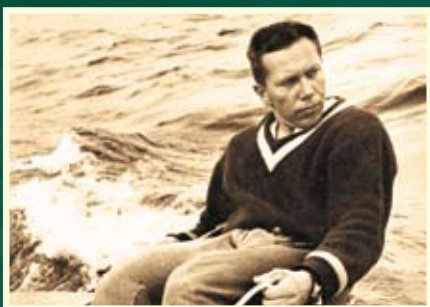


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FINNFARE

APRIL 2017



- *Gold Medal Partnership* ≈ *Matt Howard interview*
- *Paul Elvstrøm Tribute*
- *Training a Finn sailor by Ross Hamilton*
- *The Catalonia Revolution*
- *Veni, vedi, vici* ≈ *Report from Cannes*
- *Updates from World Cup and around the world*

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Nicholas Heiner at the Trofeo Princesa Sofia in Palma. Photo: Pedro Martinez/Sailing Energy

President's Letter

DEAR FINN SAILORS AND FRIENDS OF THE FINN CLASS

In the footsteps of past sailing heroes new Finn champions were born in the course of the last Olympic quadrennium and the show will go on in the years leading up to the 2020 Tokyo Olympic Games.

The first larger international Finn regattas of the year have just finished in Miami and Palma with new young Finn champions on the horizon. It was great to see so many new faces on the entry lists of the above regattas this year and significant Finn fleet sizes albeit this is a post-Olympic transition year.

With May coming I am sure that the 2017 Finn European Championship in Marseille and the 2017 Finn World Masters will both be a great success.

The ISAF Mid-Year Meeting will be held in Singapore also in May with the newly elected World Sailing Board and the new Council having a first chance to inform the sailing world on new plans and policies to further improve our sport.

During the year the class will continue the focused work on reviewing our technical rules and testing new racing formats as well as attracting as many young sailors to the Finn as possible whilst ensuring the strong geographical presence of the class

around the globe. As I already mentioned in my New Year message Rio evidenced that with a concentrated and well-structured approach relatively new Finn nations can produce surprisingly good results even at the highest level. This will give new countries and sailors the necessary motivation to join the game and IFA will do its best to secure the necessary support from the background.

The summer season will be highlighted by the Jörg Bruder Silver Cup and the Finn Gold Cup both organised at Lake Balaton in Hungary. Given the fact that a large number of Finn sailors around the globe train and race on lakes the venue selection for these two event add to the diversity of Finn sailing and the challenges all-round Finn sailors have to face. ≈



Dr. Balazs Hajdu
HUN-1
IFA President

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Photos: Pedro Martinez/Sailing Energy
Inset: Paul Elvstrøm

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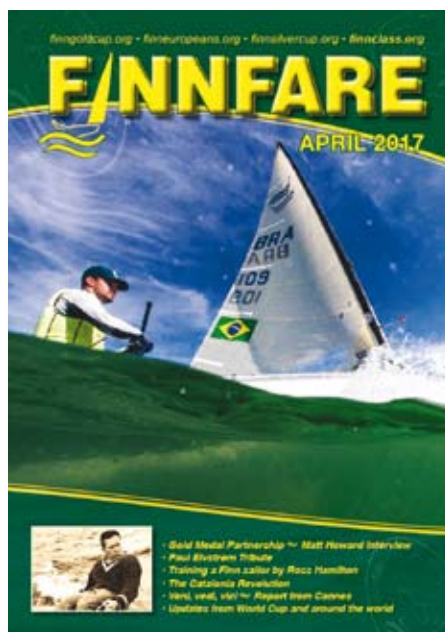
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Online issues: issuu.com/finn-class

MAJOR FINN REGATTAS 2017-2018

2017

23-30 April • Hyeres, France
Sailing World Cup Hyeres

5-13 May • Marseille, France
EUROPEAN CHAMPIONSHIP

23-25 May • Medemblik, Netherlands
Delta Lloyd Regatta

2-9 June • Barbados
FINN WORLD MASTERS

5-11 June • Santander, Spain
Sailing World Cup Final

5-9 June • Tihany, Lake Balaton
Euro Masters Cup

5-11 June • Santander, Spain
Sailing World Cup Final

17-25 June • Kiel, Germany
Kieler Woche

24-25 June • Palamos
40th Anniversary FGC Regatta

1-9 July • Warnemünde, Germany
Warnemünder Woche

13-16 July • La Rochelle, France
French Championship

2-6 August • Encinal YC (San Francisco)
US Nationals

7-13 August • Aarhus, Denmark
**2018 Aarhus Sailing World
Championship Test Event**

17-19 Aug. • Nykøping Sjælland, Denmark
Danish Championship

20-27 August • Balatonfüred, Hungary
FINN SILVER CUP

22-26 August • Silvaplana, Switzerland
Swiss Championship

22-28 August • Wannsee, Berlin, Germany
German Championship

22-28 August • Moscow, Russia
Open Russian

1-10 Sept • Balatonföldvár, Hungary
FINN GOLD CUP

15-17 September • Medemblik, Holland
Dutch Championship

22-24 September • Thorpe Bay YC
British Nationals

8-10 December • Palm Beach
North Americans

2018

15-18 January • Royal Queensland YS
Australian Nationals

18-25 May • El Balis, Spain
Finn World Masters

30 July - 12 August • Århus, Denmark
Sailing World Championships (FGC)

**The IFA welcomes bids for its major
championships in 2018 (except Finn
Gold Cup), 2019 and 2020.**

IFA Executive Committee 2016-17

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CONGRATULATIONS TO RIO bronze medalist, Caleb Paine, US Sailing Rolex Yachtsman of the Year for 2016.



THE FOURTH FINN Masters Magazine & Yearbook was published in February. Read it online here: issuu.com/finn-class

EXCLUSIVE ROB COUTTS FINE ART PRINTS



The Finn Class has partnered with Finn sailor and artist Rob Coutts to exclusively offer fine art prints of his distinctive oil paintings to help the class fund its FINNTEAM development programme.

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www.finnclass.org/robcoutts

THE QUALIFICATION SYSTEMS

for the Aarhus 2018 Sailing World Championships and the 2017 test event have been published. The links can be found on the Noticeboard on the front page of finnclass.org

SCHEDULES FOR MAJOR

Championships in 2017.

Europeans - Marseille, France

Registration/Measurement • 5-7 May
Practice Race • 7 May
Racing • 8-13 May (Final Race 13 May)
2017.finneuropeans.org • www.ycpr.net

U23 Worlds - Balatonfured, Hungary for the Silver Cup

Registration/Measurement • 20-22 Aug
Practice Races/Rule 42 Clinic • 21 Aug
Racing 22-27 August (2,3,2,3,2,1)
2017.finnsilvercup.org • www.mvmse.hu

Finn Gold Cup - Balatonfoldvar, Hungary

Registration/Measurement • 1-3 Sept
Practice Race • 3 Sept
Racing • 4-10 Sept (Medal Race 10 Sept)
2017.finngoldcup.org • <http://spartacus.hu>

THE FINN WORLD Masters launched a new website earlier this year. It's cleaner, easier to use, fully searchable and better organised.

THE 40TH ANNIVERSARY of the Finn Gold Cup in Palamos (1977-2017) is being celebrated with a special regatta run by CV Palamos (cvpalamos.org). The dates are 24-25 June.

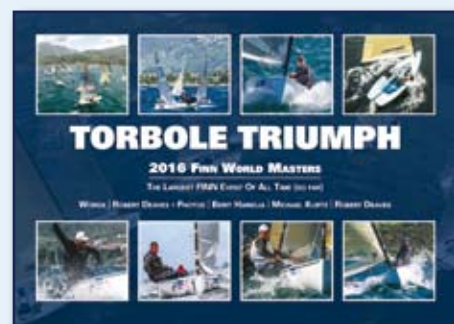
MASTERS UPDATE

BY NOW THE containers will be afloat and on their way to Barbados. Three years in the planning with a number of frustrating, logistical moments, and we are finally on our way.

