selection for Rio, Railey now says his time is over. "This is it. No more sailing for me, back to the real world. I have a couple of companies back home and I'm going to put my competitive energy into focusing on growing our businesses and being successful in the private sector."

"I love the Finn. It's a technical boat, highly physical; it's a really fun boat to sail. It also fits my body really well. I'm a big guy, I'm 6'4" and my weight can range

up and down depending on how much I am training but I am usually 100 kg, and that's what the boat was made for. It's been a very successful Olympic boat and it has a lot of great history, a lot of amazing sailors who have come through it, and were very successful in the Finn and other endeavours after that. I've enjoyed sailing it and I'm always going to want to sail it. I'm sure I'll come back and do some Masters Worlds after I have made some money and can spend it on having fun. And you never know, where sailing takes you. It's a sport you can do for your entire life, so I'll find some way to stay in the sport somehow."

"But in terms of an Olympic career this is it. I have hung my boots on top of the mast, so I'm done. You never want it to end, but I'll be 32 in May I'll be 36 at the next Games. I'm an old man and it's time to move on."

What was the attraction of the Finn to him? "I think it's the competition."



Sailing in general is a test of our best against someone else's best, and you don't always come out of top in high level anything. If you are trying to do anything that most people won't even make the effort to do it's because it's hard, you have to accept that sometimes you are going to lose. You take the wins and you take the losses and move on."

On Paine's chances in Rio, "He is sailing very well. A lot of people I don't think gave Caleb his due respect as an athlete and as a sailor. It was incredibly hard to catch back up to where he is. I came very close, I gave it a really good run. I had six months to do it and I think I did everything I could to try to get there."

What was the standout moment for him in his sailing career? "Beijing 2008 was pretty special, winning the silver. Going to two Olympic Games was a lot of fun." Does anything else compare to that? "Never. You could sell all the business deals in the world but not a chance."



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# Sailing and bodyweight management

by Ross Hamilton

**B**y now most of us realize the importance of bodyweight in sailing. Too light and we get blown out the back of the fleet and too heavy, we drag the boat slowly around the course. In terms of body composition the boat cannot differentiate between fat and muscle mass. In terms of our conditioning though it is important we have an optimal body composition.

Fat mass is dead weight whereas lean mass produces force and gives us strength. It is obvious which is more beneficial.

The main concern when it comes to sailors and their bodyweight is time. We often have very little time between regattas for us to make any significant changes to bodyweight. We often try and rush the weight gain or loss to just

get it done ASAP. This generally leads to Yo-Yo weight fluctuations where one minute our weight is up, the next minute we've lost it all without meaning to. This applies to weight loss and weight gain. Most short term weight fluctuations are merely fluctuations in water or glycogen stores as these both have quite a significant weight and levels change frequently in the body. Generally speaking weight loss or gain in excess of 1-2lbs a week is more likely water than muscle and or fat changes. Fat loss and muscle gain occur over a relatively long time period.

In order to achieve successful weight changes we need to have a consistent and sustainable approach. This endeavour should be treated as a marathon and not a sprint. Nutrition is half of the battle and experience has shown me that sailors from different cultures have very different eating habits. Consulting with a registered dietitian ideally specialising in sport is highly recommended to anyone looking to manage their weight.

## Weight Loss

Weight loss is tricky for athletes, as calorie deficit is required to lose weight. A deficit can however, cause an athlete to lack enough energy to perform. That is why we recommend athletes use fasted low intensity cardio to elicit some fat loss. This is ideally done in the morning before breakfast. Low intensity is



great as it avoids inducing fatigue which may hinder performance in training sessions later in the day. Low intensity also utilizes fat more effectively than higher intensity work. This means you can be a little more precise with the fuel you burn. 30mins walking or cycling is ideal as it is low impact and a little easier to keep intensity lower than running or rowing. Eating afterwards allows you to be fuelled for the following sessions in the day. This is great because you are not simply burning off breakfast; you are using the fat stores within the body.

High intensity conditioning is also touted as a rapid way to burn fat. It should be noted that doing this in a carbohydrate depleted state can lead to muscle loss and higher levels of fatigue. More recovery time is required and this may become problematic if skill focused sessions are affected by fatigue. Circuit or interval sessions can be used but athletes should be in a fuelled state and appropriate recovery should be planned.

### Weight Gain

Needing to gain weight appears to be an easy task for most. Just eat whatever you like and as much as you can. Unfortunately it is not so simple. Muscle growth or hypertrophy takes time. It can be very easy to overeat thinking it will accelerate the process. It does not work unless there is adequate hormonal support for this growth. Hypertrophy is slow and a realistic goal would be approximately 1.5kg per month. However, some of us gain 3-4kg and wonder why or how we went up 3% body fat when we trained so much. In order to gain weight we must be in a calorie surplus and we need adequate protein. A protein intake of 1.5g per kg is the minimum we recommend for athletes trying to gain muscle.