Although the numbers are down this year at around 140 sailors, this was to be expected and to be honest a little light breathing space from the monster event last year in Garda. It's pleasing to me that we have stuck our neck out and made this a true world championship.

Next year at El Balis, in Spain, I'm confident will see the record breaking numbers return, this Mediterranean, well organised venue, with an expanding fleet of Finn sailors, guarantees a first class world championship with all the facilities to accommodate everyone.

The Masters organisation has grown significantly in the past five years. We are perhaps a victim of our own success, which has put a lot of pressure on our limited resources and this needs to be addressed at the next AMM.



Torbole Triumph is a fabulous, Deaves hardback production, which captures the historic event in 2016 in picture perfect pages. Anybody who hasn't bought their copy yet is missing out. Our thanks go to Robert for once again scribing out another piece of history in the Finn class.

Bids for 2019 have come in from Denmark, Malta and Sicily. I would ask that everyone going to the Annual Masters Meeting in Barbados read the reports in readiness for the meeting.

For those of you travelling to Barbados, I look forward to a rum punch together. ≈

Andy

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For online ordering and more information see:

www.finnclass.org/shop



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Paul Elvstrøm • 1928-2016

The legacy defines the man



Paul Elvstrøm had an immeasurable impact on almost every corner of the sailing world, redefining how to race a sailboat and getting involved in almost every aspect of design, construction and marketing, but it was through his time in the Finn that he became a household name and a sailing superstar in Denmark.

Over the course of 10 years from 1951 to 1960 he won three Olympic Gold Medals (to add to his Firefly Gold Medal in 1948), two Finn Gold Cups, one European Championship and countless national and international regattas.

He developed his own training methods, made his own sails, went on to build Finns and developed much of the gear



that sailors take for granted today. He was an innovator, an engineer, sail designer, sailboat designer and author of many essential tomes on yacht racing: a pioneer of his day.

HE WAS A sportsman and the first real sailing athlete. He trained harder and longer than anyone else so that when the day of the race came he was better prepared than anyone else.

He was famous for his physical strength and fitness, able to out-hike anyone on the race course. He would win races at Gold Cups by up to four minutes. During a period of time when sailing, and especially dinghy sailing and the Olympics, was an amateur sport, competing against sailors who also had real jobs, these extra hours in the boat gave him the advantage he was looking for. He was also one of the first sailors to realise the benefits of psychological preparation, even though he suffered throughout his career from mental stress caused by the pressure of continually winning.

But perhaps more importantly than any of this, Elvstrøm epitomised good sportsmanship and the camaraderie that he believed should be a big part of sailing. His humility and honesty won him friends around the world, and he would often encourage his fellow competitors and or approach complete strangers to give them advice to improve technique or



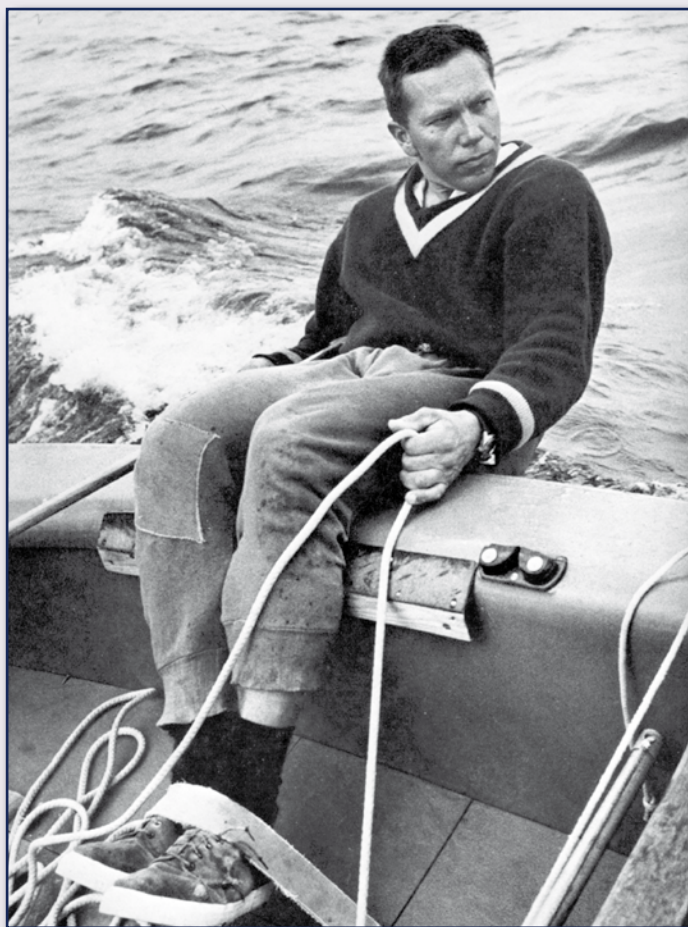


equipment was supplied in the class – but removed it after five races after another competitor complained. However it didn't affect his performance and he still won by the biggest points margin of any Olympics.

THE FINN WAS reselected for 1956 in Melbourne and he again won the gold medal there, from perhaps his biggest rival of the time, André Nelis from Belgium. Earlier in the year Nelis had beaten him at the first ever Finn Gold Cup in Burnham on Crouch.

Two year later the 1958 Finn Gold Cup was held in Zeebrugge, Belgium in very strong tides and a mixture of wind conditions. Nelis was leading up until the final race, but after a shaky start, Elvstrøm won the last three races and with Nelis failing to finish the final race in very light winds and a strong tide, Elvstrøm had won his first Finn world title.

The following year he took the Finn Gold Cup to his home waters, and organised the world championship off his house in Hellerup. 119 Finns turned up and Elvstrøm dominated, winning the practice race and four of the six races, and



tuning. His maxim about winning and the respect of your opponents is an adage for life as well as sailing.

ELVSTRØM DEVELOPED A method of hiking that was far beyond that of his competitors, fitting toe straps and hiking with his knees on the gunwale. He trained intensely on a hiking bench after the 1948 Olympics to improve his physical conditioning to be ready for 1952, when the Finn was first used.

He took delivery of his first Finn – D 6 – in 1951. 'Bes' was built by Børresen's Boatyard in Denmark, which also built all the 40 Finns for the 1952 Olympics.

After being beaten by the Finn's designer, Rickard Sarby of Sweden, at his first major Finn event, the 1951 Nordic Championship, Elvstrøm realised how to tune the stiff mast by planning the mast so it would bend more, and making a fuller sail. He also lengthened the traveller to be able to flatten the sail upwind. The following year he won the Nordics with five race wins, just before the Olympics in Helsinki, which he went into expecting to win.

He got permission to install the longer traveller in the boat he drew by lot for the Olympics – it was in the days when all

comfortably retained the Cup. He was said to be angry he had not won all the races. He famously kicked in his rear tank to get to the rudder fittings. The boat was no more than a tool, but he also said he used to talk to it during races when he became nervous, as much to encourage himself as anything else.

EARLY IN 1960 his beloved Finn was lost on a German autobahn after a car crash that nearly cost the life of his wife, Anne. For a week he wanted to give up sailing, but Anne slowly recovered and after a week he was back to normal again. The remains of Bes were taken home and burnt.

After his win in Melbourne in mainly strong winds, he knew it wouldn't be so easy in Naples, which was expected to be light, so he wouldn't be able to use his strength and fitness to win. So he lost weight and skipped the Finn Gold Cup to focus on his preparations.





He did go to the 1960 Finn European Championship, the only Finn Europeans he ever competed in ever competed in. Later that year he won his third Olympic Gold medal in the Finn in Naples. He had already won the gold medal after the sixth race, but his nerves had become so bad by this point, from the constant pressure of winning, that he even didn't start the final race.