Muscle grows as an adaptive mechanism. When we train we damage muscle fibres and the body then repairs. When it repairs it tends to overdo the repair to protect from recurring damage. This leads to a larger stronger muscle fibre. In order to see significant growth we need an adequate volume and frequency of damage and recovery to occur. 3-4 strength sessions per week is optimal. Rep and set schemes are also important. Training each muscle group twice per week is effective incorporating a heavy and light day.

For example an athlete should train legs Monday and Friday. Monday they should use 4 sets of 6 repetitions at approximately 80% of 1 rep max. On Friday they might do 4 sets of 12-15 repetitions at approximately 70% one rep max. This high low method is a pretty effective method.

It should be noted that hypertrophy training creates quite a lot of structural damage and requires a lot more recovery than other types. Soreness and tightness is common and may be detrimental to skill focused training. For that reason it is recommended that it be left to the offseason where it may be given direct attention. High volume in a training block will also hinder the rate of muscle growth and recovery. It is common for sailors to do a lot of cardiovascular training in addition to sailing and strength work. They can counteract each other so it is important to separate them when a

specific weakness or need is being addressed.

In terms of nutrition there are great mobile apps which can help you maintain a diet log. These are excellent for troubleshooting and keeping an idea of how your diet is influencing your weight. Perhaps the simplest and most popular is "myfitnesspal" which we tend to use with most of our athletes as it is free to download and use.

If you should have any concerns or need help with how you are approaching training or weight management then do not hesitate to contact us. Personally weight management was a huge part of my sailing career and without a doubt had a significant influence on results.





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## AUSTRIA



### KPMG Finn Trophy Attersee

Aug 22-23, 2015

Bernhard Klingler writes: A solid fleet of 34 Finn sailors from four nations gathered for the FTA regatta at the Union Yacht Club Attersee, in the lakes region of Austria. The conditions proved to be very good for the weekend, the signature thermal 'rose wind' kicked in with 8-12 knots from the north-east, complemented by lots of sunshine on the crystal clear waters of the lake.



Five races were sailed, with and without flag O. Multiple Austrian champion Michael Gubi had a great series of 2-2-1-2-3, but in the end was beaten by Czech Rudolf Lidarik to take the Rofi Trophy. Third place went to Vaclav Cintl, also from the strong fleet of 10 Czech sailors.

Bernd Moser, Gerd Wayrethmayr and Peter Groegl were the next three Austrians in the ranks. Christian Conrads from DTYC in Germany took 10th place.

In the end a lot of happy faces



were seen within the Finn crowd. The weather was great, and Austria's largest sailing club UYCAS proved to be a good host, with solid race officers, great infrastructure and lots of free Zipfer-beer.

This year, on Aug 25-28, 2016 it is ready to host the International Austrian Finn Championships, with hopefully lots of friends and competitors.

1	CZE 3	Rudolf Lidarik	4
2	AUT 7	Michael Gubi	7
3	CZE 70	Vaclav Cintl	12
4	AUT 11	Bernd Moser	24
5	AUT 303	Gerd Wayrethmayr	24
6	CZE 318	Martin Plecity	25
7	AUT 350	Peter Grögl	28
8	AUT 511	Gerhard Schwendt	30
9	AUT 288	Hannes Blaschke	37
10	AUT 0	Christian Conrads	39



### Austrian Nationals 2015

Neusiedlersee, 3 -6 Sept

Jan Kurfeld won three races to take the 23015 Austrian Championship. Christoph Christen won two more, while Ondra Teply won the other two and was never worse than second, but counting a DNC left him off the podium.

1	GER 771	Jan Kurfeld	10
2	SUI 5	Christoph Christen	16
3	AUT 7	Michael Gubi	28
4	GER 165	Dirk Meid	30
5	GER 81	Jan-Dietmar Dellas	35
6	AUT 111	Michael Luschan	39
7	GER 157	Frank Dinnebier	41
8	CZE 5	Ondrej Teply	48
9	GER 22	Martin Mitterer	48
10	AUT 11	Bernd Moser	60

## AUSTRALIA



### Australian Nationals 2015/16

Adelaide Sailing Club, Jan 2016

1	AUS 10	John Condie	8
2	AUS 5	Matt Visser	27
3	AUS 3	Jake Gunther	29
4	AUS 274	Nick Kennedy	32
5	AUS 68	Jay Harrison	34
6	AUS 6A	Bob Buchanan	37
7	AUS 33	Stuart Skeggs	54
8	AUS 243	Neville Wild	55
9	AUS 8	Dirk Seret	58
10	AUS 9	John Shallvey	59

## NEW ZEALAND



### New Zealand Nationals 2016

Waiuku Yacht Club, 11 to 14 February

1	NED 842	Pieter-Jan Postma	14
2	NZL 24	Josh Junior	16
3	NZL 16	Andrew Murdoch	21
4	NZL 64	Brendan McCarty	50
5	NZL 4	Mark Perrow	50
6	NZL 2	Ray Hall	54
7	NZL 232	Ian Baker	55
8	NZL 22	Dirch Andersen	65
9	NZL 18	Gerard Lelieveld	91
10	NZL10	David Hoogenboom	94



# Finn races around the world





## Brazilian Nationals 2016 São Paulo, February 12-14

Jorge Rodrigues writes: The 2016 Finn Nationals was hosted by Yacht Club Paulista (YCP) at Guarapiranga Lake, São Paulo right after the Carnival holidays. The club comprises the biggest Finn fleet in Brazil and is also recognised for its hospitality. This year we had 23 sailors from São Paulo, Rio de Janeiro and Niteroi, as well as the Olympic medalist and Gold Cup winner Rafa Trujillo trying to beat the reigning champion Jorge Zarif. Most of the sailors took advantage of the holidays to get some practice before the first day since YCP set courses for practice races during the week.

The first day of competition started with a light breeze from the south, sun and blue sky. The first race started with some delay due to a two general recalls. A black flag fixed the issue. Jorge Zarif had a great speed and played the wind shifts well to win the race from A to Z. Henry 'Maguila' Boening secured the second place and Antonio Moreira, only 18 year old, a new talent from Niteroi, Rio de Janeiro, got the third.

In the second race of the day, Trujillo chose to the left side of the course to get a 20 degrees wind shift and build a good margin to win the race. Zarif was second and Henrique 'Imperador' Cabette got the third place in his return to the Finn Class after 5 years of absence.

The second day was also blessed by great weather. The light breeze from the south was still in, and



Mauricio Bueno, a decorated sailor from Sao Paulo got first place in Race 3, followed by Zarif and Boening. Race 4 was held in the same conditions and Zarif took another bullet, followed by Boening and Moreira again. The fleet returned to the club to enjoy a great Brazilian Barbecue and the traditional camaraderie environment at the club balcony.

The last day was tricky. The wind changed direction to north-west and the race committee moved the race course to the north side of the lake. Race 5 started with 8 to 10 knots in the second attempt, after a general recall, and Zarif once again took the bullet, followed by Moreira and Boening. The last race of the championship was held in a thrilling 8 to 15 knots wind with Oscar flag up the pole. All sailors started the free pumping battle downwind. Zarif won the race to be crowned Brazilian Champion for the seventh time. Now he needs only two additional titles to match his father's record. Jorge Zarif Neto, Brazilian sailing legend, who passed away in 2008, was National Champion nine times.

After the race, Rafa Trujillo provided a splendid clinic to all sailors, focusing on boat tuning, mast and sail selection and boat handling. The prizegiving ceremony was held immediately after Rafa's clinic and a big celebration followed.

The winning trio of Jorge Zarif, Henry 'Maguila' Boening and Rafa Trujillo were expected due their past



performances and great experience in the Finn class. The class felt very happy also with the performance of the Junior sailor Antonio Moreira in fourth place. It is a good sign that the class is attracting new good sailors.



1	BRA 109	Jorge Zarif	6
2	BRA 1	Henry Boening	13
3	ESP 100	Rafael Trujillo	16
4	BRA 114	Antonio Moreira	18
5	BRA 100	Mauricio Bueno	25
6	BRA 97	Ricardo Santos	32
7	BRA 103	Luis Mosquera	40
8	BRA 5	Henrique Cabette	45
9	BRA 11	Robert Rittscher	45
10	BRA 3	Ricardo Valerio	50

Now it's time to focus on the next championships. Sao Paulo Championship and Rio de Janeiro State Championship are being planned. All sailors will have enough time to improve their technique after getting Rafa's tips.

We are planning to have our next Nationals in São Paulo again, to balance the number of Championships realised for the class in the last years.





Marco Buglielli writes: The Italian Finn Class is very excited to have the opportunity of hosting two World Championships in two consecutive weeks, and everybody is preparing for these events.

Between end of April and mid May will take place the Italian Master Championship (Acquafresca, Garda lake April 29 - May 1), the Finn Gold Cup in Gaeta and the Finn World Master in Torbole, which looks set to become by far the most participated event in Finn history.



## Coppa Italia 2016

Coppa Italia, Italian major Finn Trophy, started in Anzio on March 19-20 in perfect conditions, with a record participation of 53 Finns from all over Italy and the welcome presence of the young Greek Antonis Tsotras.

Two warm and sunny days with winds from 6 to 13 knots allowed five races to be sailed. Conditions were not easy, with small shifts and difference of pressure, which made the races tactically challenging.

The first two race wins went to Roberto Strappati, a newcomer who started sailing the Finn last summer, very fast and at ease in the boat. The third race was sailed in a stronger breeze with free pumping on downwind legs and the young and fit Alessandro Vongher from Tuscany took the bullet passing the local veteran Enrico Passoni on the last downwind.