IN WINNING HIS fourth consecutive Olympic gold medal, he set a record in sailing that stood for another 52 years. His goal of winning six gold medals never happened. He watched the 1964 Olympics from a motorboat, and then returned to sail in other classes in four more Olympics, narrowly missing medal in two of them. He won 11 more world championships in seven other classes over the coming years, but it was the Finn that had defined the sailor he had become.

HE CAME BACK to the class twice more. In 1969 the Finn Gold Cup was held in Bermuda and Elvstrøm was so attracted by the idea, he entered at the age of 41, finishing 12th against a field of 132 sailors. See photo at top of Page 7. Paul is in D 106.

Then at the age of 70, he unexpectedly bought two new Finns from Devoti Sailing so he and his 1950s' training partner, Børge Schwartz, could once again sail together on the waters off Hellerup. It was a short lived fling, but rumours were soon rife that he was in training for the 2000 Finn World Masters in Weymouth. Now that would have been something, but it was only a rumour, and a year later he had to sell the boat because of knee problems.

PAUL ELVSTRØM IS probably listed in more halls of fame and more honours lists than any other sailor. He was in the Finn class Hall of Fame since its inception. His death on Wednesday 7, December 2016, at his home overlooking the Øresund in Hellerup, closes a huge chapter in sailing.



Photos: IFA Archive, Paul Elvstrøm Archive, Peter Danby

But it is not the end. His legacy is huge. Sails bearing his name will long be made and used worldwide. Almost all dinghy sailors use the self-bailer he designed, the toe strap, the life vest. His books remain essential reading. Through direct contact or by his influence, he has encouraged thousands and thousands of people to take up sailing, and to try and sail better.

He was a true pioneer of his time and redefined the sport of sailing. His training methods became the model that everyone followed; his ideas and innovations will have an influence on sailors for many years to come. Paul Elvstrøm's impact on sailing cannot be measured; it can just be appreciated and greatly valued. ≈

RIP PAUL ELVSTRØM – FEBRUARY 25, 1928 TO DECEMBER 7, 2016





Sailing World Cup

The 2015-16 Sailing World Cup ended in Melbourne. Miami opened a shorter 2017 series with Hyeres up next and then the Final in Santander in June.

Sailing World Cup Final Melbourne

1	AUS 41	Jake Lilley	1	1	3	2	1	1	(ufd)	1	2	12
2	GBR 11	Edward Wright	3	(5)	2	1	2	2	4	2	4	20
3	USA 6	Caleb Paine	4	3	1	3	4	(5)	1	3	10	29
4	NED 89	Nicholas Heiner	2	4	4	(5)	5	3	2	4	6	30
5	AUS 261	Oliver Tweddell	5	2	(6)	6	3	4	3	5	8	36
6	AUS 2	Rob McMillan	7	7	7	7	6	6	(ufd)	9	12	61
7	AUS 32	Jock Calvert	6	6	5	4	11	11	(ufd)	7	14	64
8	AUS 75	Phil Chadwick	(10)	10	9	10	10	8	5	6	18	76
9	AUS 61	Mark Jackson	9	9	(16)	9	7	9	6	11	20	80
10	AUS 10	John Condie	13	8	10	8	8	10	(ufd)	12	16	85
11	AUS 110	Marcus Whitley	70									
12	AUS 274	Nicholas Kennedy	72									
13	AUS 33	Stuart Skeggs	87									
14	NZL 6	Gary Lokum										88
15	AUS 68	Jay Harrison										97
16	SUI 3	Carlo Lazzari										101



take a commanding lead. Wright was up to second with Paine third.

With a further win on the penultimate day, Lilley took a six point lead into the medal race. He won that as well to win the gold from Wright and Paine.

Despite the time off – his focus after Rio 2016 shifted to the America's Cup as part of the Artemis Racing team – Lilley had a consistent week of racing that was only marred by a scoring penalty in the seventh race of the series. ≈

JAKE LILLEY SECURED the 2016 Sailing World Cup Final after a dominant display on home waters and walked away with a share of the AU\$200,000 prize pot.

Before the World Cup Final in Melbourne, Australia, Jake Lilley and Caleb Paine last sailed a Finn in the Medal Race at the 2016 Olympic Games

and had enjoyed an extended rest since leaving Rio.

After Lilley cleaned up on opening day with two bullets, Paine and Ed Wright won a race each on the second day to balance the scores.

Then the next day was lost with strong winds before Lilley returned to win the next two races on the fourth day to



Sailing World Cup Miami



Despite a thrilling medal race in grey, wet and light conditions, and in which positions were constantly changing, the podium positions remained unchanged. While Zarif placed third to seal the gold, it looked for a while like Pedersen was heading for silver, but some great tactics by Cornish at the final mark left him leading Pedersen into the finish for the silver and bronze. Another great race for Luke Muller left him an impressive fourth overall, beating fifth placed Alican Kaynar by a single point. The medal race was dominated by the Finns, with Oskari Muhonen winning from Mikael Hyrylainen and Zarif. ≈

1	BRA 109	Jorge Zarif	1	4	2	1	1	1	(8)	1	1	5	6	23
2	GBR 91	Ben Cornish	3	2	3	2	2	7	(17)	4	3	11	14	51
3	NOR 1	Anders Pedersen	5	6	1	3	3	3	6	(10)	5	7	16	55
4	USA 91	Luke Muller	(11)	3	8	10	9	4	1	6	9	3	8	61
5	TUR 21	Alican Kaynar	2	1	4	8	(16)	2	14	2	4	15	10	62
6	GBR 71	Henry Wetherell	6	(20)	5	5	11	10	5	15	2	10	12	81
7	ITA 66	Enrico Voltolini	4	(18)	9	9	5	11	3	3	6	14	20	84
8	FIN 8	Oskari Muhonen	9	9	13	(14)	7	14	2	7	12	12	2	87
9	FIN 225	Mikael Hyryläinen	8	10	14	13	8	(15)	7	11	8	8	4	91
10	FRA 17	Fabian Pic	15	11	15	4	4	6	4	(17)	13	4	18	94
11	ESP 17	Pablo Guitian Sarria	88											
12	CAN 18	Tom Ramshaw	91											
13	GBR 29	Peter McCoy	93											
14	CRO 1	Josip Olujic	96											
15	USA 69	John Dane	104											
16	CAN 2	Kyle Martin	113											
17	USA 6	Marshall Mccann	128											
18	BER 9	Rockal Evans	150											
19	USA 9	Charles Lindsay	175											
20	USA 74	Henry Sprague	177											
21	USA 98	Jack Jennings	181											
22	USA 32	Charles Heimler	189											
23	USA 911	Jim Revkin	203											
24	USA 701	Dave Martin	205											
25	USA 401	Craig Johnson	216											
26	RUS 1	Alexander Salivann	243											

Alican Kaynar was the early leader in Miami, but after the second day Jorge Zarif took control and never let it go. Anders Pedersen and Ben Cornish gradually moved ahead of Kaynar and with Zarif winning another five races, the real battle was on for silver and bronze.

Zarif built a 20 point lead going into the medal race, so just had to finish to retain his title. Cornish and Pedersen were separated by just two points to fight for the silver, while Alican Kaynar and Luke Muller were a further 13 points adrift and had outside chances at the podium.



Photos: Pedro Martinez/Sailing Energy/World Sailing



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Training a Finn sailor

By Ross Hamilton

Instagram - hamiltonsport | Twitter - @Hamiltonsport | web - hamiltonsport.com

Sailing is quite a unique sport in many aspects. It requires very specific physical processes which allow an individual to sail aggressively. The more aggressive they sail, the faster they might go provided they also have the technical skill. Often skill is not enough to be fast. The same is also true for physical ability. The goal for any successful sailor is to develop and optimize both as much as possible in order to succeed. This like many other sports is dictated by practice and experience, both limited by how much time one has to commit to training. In order for an individual to be time efficient they must train specifically to the tasks required. Conditioning for sailing should be treated the same as skills training. One must break down the tasks and train them accurately and with precision to make time spent effective. This article will look to break down the physical tasks of sailing and how to approach them in training.