On Sunday the wind had shifted to south-east and was lighter. After a short wait afloat the remaining two races were sailed and both were dominated by Giacomo Giovanelli. With these wins Giacomo passed Roberto and won the event, with Roberto Strappati in second place and Enrico Passoni



in third. Francesco Cinque, the current Grand Master world champion, was fourth and Alessandro Vongher was fifth. The prize for the first Junior went to Matteo Carbone, while Giacomo Giovanelli also received the Trophy for the first Master dedicated to Giorgio Sannino, the late 'nostromo' of the organizing Club in Anzio, Circolo della Vela di Roma.

After two weeks the Coppa Italia moved to Castiglione della Pescaia for the second event and to complete the selections for the Finn Gold Cup in Gaeta. 42 Finns were present but unfortunately the weather did not cooperate and Castiglione, a place renowned for its westerly breeze, was unusually calm, with a southerly light gradient wind contrasting the thermal breeze.

Only one race was sailed and it was again Giacomo Giovanelli who took the bullet and the event, preceding Marco Buglielli and Nicola Roncoroni.

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.



## Major Finn regattas in Italy in 2016

18-19 June, Viareggio, *Coppa Italia*  
3-4 September, Fano, *Coppa Italia*  
30 September - 2 October, Malcesine  
*International Finn Cup*  
6-9 October, Formia  
*Italian Championship*



## SWEDEN



Stefan Fagerlund writes: Since a few years back the Swedish Finn Association has been working on the recruitment of new young sailors. As an example there will this year be a 'testing the Finn activity' at the sailing gymnasium in Motala which will be held in May, for the third year in a row. This activity is arranged in cooperation with the Swedish Sailing Federation and the sailing gymnasium in Motala.



One of the students in Motala who has been participating in earlier 'testing the Finn activities' is Johannes Pettersson from Mora, who has, going into this season, bought his own Pata FX Finn.

So far, he has been participating at the European Championships in Barcelona and the Trofeo Princesa Sofia IBEROSTAR in Mallorca.

The season plan for Johannes includes also the U23 World Championship in Aarhus, Denmark, where also Emil Bengtsson (son of the former Finn sailor Ingvar Bengtsson, SWE 698) will participate.

During this spring the Swedish Finn Association will continuously try to find additional participants for the U23 Worlds.

Included in the preparations prior to the U23 Worlds, these young sailors will be trained, and during the regatta coached, by Björn Allansson who will be a very competitive mentor to the youngsters.

Approaching the national season of 2016 the Swedish Finn fleet is looking forward to the Swedish Cup that this year will include the following regattas:

**6-8 May, Gothenburg – GKSS Olympic Class regatta**

**18-19 June, Uppsala**

**USS Regatta (including Swedish Masters Championship)**

**12-14 August, Varberg – Swedish Championship**

**3-4 September, Karlstad – Sola Cup**



The Olympic regatta is not far away and the participant from Sweden will be, as decided by the Swedish Olympic Committee, Max Salminen, SWE 33. Max who won the Gold medal in the Star class together with the well known former Finn sailor Fredrik Lööf, at the 2012 Olympics in London, is now sailing on his own, trying to defeat the rest of the Olympic Finn fleet in Rio.

In the Masters division, the Swedish fleet will be quite active and as it looks today, around ten Masters sailors will head down to Torbole, Italy for this year's World Masters Championship.

Since the ice slowly loosen its grip on the Swedish waters the Finn sailors awakens and prepares for the coming season with sunny weather and fresh winds.

See you all on the water.



## POLAND



### Polish Cup 2016

This year will be another thrilling one in terms of the National Cup. Feel invited to the following seven events:

1. Rybnik Cup – Rybnik 9-10.04.2016
2. Polish Yachting Association Cup – Krynica Morska – 20-22.05.2016
3. Nordcup – Gdańsk – 25-27.06.2016
4. Western Pomerania Cup – Szczecin – 29-31.07.2016
5. AZS Cup – Poznań – 12-14.08.2016
6. Polish National Championship – Gdańsk – 22-25.09.2016
7. Polish Cup Final – Zegrze – 08-09.10.2016

Apart from the series above the Polish Masters Championship will be held in Puck – 26-28.08.2016

Please feel invited. All further information is available on the [www.finnclass.pl](http://www.finnclass.pl) website.



## USA



Charles Heimler, USA 32 writes:  
The United States of America Finn Association (USAFA) and Finn Canada merged their class structures over the winter under the North American Finn Association banner. This helps the two countries on the same continent coordinate as before their Finn activities. Canadian sailors are now in the midst of selecting who to send to Rio, while the United States Sailing association trials saw Caleb Paine outsail Zach Railey to earn the spot at the Rio Games.

Notably, Caleb started in the Finn several years ago when he was chartered a boat through the class association. Zach came on as development coach and mentored Caleb through his first years in the Finn. Very fitting, therefore, that the student duelled the master in Miami and Barcelona for the Olympic spot.

Next up in North America is the USA Nationals on Mobile Bay in Alabama. The bay is a river fed estuary on the Gulf of Mexico that offers nice sea breezes and early spring temperatures. Up to 25 boats will show for the event.

We are looking forward to the summer season—which includes the Masters North American championship

in San Diego in August, CORK in Kingston that same month, and the Open North American Championship in Pass Christian, on the Mississippi Gulf Coast, near New Orleans.

The North American Finn sailors welcome colleagues from abroad to join us at one of our regattas. Major regattas are preceded by coached racing clinics. Boats are available for loan or charter.

See you at the Gold Cup and Masters Worlds in Italia!



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## Have you considered leaving something to FIDeS?

We can all remember how much Finn sailing has given us over our lifetime: that feeling the first time we stepped into the boat, the first race that we won or our first National or International regatta. For the supremely talented few the pinnacle is the Olympics, walking behind the country flag at the Opening Ceremony, or standing on the podium with a medal around your neck.

The Finn International Development Support programme (FIDeS) works tirelessly to promote and facilitate Finn sailing across the world, by helping sailors and National Finn Associations. Initiatives so far include:

- FINNTEAM - a multi-national sailing team to develop skills and train together
- Funding for sailors to qualify for the 2008 Olympics resulting in Cyprus, Venezuela and India competing in Qingdao

- Joint venture with the Dinghy Academy in Valencia to provide support to Argentina, Uruguay, Tunisia and South Africa, with Argentina and Uruguay qualifying for the 2016 Olympics
- Providing a route to discounted equipment for sailors from 'developing' nations
- Transport of moulds to Brazil and South Africa so local builders can build reasonably priced boats to help develop the class
- Assisted African countries to develop and compete for 2016 Olympic places
- Helped Iran participate in Asian qualifier for 2016 Olympics
- Media and promotion of the class

No matter how large or small, leaving a legacy to FIDeS will make a very real difference to the opportunities and support that the class can give to Finn sailors around the world. What better way to give back to the sport that has given you so much during your lifetime?



If you would like more information about leaving a legacy to the IFA then please email [legacies@finnclass.org](mailto:legacies@finnclass.org) for more information.



# 2015 IFA AGM

INTERNATIONAL FINN ASSOCIATION  
2015 ANNUAL GENERAL MEETING, Takapuna, New Zealand

## MINUTES

22nd November 2015

### 1. National Class Associations

25 countries representing a total of 33 votes and 6 voting members of the Executive Committee were present.

### 2. Minutes from the last meeting

The minutes from the 2014 IFA AGM were approved.

### 3. Accounts

- a. Presented at the IFA meeting in Split (see Appendix A)
- b. 2015/2016 budget presented and approved at the meeting in Split

### 4. Elections of Members to IFA Committees

- a. The following members of the IFA executive have been appointed: Vice President Sailing, Björn Allansson and Vice President Development Alejandro Foglia, Technical Committee Chairman Rory Barnes.
- b. The other members of the Executive Committee were re-elected.
- c. The members of the Technical Committee were re-elected with the addition of Richard Hart.
- d. The members of the Marketing Committee were re-elected.

### 5. Executive Committee Reports

- a. the President (see Appendix B)
- b. the Vice-President Sailing (see Appendix C)
- c. the Vice-President Development (see Appendix D)
- d. the Vice-President Masters (see Appendix E)
- e. the Treasurer (already presented in

Split – see Appendix A)  
f. the Chairman of the Technical Committee (see Appendix F)

### 6. IFA Championships

- a. 2017 Finn Gold Cup: Spartacus Sailing Club, Balaton, Hungary
- c. 2017 Finn European: Marseilles, France
- d. 2017 Junior Worlds / Silver Cup: Balatonfured, Hungary
- e. Venues for 2019 will be decided in year in advance in May 2016. The IFA executive committee will prepare a shortlist of events. Windy venues will be contacted.

### 7. Development

- a. Update on activities (refer to reports)
- b. Finn Team

### 8. Technical Committee

- a. Report from the Chairman, Technical Committee (see Appendix F)
- b. Technical matters arising from the TC Chairman report
  - Support for simplification of the boat certification process. (Supporting Paper circulated ahead of meeting)
  - Builders code of conduct will be put in place in 2016.

### 9. Media and Marketing levy

In order to provide the best media coverage for the event and the Finn sailors, the Finn class would like to add a levy on the entry fee to cover the extra costs associated with increased class media production for the event and individual sailors.

Add to Championship rules: Each competitor participating at the Finn Gold Cup, Silver Cup and the European Championship shall pay to IFA a

marketing levy which shall be collected by the organising authority in the framework of the entry procedure and transferred to IFA no later than 2 weeks after the first race of the regatta. The amount of the levy shall be fixed by the AGM and may be changed from time to time. This will be added on top of the existing entry fee limit.