STRENGTH

We start with strength; strength underpins the majority of physical skill. One must have the ability to produce whatever level of force necessary in a particular movement pattern in order to perform a task. This can be something like hiking, pumping, sheeting, grinding and even sitting still in light breeze. The more strength one has, the more force one can produce. In addition there is better fine control through stabilizer muscles, one can also move faster. In short, strength makes body movement more efficient and capable of performing a task.

An area which many overlook is the ability of strength to contribute to “fitness” or one’s ability to endure. If an individual is capable of high levels of force then they tolerate submaximal levels better. They exert less energy at submaximal effort than at maximal. To simplify, if something feels light to move it generally feels easier to do. This is particularly true for things

like hiking and pumping. If the loads are submaximal you can produce adequate force for more repetitions. This means you can do something for longer before becoming fatigued.

The simplest way to get stronger for sailing is to sail in windier conditions. This produces greater loads to provide stimulus for a strength adaptation. In many cases for an individual this may not be safe or practical for whatever reason. In this case resistance training is needed. There are many training protocols available and most of them work to a certain extent. If one is safe and consistent, progress is almost guaranteed. Look around for a good strength and conditioning coach to start you off with the basics and just keep things simple. The goal is to move well and get strong. If you do that, risk of injury is low and results will come. Shortcuts or whacky routines will not work. There is no magic pill!!!

ENERGY SYSTEMS

With any sport a good strength and conditioning coach will analyse the sport from an energy system perspective. There are three main systems; aerobic, anaerobic and the phosphagen system. They are all used simultaneously to some degree but generally one will be more dominant than another. This is usually dictated by rate and duration of force production as well as the energy demands of the action.

A sprint requires a huge and rapid supply of energy so the phosphagen system, which is the quickest will become active. Activities lasting from one to five minutes with moderate force output will generally be supplied by the anaerobic system. Longer duration, low intensity work will be supplied by the aerobic systems.

This all holds true for sailing. A tack or gybe would be a short and explosive movement facilitated by the phosphagen system. A reach or short downwind involves multiple and sustained powerful pumps which is very anaerobic. A long upwind is relatively low intensity with less explosive gradual application of force-much more aerobic in nature. When you break down the race course in such a way it can give clues for training.

PHOSPHAGEN

This can be trained using very short bursts of explosive activity with decent rest in between repetitions to avoid the exercise becoming anaerobic. On the water tacking and gybing drills are suitable. On the whistle exercises are great. Off the water gym based work can also be used. Explosive exercises such as sprints, jumps or Olympic lifts can replicate the physical demands nicely. The individual must be well recovered in order to maintain the intensity required to replicate and activate this system.



ANAEROBIC

This is very common work for Finn sailors. It involves moderate duration periods of high and sustained work. Downwind and reaching exercises are great for this when there are free pumping conditions. Sustained periods between about 3 and 10mins utilize anaerobic metabolism and allow for a crossover with the aerobic system. A big part of this is to be able to tolerate lactate accumulation and clear it from the muscles. It functions closely with aerobic processes and so it is important to use intervals at both ends of the duration spectrum. Off the water, the rowing machine is a fantastic option as it uses similar muscle groups to pumping. Cycling and running at higher efforts may be more suitable for replicating intense hiking bouts.

AEROBIC

The aerobic system is the base of one's conditioning. It has a lot more structural physiology involved and underpins the other systems. The better your aerobic capacity the better your endurance, as it is the least fatigable system. The more work one can do while aerobic the less fatigue you will accumulate. On the water you are generally going to be utilizing the aerobic system as soon as you are doing any physical work. Unless it is very light airs, the aerobic system will be active. It is very important for recovery from harder efforts. Its structural characteristics are vital for hiking. Blood supply is a major determinant for hiking endurance. Blood supply and vascularization is an adaptation responding to long durations of aerobic work. Long days sailing will build this nicely. In the offseason one's training should focus on the aerobic system. Long slow cycling sessions are perfect for this.

An important thing to note is recovery. Progress will not occur unless the body is given a chance to adapt. This

happens at rest. Training intensity and volume will dictate the amount of rest needed.

EXCELLENT ATHLETES

When one breaks down Finn sailing in such a way, the training needs become a little more obvious. It also highlights why Finn sailors compare so well to certain other sports. Often Finn sailors excel in things like rowing or rugby as the demands are quite similar. In recent years the physiology of a Finn sailor has also been shown successful in the America's Cup. These sailors must be capable of producing effort at varied levels of force for differing durations. Because Finn sailors are strong, powerful and have well developed energy systems they tend to be very capable and functional physically. They are in essence, excellent athletes who are very useful physically. However, one must also not forget they still require the technical skillset to be successful. ≈



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The winners choice



Gold medal partnership

Matt Howard talks on working with Giles Scott

By Robert Deaves

Behind every great sailor, there is a great(er) coach. At least that's what Matt Howard has been telling me for the past six years. As coach to Giles Scott Matt has become one of the most successful Finn coaches of all time, with two European Championships, four world championships, one Olympic gold medal and more major regatta wins than anyone can remember. I talked to Matt about his journey with Giles over the past nine years culminating in that gold medal in Rio. The interview was for a soon to be published book on the Finn class at the Rio Olympics and offers an exclusive look behind the scenes at Scott's campaign, their sailor-coach relationship and some of the key moments leading to that gold medal, including the mistakes and setbacks.



Matt Howard's Finn career ended in 2007 after a career best 10th place at the 2006 Finn Gold Cup in Split, Croatia. His last event was the 2007 Finn Gold Cup in Cascais, Portugal. "I had decided I was going to retire before I went; in fact, several months before I went. I still approached it professionally but my mind had just switched off. I don't really know why I went, but decided months before that I felt I had gone as far as I was going to go, I had reached my ceiling and I think as soon as you feel that, even if it's not true, it's very hard to carry on. Perception is reality and my perception was that I had got as good as I was going to get."

So he turned to coaching and immediately became coach to the younger element of the British team, including Giles Scott, whose first international event was at that Finn Gold Cup in Cascais. The rest as they say, is history.

SOON AFTER THE gold medal was won, Scott was quoted as saying their programme was aimed towards winning every event during the campaign. Matt explained what he meant, "I have done two cycles coaching Giles. I started in 2007 and so that quad leading up to London we certainly didn't have the goal of winning every regatta. You can only set that goal if you know you can win regattas and coming out the back of that cycle we knew he could win regattas. But the goal wasn't so much to win every regatta between then and Rio, it was to go every regatta with the goal of winning. Maybe that's just semantics but it was more of a mind set thing. We treated every regatta like it really meant something."

"Some people will say at a regatta, or when they are doing badly 'it is just a training event.' Some people will even do that before a regatta, like, 'I am just practicing my starts and if I achieve that, then I am happy', and that has its place. We had a variety of different little work-ons that we would go into regattas to try and refine. But we wanted to go into every regatta without an 'out' and without treating it absolutely properly, and that was hard work because the level of preparation and everything else to do that is huge. You can't just turn up with some settings that are not quite right or your second favourite mast. It puts a lot of pressure on getting everything in the right place logistically and putting that pressure on you, and I genuinely believe that it helped Giles deal with the pressure better because we had done it so many times before."

He explained that putting that much pressure on both of them at every event they went to eventually paid off. "Giles just got better and better and better at it; and at some regattas he came back from huge setbacks - think about that first race in Rio - but we had been there before. While you can never compare the pressure the Olympics brings we had done a really good job in bringing enough pressure on ourselves at the other events."