The levy will initially be set at Euro 25

Any other business

## APPENDIX A – TREASURERS REPORT

### Key messages

OUR FINANCES ARE very healthy, reflecting the huge amount of activity across Finn fleets worldwide. The class continues to build on 65 years of controlled development with participation increasing at all levels, all age groups and across all six continents.

We made a profit of €28,231 in 2014 and our Capital Reserves are €150,780. This strong position allows us to increase the amount we invest on Development, Publicity and Regattas even further. We must not let our ability to support our professional sailors and an increasingly commercial ISAF sailing circuit be restricted by the demands placed on a largely amateur committee. The class should consider how best to invest its funds in delivering a level of support to its sailors that matches their needs.

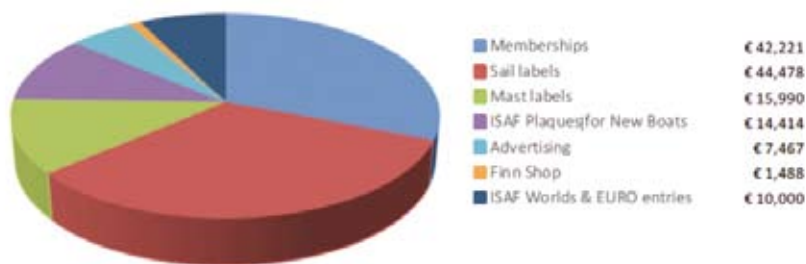
The IFA is incorporated in the State of Victoria in Australia which has recently changed its accounting rules, adding extra bureaucracy. One way to reduce this burden is by appointing John Shallvey to our Executive Committee. John is our nominated Company Secretary in Australia. I recommend creating a new Committee post of “Financial Secretary” and hopefully the class can then elect John into that role. This appointment would also widen the base of the Executive to formally include the Asia Pacific region and I see that as an entirely positive move.

### Income

Total income for 2014 was €136,132, an increase of 32% on 2013. This was helped by a one off payment of €10,000 Euros from ISAF for the class share of Finn entry fees at the 2014 ISAF Worlds. Other items to highlight are:

- €42,221 on Memberships is in line with 2013 which was a record year.
- €60,468 on Royalty revenue from Masts and Sails was an increase of €30,695

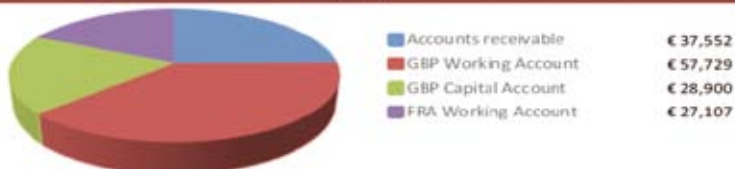
## INCOME



## EXPENSES



## ASSETS



on 2013. This was partly as a result of thorough review of all outstanding invoices at year end.

### Expenses

Total Expenses for 2014 were €107,891.

This is an increase of €15,466 or 14% on 2013. The increase reflects extra investment in Development, Regatta's and ISAF Meetings. We spent;

- €3,039 on equipment that will significantly improve the quality of the media reporting that we are able to provide at events.
- €15,890 on Development, the main component of which is €12,400 for the Dinghy Academy in Valencia. This directly benefits a large number of our sailors, both elite and aspiring, including those from Argentina, Uruguay and Tunisia. Luca Devoti is hoping to expand the Dinghy Academy even further and is looking at new types of funding.
- €6,778 on Regattas also looks slightly higher than expected but this is because the IFA official's travel expenses were not reimbursed directly by the organisers in Santander. Instead they have been paid out of the €10,000 that we received from ISAF.
- €9,020 on ISAF meetings was more than budgeted. This was because there were meetings in Rio that we had not anticipated.

### Assets

Total Capital Reserves are €150,780, an increase of €28,231 on 2013 which is a healthy profit.

The overall cash at bank position reduced by €12,313 Euros over the year, because outstanding revenue at year end (Accounts receivable) totalled €37,552 Euros. The following was outstanding at year end although some have now been paid;

- €5,750 for 2014 Membership Payments from Italy, Denmark, Brazil, Croatia and Sweden
- €7,500 on Mast Labels
- €24,302 on Sail Labels

*Tim Carver 10th May 2014*

## APPENDIX B - PRESIDENT'S REPORT

ON THE OCCASION of the 2015 IFA AGM let me reflect on some of our recent achievements and forthcoming challenges in the Finn Class.

The 2014 ISAF November conference secured the status of the one person dinghy heavy event and the Finn as equipment on the 2020 Olympic programme and potentially also for the 2024 Olympics. Although the Finn's

position as an Olympic Class is firm, in the most recent years significant success has been achieved in bringing into the class a significant number of new sailors from every part of the world as well as in connecting or reconnecting new countries to the international Finn scene.

Building on the above achievements over the last years, the focus has this year turned to class development in a technical sense. Class rule amendments have been implemented and an equipment development review as well as an exploration of future direction in equipment evolution have been carried out in order to make sure that the inevitable technical development in sailing filters in the Finn in a forward thinking but controlled manner. To further reinforce the positives of our technical policy the Executive is in the process of studying recent developments with an objective to maintain the spirit of the class rules, the one-design nature of the class and the design ethos that has supported the Finn throughout its history.

Struggling to stay Olympic especially in the 1990s and early 2000s, the Finn is today the longest standing and technically one of the most developed Olympic sailing classes with large national and international fleets across three different age groups.

Our common success has many cornerstones, just to name a few: the FIDeS Program, the Dinghy Academy in Valencia and potentially some new academies to follow, sailors' great interest in the Finn on both international and national / local levels, the camaraderie among sailors, our traditions, controlled equipment development, a top-quality marketing programme, and a well functioning class administration.

We at the IFA Executive are planning to build upon the above strengths in the coming years to tackle the challenges ahead and wish to thank all stakeholders (sailors, coaches, families, clubs, federations, and last but definitely not least equipment manufacturers) for the continuous support.

I may wish you all the best for the sailing season and wish you fair winds especially those of you sailing the upcoming Finn Gold Cup in Auckland/ New Zealand.

*Dr. Balazs Hajdu, November 2015*

## APPENDIX C - VICE PRESIDENT – SAILING REPORT

LESS THAN A year go to Rio Olympics and the hype is getting up. Nation qualification system was changed for this Olympiad, which made already 50% spots given out last year in Santander and now this year the hunt for them continues in Gold Cup in Takapuna. The rest are given out on continental qualifiers in spring 2016. The pressure is on for many very competitive countries still out there without their countries qualified so big stakes are on during the last week of November in Takapuna, Auckland.

Another season's pinnacle besides Gold Cup in Olympic circuit was naturally the Test Event, a.k.a pre-Olympics, in Rio de Janeiro in August. The venue was under construction during the event, meaning hopefully that it is on its way to get ready in time before August 2016. Yet the Olympic harbour area was a big construction site during the event, the necessary areas for measurement, showers and toilets, race offices and athletes' lounge were up and running. On water we had some days trouble with light winds but we were in good hands having Luigi as our PRO and got quality racing done through the regatta.

The biggest concern about Rio was the topic of the year(s), the water quality. As an example, during the regatta there was a sewer pipe running freely to the Olympic harbour just next to the dock for coach boats, 50m away from the ramp where Finn fleet was launching. Not cleaning the bay from the trash and other random objects is one thing, but risking sailors health because of shamefully dirty water is something more serious. ISAF and IOC have put some serious pressure to Olympic organizers to make things change, time will tell if anything, or enough, happened. Meanwhile we can cross fingers that sailors are staying healthy while training and racing on Rio waters.

World cup series have gone through reformation as well. For European events, Hyeres and Weymouth, the limited entry quota was 40 boats that qualified for the events from world ranking and from the qualifying event, Palma for Hyeres and Medemblik for Weymouth. We still suffer the lack of competitors especially in Melbourne World Cup event and this year the fleet in World Cup finals in Abu Dhabi was a bit small as well. There are two major things causing this, logistic costs and the how the competition

calendar is built. It sure is not an easy task to make a calendar that wouldn't make any overlaps between regattas and of course is not all about racing, sailors are training as well and prioritizing and balancing between regattas and training camps is part of the game.

*Tapio Nirkko*

## APPENDIX D - VICE-PRESIDENT – DEVELOPMENT REPORT

IT'S VERY GOOD news for the class because there is more and more new faces joining the fleet. The Finn is still a very attractive boat for the tall and big guys coming from Laser or other classes. We also have new countries joining the fleet with a new sailor from Iran.

The Silver cup was again a great success with 30 sailors racing together. After talking with that they are for most of them still students and having the regatta just after the final exams is not really good be in good shape for the regatta. I suggest to move the regatta more late in the summer to give time to the boys to train more before the championship and also make sure it's not at the same time as a laser important regatta to try to attract also those guys in the Finn. Valencia was a success also because the wind is never too strong which is in my point a view a very important point to attract as much sailor as we can. Most of them are young, tall and still growing but not very heavy yet. So they really get the most of the boat in a wind range from 5 to 18 kn.

*Jonathan Lobert*

## APPENDIX E - MASTERS PRESIDENT REPORT

I CAN REPORT that we had a very successful Master Championship in Kavala and as a town the facilities were extremely good value and very hospitable, all that the Finn Master enjoys!

The OA for this event were very passionate to get it right and I wouldn't hesitate in recommending Kavala for other Finn Championships.

We are in the process of preparing for the 2016 Masters Gold Cup in Torbole, Lake Garda. It is anticipated to have in region of around 300 sailors, which is presenting a headache for the jury and race teams, but I'm confident it will all be overcome.

I would like to thank Chris Watts for his support and taking time out to help communications with the Italian officials.