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“A little bit of it was about training of every one else’s mind to see you as the winner, although I think the Olympic Games changes that mindset for other people a bit as it’s the kind of event that can overturn dominance or pecking order. But we said we wanted to approach every regatta with the intention of winning it and we wanted to go into the Olympics after having dominating the top step of the podium. To dominate doesn’t necessarily mean you have to have win everything, but we did put a very high emphasis on winning in the venue.”

BETWEEN HYERES IN 2013 and the Olympics Giles only lost one regatta, the Trofeo Princesa Sofia in 2016 after his rudder pintle broke in the penultimate race when he was in a regatta winning situation. But in spite of that he went into the medal race determined to still take home a medal, and it worked as he won the silver. However the event had a cost.

“The loss had a huge effect on both of us. You can’t imagine how many different types of pintle material and diameters, and gudgeons that we then went through on the back of that. And also the problem with something like that breaking is that the corrosion is internal so the only way to stop things like that breaking is to life them, and say, change them every three months. But that pintle was only six weeks old, so it had been used enough that it was beyond the ‘never use anything new’ but it certainly wasn’t enough to be an issue, so when it failed it was like, ‘what else is going to break?’”

“If you look at poor Rafa Trujillo, he had a horrid London Games because of gear failure, he had things breaking that just don’t normally break that were new but not too new. So that made us look very hard at our equipment, even harder than we had before. Giles is pretty neurotic about his kit preparation and it went to another level frankly. So we did lose a few hours trying to sort all that out, but we had some clever people. We were pretty sure it wasn’t going to happen again.”

On the actual loss and the only defeat in three years. “We were not fussed about losing. If we had gone and he had



Photo: Thom Touw

underperformed, then we would be looking at everything, but as it was, Josh [Junior] had sailed incredibly well. It was a really good regatta, one of the last where everyone who was at the Olympics was there, and Giles went into the penultimate race in a position to engage in match race with Josh.”

Matt recalls, “It was fantastic watching it. It was 18-22 knots offshore and there were three general recalls. And for each recall Josh and Giles were engaged from four minutes to go, which was absolutely riveting to watch, and they both did a really good job of it. But it must have been incredible physically demanding with the circling and gybing and tacking and all that. So Josh sailed really well, but it was it was a breakage that lost it for Giles.”

ANOTHER BIG PART of Matt’s influence was to implant low risk strategies onto Giles’ race management. “Always our mantra was low risk, low risk, low risk. And it’s been quite an interesting journey with Giles on that. When I first started coaching him in 2007 he was a by-the-seat-of-your-pants sailor. He’d say, ‘I think right is going to pay’ and he’d send it. So I worked with him quite hard on all that positioning stuff and being conservative, as well as spending a lot of time working on his downwind so he didn’t have to take so many risks upwind.”

“That ended up quite interesting really as then we went to San Francisco [2010 Finn Gold Cup], which was a right hand course, and by that stage he was sailing nice and conservatively, so I was like, ‘no you’re just having to go all the way Giles’. Actually it turned out that sending it to a side sailing, when that did happen, ended up being was one of the things he found harder in the end.”

In terms of physical training, Matt explained that keeping fitness, and ensuring that Giles carried out enough training was always a juggling act, and sometimes a compromise.



Photo: Thom Touw

“If you say your goal is the Olympic Games, then all the regattas you do in between, to some extent, you should carry on doing your physical training. One of the problems you get in sailing, is that you de-train during events, which is not dissimilar from many sports. In cycling they do the one-day classic. And they obviously taper in to the classic and then if it’s a flat one or no attacks it’s a pretty comfortable ride for the elite cyclists, and then they go into recovery. So they lose a few day’s training, and don’t get the stimulus. It’s the same with sailing. If you say, ‘I am not going to do any gym or cycling before a regatta’ and then you get a six day regatta at less than 12 knots and then two days travelling afterwards and then suddenly you can find that you haven’t done anything for two weeks.”

“So one approach is just to say, ‘what’s your goal’ and prepare for that, but we didn’t say that, we said we wanted to try and win every regatta we went to, so we had to juggle everything a bit. If your goal is to try and win, you don’t go in tired and you don’t train during the regatta, but it meant we had to train harder between regattas. But physically, Giles is a responder, meaning that he responds well to training stimulus. Some people are and some are not and everyone is on a scale. So he benefits more quickly than others.”

THE ROLE OF the coach is also to be there when things go wrong and to maintain the balance when the pressure is on the sailor.

“We never talked about the pressure. We never discussed any articles about him or the pressure. We just totally ignored it and we didn’t discuss whether that was the correct strategy or not. I don’t think I actually read much during the Games, though I suspect that Giles probably did read them as he generally reads everything. I tried to pretend as much as possible that it wasn’t the Games. I didn’t even watch any of



Photo: Thom Touw

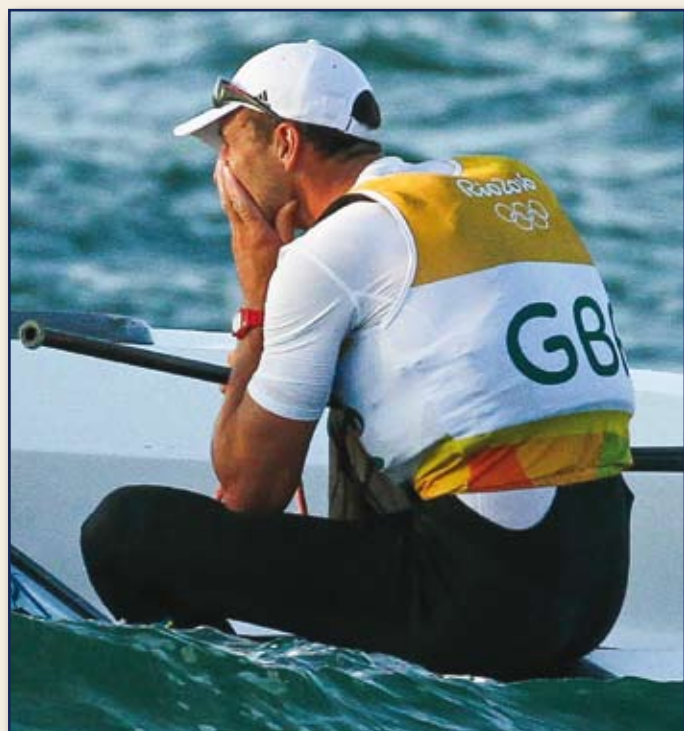
the other sports on TV, which I think is a bit easier to do in sailing than in other sports. Of course you can go for a media blackout, but equally if you have never done that before that is something a bit different, that you might want to avoid. But I am sure if you have had a bad day then reading about how stupid you have been afterwards, when you are trying to move on, is not great.”

One of the major things Matt says he brought to the campaign was being asked for his opinion and giving it; sometimes it was taken and sometimes it wasn’t.

“I’ve always been a coach who will give my opinion if it is based on observations and facts, so I will rarely go ‘left is going to pay’, but I will go ‘I think there is more breeze left’, or ‘I think these are long phase shifts right’, or ‘there’s a tidal feature here’, or ‘historically this course in this direction has been this’, and that was no different in Rio.”

“Rio is incredibly difficult venue and as Giles once described it, when it comes to tide over a course, a bit of a coaches race in some regards, because they can get information that the sailors can’t. You can see them all going up the course to measure the current and so in Rio on all the course areas I had quite a big role to play gathering information, and interpreting it and giving it to him.” ≈

...**TO READ THE** rest of the story, you have to buy the book.