I am due to visit Barbados in December (Somebody has to do it!) to compile a report on the facilities available to the Fleet. In 2017 Barbados will be the first time we are sailing an event where you can't drive to or camp, so falling outside of our guidelines, but it met with little resistance from the Masters Fleet.

We are also receiving candidates for 2018, those being Barcelona and Hayling, with talk of the Italians coming into the fold. The bids will be presented at Torbole and a vote for 2018 taken

My thanks also to Robert whose role in the Masters Fleet is invaluable to me, particularly since my business life has stepped up a gear.

*Andy Denison, Vice President  
Finn World Masters*

## APPENDIX F - TECHNICAL COMMITTEE CHAIRMAN'S REPORT

YOU WILL KNOW that there have been several new hull moulds introduced during the year. These were checked by prototype inspection visits made by Jüri, Dimitris Dimou and Miklós Németh. One or two minor details have been found wrong, and have been corrected.

Last year, our AGM instructed me to submit several minor rule changes to clarify points where people had asked for opinions or interpretations, or where Measurers and Equipment Inspectors might have queries in the future. Some of these have been agreed by the ISAF Technical Secretariat and included in the 2015 edition of our Rules, but two of our submissions, both seeking to simplify and clarify the measurement and equipment inspection processes, have been refused, even after several rewordings have been submitted. A lot of work has been wasted.

During the European Championship in early May, a meeting of the Class Executive noted that a great majority of the problems during Equipment Control at regattas arise not from any shortcomings with the Equipment but from uncompleted paperwork (or at one regatta, from the regatta authorities failing to notice that the Certificates may be on two sides of a sheet of paper). As a result I was tasked with reviewing the "fitness for purpose" of the paperwork,

and in particular to consider the removal of ownership details from the Certificate.

I found that, from the eight Olympic Classes, only the Finn and 470 require Certificate Documents. Further the (Finn) Certificate Document contains a mixture of ownership information, identification and measurement information. The problems have arisen from difficulty or neglect with recording and updating ownership information, on the part of owners and Certification Authorities (A quotation from the Equipment Inspector's report after the Santander regatta: "it seems their certification authority does not issue sequential sail numbers to individual boats, so the sailors just use the personal sail number they have instead").

It seems that to include ownership information with the necessary ID and measurement information is no longer helpful to Equipment Control or to Regatta Management, and that it should be discontinued. The ID and Measurement Information should be on the Measurement Form anyway, which leaves us with no reason to have a Certificate Document. I hope that you will support this conclusion and will direct the TC Chairman and Committee to make appropriate Rule Change Submissions in due course.

Rory Barnes (my proposed successor) has just returned from the ISAF AGM at Sanya, and tells me that he discussed these possible changes to our Certification System with Bill Abbott (Chairman of the Class Rules Sub-Committee) and received an encouraging response.

The Equipment Inspector's Report after the Europeans in Split this year recommended

- (a) a relaxation of the Class Rules concerning Boom Pin Hole Diameters in the Mast and Boom, to accommodate fair wear and tear in service. This would be achieved by requiring compliance with the other controls of boom position and outer limit mark when in the worst position of the pin in the hole.
- (b) that hull builders should use uniform (standard) shape of correction weights in order to help equipment inspectors to check their sizes.
- (c) Also he reported the on-going problems about Certification Stickers wearing off Equipment, often associated with a lack of identifying numbers. I ask for AGM to direct TC Chairman and Committee to make suitable Rule Change Submissions about these matters.

During the Summer we were made aware that there were concerns among

some ISAF Committee Members about claims of new designs and faster Finns, also that complaints had been made to members of the ISAF Events Committee that the price of Finns had just increased by 40%. The Class Executive met near London in October to review what action we could take to address these issues and to limit the damage that has been done to our 2024 Olympic Aspirations. TC were consulted and I reported their comments to the meeting. A large proportion of the discussions were relevant to the work of TC.

I am retiring due to old age, and wish to thank the members of the Technical Committee for their support. Many of the group have served Finn Sailing for more than a quarter century and I believe that together we have earned recognition for the quality of our rules, the quality of our sailors' rules observance, and the positive attitude of our sailors, which has been very much fostered by the work of our Chief Measurers (in recent years Jüri Saraskin) and our other Equipment Inspectors.

We have tried to arrange for a suitable successor to my post. Nowadays he has to be prepared for life with ISAF politics as well as for our more direct responsibilities.

I propose Rory Barnes for these duties. He is an Official Measurer in the UK, and a sometime Finn Sailor (he is hoping to return to regular Finn sailing in due course, although currently his Finn sailing time is limited by the Optimist Programme with his son Drew). Rory has met many of our sailors at recent regattas and has attended ISAF November Meetings. I am confident that he can lead our TC work forward very well into the future.

I hope to remain as a member of your TC for a while, if so elected.

In the meantime, I wish to propose the current members of the TC for the next year.

*Richard Hart*





Photo: Robert Deaves

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