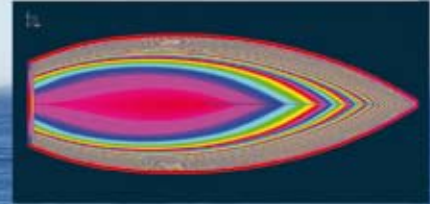


THE STORY OF RIO

The full interview with Matt Howard can be found in the soon to be released book *Between a Rock and a Hard Race*, which will be available soon. Containing the complete story of the Finn class in Rio, as well as the long lead up, it includes exclusive content, interviews and comment.

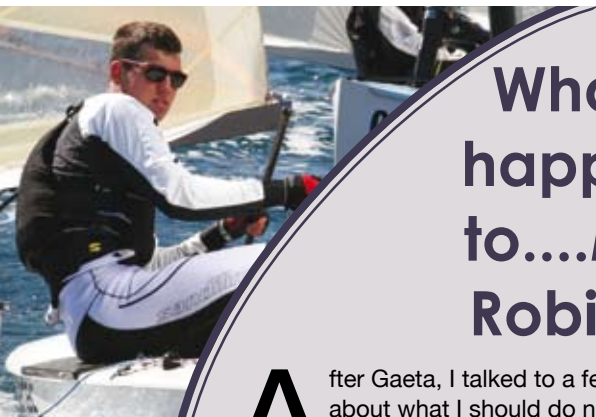


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Whatever happened to....Martin Robitaille?

After Gaeta, I talked to a few Finn sailors about what I should do next. I knew I had to finish my engineering study and that it was going to be very difficult to improve even more than I did in the last four years.

During the last quadrennial, I studied part time for two and a half years and decided to sail full time for the rest. I also invested most of the budget I kept for my studies and even sold my Canadian Finn so I could race the last year with a full time coach. There was no doubt in my mind I could do it better again with my new academic objective and financial situation. I felt like I gave the best of myself during those years and that it was time for me to find another way to become a better athlete and still be happy.

Some say that all good

things must come to an end. To me, it was more about closing a memorable 'chapter' of my life to start a new one.

After the 2016 Finn Gold Cup, I was scared by the idea of living a 'norma' life and not fulfil my ambition to become the best athlete I could be. So I decided to listen to my gut. I did a fitness test organised by Rowing Canada and I became part of a very small minority who pass the requirement and become part of program called Row to Podium.

I spend that summer training 30 hours a week. My Finn sailor background helped quite a lot. Being independent, organized, confident, strong mentally and physically saved me a lot of hours. The principles we use to pump the sail are actually quite similar to rowing. The cadence, the connection, the power and much more are applied in rowing. The balance quickly became my biggest weakness. Pulling in a harmonic way as hard as you can on a boat as wide as your shoulder is not easy.

Within three months, I qualified myself for the Canadian Rowing Nationals. It was quite a challenge but I learned a lot. I believe I will be fast enough in 2017 to row the 2000m required time on the water to make the national rowing team. A lot of pain will happen before that but like in Finn sailing, the journey is always worth it and becomes the best part

If you know any Finn sailor who would like to get an awesome 2011 Finn, stiff Concept mast and coach boat fully equipped, please contact me. It would get you on the right path and help me to train more and to purchase a Filippi, another Italian made boat... ≈





All about format in Palma

Max Salminen wins test format regatta at the Trofeo Princesa Sofia

After extensive discussion in the past years about a dramatic change to the traditional format of sailing, the Finn class planned to test a new format at two events in 2017. The first event was the Trofeo Princesa Sofia in Palma. The format is shown below.

Deniss Karpak was the early leader, with Nicholas Heiner taking the lead after the third day. However after the all important fourth day, the new leader Alican Kaynar, along with Karpak, advanced directly to the final.

On the Friday, after the Semi-Final Qualifier and the Semi-Final. Three more sailors advanced to the final: Max Salminen, Zsombor Berecz and Heiner.

While the Semi-Final Qualifier was just an extension to the opening series (Round 1 below), the Semi-Final was a zero points race, with the first three across the line advancing to the final.

The five boat Final was also started from zero points, so the first three to finish would win the medals. In the windiest race of the week, the medals would all come down to the final gybe into the finish. Kaynar, who had been leading the whole race, capsized to

finish third, Salminen just made it round unscathed to win his fourth race in a row, and the week, while Berecz gybed well to nip past Kaynar and take the silver.

DISCUSSIONS OVER THE benefits of using such a system - a variation of which will also be used at the European Championship – brought arguments and ideas from both sides.

Was the Palma test a success and if it was how do we gauge that success? Can the success be gauged by the sailors taking part, by the media covering the event, by the sponsors, supporters and family of the athletes, or by the viewership and following of the general public, both sailing fans and non sailing, sports fans?

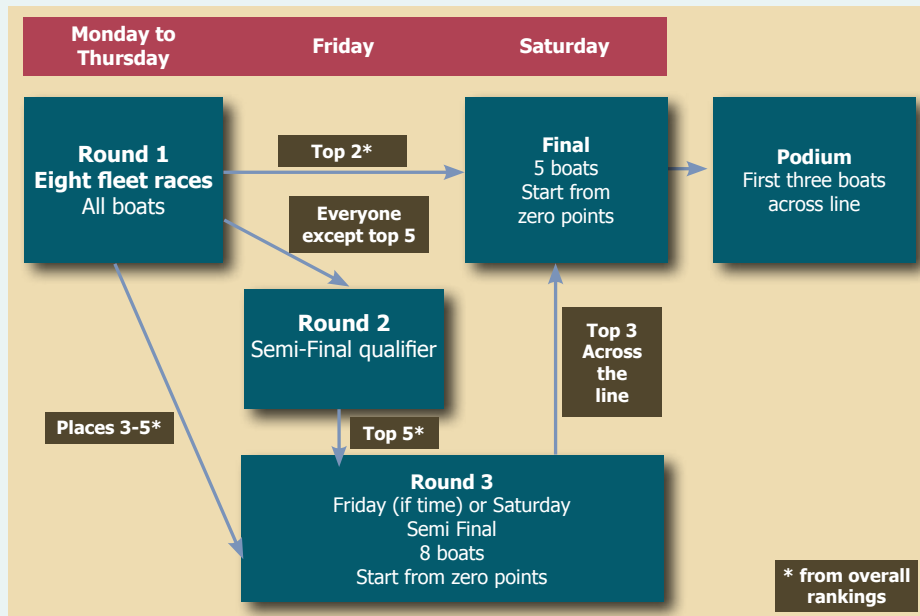
Was the format too complicated and is there a way to organise it better?

Does reducing the number of nations in the medal race adversely affect its attractiveness to sponsors and broadcasters?

To try and answer some of these questions, a survey is being carried out - we will bring you the results at a later date.

And finally, should there be a reward for consistency and does it depart too far from that ideal – will the best sailor win? The best sailors certainly did in Palma. ≈

Below: Top 5 after the winner takes all medal race



Photos: Jesús Renedo/Pedro Martínez/Sailing Energy

			1	2	3	4	5	6	7	8	SFQ	Points	SF	F
1	SWE 33	Max Salminen	7	16	8	1	10	26	1	1		44	1	1
2	HUN 40	Zsombor Berecz	2	ret	1	22	3	10	6	7	16	67	2	2
3	TUR 21	Alican Kaynar	1	22	15	2	1	8	10	3		40		3
4	NED 89	Nicholas Heiner	17	3	stp	8	4	4	8	24		49	3	4
5	EST 2	Deniss Karpak	3	2	5	21	6	14	7	5		42		5
6	POL 17	Piotr Kula	33	24	3	5	2	9	12	2	3	60	4	
7	FIN 218	Tapio Nirkko	4	27	12	10	5	12	2	19	4	68	5	
8	BRA 109	Jorge Zarif	10	4	10	25	12	3	5	21	dnc	90	6	
9	ARG 48	Facundo Olezza	9	7	13	9	14	6	3	4	dnc	65	7	
10	CRO 52	Nenad Bugarin	5	1	ret	12	15	1	4	8		46	8	



11	GBR 91	Ben Cornish	93																	
12	NOR 1	Anders Østre Pedersen	102																	
13	ESP 7	Alejandro Muscat	104																	
14	CRO 1	Josip Olujic	109																	
15	GBR 71	Henry Wetherell	110																	
16	RUS 6	Kistanov Arkadiy	115																	
17	CZE 5	Ondrej Tepy	117																	
18	ITA 59	Alessio Spadoni	126																	
19	GER 25	Max Kohlhoff	136																	
20	FRA 17	Fabian Pic	143																	
21	CRO 69	Milan Vujasinovic	145																	
22	GBR 29	Peter McCoy	158																	
23	FIN 8	Oskari Muhonen	173																	
24	CAN 18	Tom Southern Ramshaw	175																	
25	POL 16	Mikolaj Lahn	179																	
26	RUS 4	Evgenii Deev	180																	
27	USA 91	Luke Muller	180																	
28	FIN 225	Mikael Hyryläinen	191																	
29	ESP 17	Pablo Guitián Sarria	194																	
30	DEN 24	André Højen Christiansen	203																	
31	ESP 57	Victor Gorostegui	209																	
32	IRL 86	Oisín McClelland	212																	
33	GER 259	Phillip Kasueske	213																	
34	SUI 38	Nils Theuninck	228																	
35	GBR 96	Hector Simpson	233																	
36	CZE 1	Michael Maier	253																	
37	NZL 64	Brendan Mccarty	278																	
38	BER 9	Rockal Evans	282																	
39	RUS 5	Evgenii Bugaevskii	285																	
40	ESP 575	Jorge Navarro Rios	298																	
41	ESP 117	Carlos Ordoñez	303																	
42	FRA 99	Marc Allain Des Beauvais	303																	
43	FIN 118	Walteri Moisio	304																	
44	GBR 707	Callum Dixon	319																	
45	SLO 99	Jan Orel	322																	
46	POL 52	Krzysztof Stromski	324																	
47	GBR 703	Markus Bettum	333																	
48	ITA 66	Enrico Voltolini	343																	
49	ESP 888	Andrés Ivan Lloret Perez	350																	
50	RUS 142	Yury Polovinkin	361																	
51	RUS 51	Mikhail Petriga	369																	
52	SUI 63	Thomas Gautschi	386																	
53	AUS 69	John Craggs Alexander	389																	
54	ESP 114	David Ordoñez	392																	
55	SVK 21	Michal Hrivnák	410																	
56	ESP 99	Gerardo Seeliger	414																	
57	GBR 79	Richard Glen	435																	





Veni, Vedi, Vici

Ligurian Caesar Giorgio Poggi wins in Cannes

Words - François Richard | Pictures - François Richard and J Nutte

Is it a matter of super peak shape, or super hull, or also a much higher level versus rivals?

Anyhow, sometimes, champions ending events as overall winners just win every single race at some international meetings. It happened last year at Austrian championships when best Czech Finn racer, Ondrej Tepy won all eight races in light to medium conditions. Once again the same show occurred with absolute domination of semi veteran, Italian Giorgio Poggi who grabbed all six races wins at Cannes International Finn competition 2017, in both light and quite heavy conditions.

The 2016 edition of the Cannes Finn festival had turned almost as a near miss event. On final day frustrated entrants only scored one valid race and they could just hardly get two more heats to end the event. Thus Cannes reputation was affected slightly with a tiny fleet of 46 entrants in 2017 when only four years ago nearly 100 gathered in Cannes.

It started on Tuesday 7th February under sunny but light conditions. After a long wait, an easy light breeze came from the south. After one general recall, the fleet got going with even more Italians in



lead. Poggi beat his countryman, grand master Marco Buglielli on the line while French Finn president Marc Allain des Beauvais ended third.

Conditions became much harder on day two with a fierce 22 knots easterly wind gusting 28 at times. It made a quite high swell in freezing conditions. Many capsized and 20 guys retired but all this never troubled the maestro, Poggi, who often mastered his starting timing near the RC boat, to rush off the line then built a solid lead to win every race. His nearest opponents were half his age, the young and heavy Ukrainian Andrii Gusenko, while Swiss Master Christoph Burger was second in Race 3.

The next racing day turned grey. The north shore breeze took a long time to shift west generating at the most 5 to 8 knots of flukey winds. Poggi won again with ease while Dutch Tobias Kirschbaum and young French newcomer Guillaume Boissard made second. Gaining in size and weight Boissard, now 20 years old, who ended fourth overall had a year long experience in the Laser but is rather a former Europe dinghy sailor. Same kind of background for Valerian Lebrun (38) the current Europe class world champion. The French Finn fleet has recently welcomed several good former Europe dinghy experts with Damis Vieille and Bordeaux based Tarnowski. All in all Cannes races became a good show for consistent Ukrainian Gusenko, and medium air French ace Laurent Hay, but none of them could really become a

serious threat to Poggi. Age groups were led by Guillaume Boissard in Juniors. Poggi was best senior while Christoph Burger won Master group. Grand Master fleet found its winner with Laurent Hay, Marc Allain des Beauvais once again was leading Grand Grand Master, and François Richard ended as best Legend.

Happy and almost always smiling Poggi was Italian rep at the 2008 Olympics. He was beaten and missed London 2012, but despite his age, and after brilliant results at 2016 Finn Gold Cup he raced once again at the Rio 2016 Olympics.

On his way back from Brazil he didn't race or sail once. Gaining 2 to 3 kg after the 2016 celebrations he got a new boat, went on a fitness programme to get back his current 190 cm / 95 kg. Based at Albenga on Italian ligurian coast, Poggi, now 36 years old, seems to try again for Tokyo 2020. There he will be then an absolute veteran of the Finn class, unless a much younger Italian does better to represent Italy. Time will tell. ≈



1	ITA 117	Giorgio Poggi	5
2	UKR 5	Andrii Gusenko	20
3	FRA 75	Laurent Hay	22
4	FRA 9	Guillaume Boissard	26
5	FRA 111	Valerian Lebrun	35
6	NED 972	Tobias Kirschbaum	38
7	GER 707	Uli Breuer	39
8	SUI 7	Christoph Burger	41
9	ITA 2	Marco Buglielli	44
10	UKR 8	Havrysh Taras	44





News reached us at the beginning of the year that on New Year's Day 2017, Alexander Tšutšelov, the Finn silver medalist at 1960 Olympics had passed away. He was 83 years old.

ALEXANDER TŠUTŠELOV WAS a respected sailing champion, with seven Estonian national titles to his name, former head coach and an honorary member of ESS Kalev Yacht Club.

Alexander Tšutšelov was born in Tallinn on 26 April 1933. His father and uncles Dimitri, Andrei and Nikolai were already successful sailors before the war and taught him to sail. He has always been known by the nickname, Šurka and all sailors have since always called him this. He began sailing in 1946 in the Olympic and Ersh classes, before moving into the Finn.

After high school graduation in 1953, he entered the Tallinn Polytechnic Institute to study shipbuilding.

Šurka became a member of the Kalev Yacht Club, in Tallinn, when the club was formed in 1948. A talented and hard-working sailor, by the age of 27 he had won a place in the USSR national team at the 1960 Olympics in Rome. Only

being beaten by the legendary Dane Paul Elvstrøm, he took the silver medal in Finn.

In a very difficult political and sporting atmosphere he also fought for a place in the 1964 Tokyo Games squad, but unfortunately the mental and physical tension of qualification left its mark, and in Japan he could only finish in 12th place.

He also tried to qualify for Kiel in 1972, and campaigned a Soling for 1976, but finished as runner-up in the trials. However during this time he also achieved many international successes. Tšutšelov won a total of eight medals, including three gold. He was also Estonian champion seven times.

He later shared his rich experience with many sailors as head coach at his yacht club, as well as developing a training programme.

Alexander Tšutšelov made a huge contribution to the ESS Kalev Yacht Club and Estonian sailing and will always be remembered.

IN 2009 HE wrote the following for the Finn class book 'Photo FINNish'.

"We sailed many regattas each year and often met with other sailors. We knew the results and peculiar qualities of each other but we didn't exchange information or train with foreigners. The members of the USSR National team received a stipendiary from the government. New equipment was available for those that improved and won prizes.

Each Finn class sailor was a purposeful individual, and they would spend all their physical and mental energy to win. From the Finn I learned to be purposeful and strong, I learned how to overcome problems and I learned to love sailing with all its difficulties and beauty.

The most interesting regatta for me was the Olympic regatta in Naples in



1960, because all my opponents were interesting and technically strong. I had qualified for Naples on the National regattas and USSR Championships results, but I had to pluck up my courage because I had a great desire to win. I put a lot of physical and mental energy into preparing for that regatta.

There were 35 Finn class sailors that came to the starting line in Naples. The first race was a failure for me. I got a false start and only finished seventh. Fortunately I won the second race. Nelis of Belgium, Conrad of Brazil and Stratton from the UK followed me in that race and my main opponent Elvstrøm could only manage fifth.

I still remember each race results 7, 1, 2, 10, 17, 2, 8. I was not the only one who was pretending to be the Gold medalist, and that's why it was a very tough competition." ≈

REST IN PEACE, ALEKSANDER TŠUTŠELOV.



Photos - Below: The fleet at the 1960 Olympics
 • Top right: Centre with Viktor Potapov and Gus Miller • Right with Ants Vainsalu at the 2013 Finn Gold Cup in Tallinn

Alexander Tšutšelov • 1933-2017

Finn silver medalist 1960 Olympics





in the next decade in Catalonia. Big names such as Antonio Furest, Perico Jiménez, Paco Blasco, Pitus Jiménez, Vladimiro Padró, Juan Ignacio Sirvent, Pepe Ferrés, Carlos Masdevall, among others, deserve mention and honours. The Catalan J. I. Sirvent was selected to represent Spain in Acapulco, where he ranked 27th out of 36 Finns. In those days, the Finn fleet in Catalonia numbered about six boats.

The class continued developing in Catalonia and entered the 1970s in very good health. The fleet built to about 20 boats and was based mainly in the sailing school of Palamós.

The Finn Class is experiencing an unstoppable rebirth in the north-eastern corner of Spain, Catalonia. Five years ago, there were hardly a couple of Finns sailing here without even knowing about one another. Last year, the 24-25 of September, we celebrated the first official 'Campionat de Catalunya' with 16 boats, at the 'Club Nautic El Balís', the venue for the 2018 Finn World Masters.

Axel Muñoz, from the 'Club de Vela Blancs', is the current Catalan Champion of the Finn Class. We include this classification table to highlight three unprecedented facts:

1. The third in the podium was Perico Jiménez, as far as we know, the only active Super-Legend in the circuit, at 82.
2. We were blessed with the participation of the historical Finn sailor Gerardo Seeliger, current President of Honour of the International Finn Association.
3. Ending the table, Kathrin Bacher completed all six races in a 1977 Roga, becoming the first woman ever participating in an official Finn regatta in Spain.

THE NAME OF Catalonia comes hand in hand with the history of the Finn Class in Spain, almost since its inception. The

two first wooden Finns arrived in the Real Club Náutico de Barcelona just a few years after Rickard Sarby built the prototype in 1949. Those Finns, the first two in Spain, were sailed by Ramon Balcells and Salvador Pujadas, the true pioneers of the Finn Class in Catalonia. Ramon Balcells, on his own budget, would become the first Spanish representative in the Finn Class in the Helsinki 1952 Olympic Games. Balcells ranked 10th out of a 28 boat fleet that was clearly dominated by Paul Elvstrøm. Contemporarily, Salvador Pujadas won the first Finn Spanish Nationals, also in the 1950s. The Finn fleet would start a slow but steady development thereafter.

The 1960s would bring ten brand new Elvstrøm Finns to Barcelona that would serve to prepare for the 1968 Olympics in Mexico. This period and its protagonists set the foundations for the modern Finn times to come



José Luis Doreste racing off Barcelona harbour in the Criterium Nacional de Finn 1979.

Vela	Clasificación	Pedro Sr.	Categoría	Club	1	2	3	4	5	6	CL	Puntos
1	ESP 112	AXEL MUÑOZ	Senior	CV BLANES	6	44	5	3	2	1	32	29
2	FRA 100	FLORIAN FAUCHUK	Master		1	1	44	17	1	2	39	22
3	ESP 35	PEDRO JIMENEZ	Legend	CV CALELLA	3	4	6	6	4	4	31	23
4	ESP 117	DAVID OROÑOZ	Youth	CV BLANES	2	44	3	5	9	7	37	26
5	ESP 320	ANGEL ANGEL MATEO	Grand Master	EN EL BALIS	8	9	1	2	7	44	37	27
6	ESP 100	ROGER JORDANA	Master	EN CAMBRILS	5	7	44	1	3	11	39	27
7	ESP 99	JOSE MARIA PUJADAS	Great Grand Master	EN AGUIBARAVA	7	10	4	44	5	1	44	27
8	USA 2	JESUS TURRO	Great Grand Master	EN VILASSAR DE MAR	44	3	7	4	10	4	41	28
9	ESP 318	ANTONIO FUREST	Great Grand Master	EN EL BALIS	44	5	2	9	12	5	45	33
10	ESP 310	SI GORKA CUGAT	Master	EN CAMBRILS	19	2	9	7	6	44	46	33
11	ESP 357	SI JAUME AUIS	Master	EN EL MASNOU	4	8	10	44	17	6	62	45
12	ESP 61	SI PETER DENES	Master	EN CAMBRILS	10	12	44	8	8	12	67	50
13	ESP 1330	SI JESUS TELLO	Grand Master	EN EL BALIS	11	44	11	12	11	9	69	54
14	ESP 99	GERARDO SEELIGER	Great Grand Master	RCN BARCELONA	14	6	8	44	17	17	79	62
15	ESP 17	SI JOSE LUIS CASTELLS	Great Grand Master	EN VILASSAR DE MAR	44	14	13	11	14	14	80	66
16	ESP 82	SI KATHRIN BACHER	Women	EN EL BALIS	44	16	14	10	11	15	84	68

Top: Approaching the leeward mark during the 2016 Catalan Finn Championship and (above) Final results after 6 races. Below: The Finn Fleet at the Club Nautic El Balís, Barcelona.

The Revolution in Catalonia

by Miguel Angel Mateo (M), with help from Enrique Fabrega (GGM), Antonio Furest (L), Carlos Cantín (GGM), José María Pujadas (GGM), Jesús Turró (GGM) and Perico Jiménez (SL)



Important names would appear in that decade, including José Luis Doreste, José María van der Ploeg, Joaquín Blanco and Jesús Turró. These sailors met regularly in Palamós to train for the various championships, forming what was probably the most successful and compact Finn team ever in Catalonia and in Spain. This team achieved a great deal internationally over the next two decades.

It was in 1977 when Palamós hosted the XXII Finn Gold Cup, won by Joaquín Blanco. The Club de Vela Palamós is organizing next June a nostalgic regatta commemorating the 40th Anniversary of that event (www.cvpalamos.org). It is expected that some of the protagonists of that first event, such as Joaquín Blanco and José Luís Doreste, will face off again.



Two Spanish ROGA Finns in the Palamós Christmas Race in the 1970s. Joaquín Blanco in foreground

JOSELE DORESTE REPRESENTED

Spain in the Finn Class in three Olympic games: Montreal 1976, Moscow 1980, and Seoul 1988, where he won the gold medal. In 1977, a young José María van der Ploeg, member of CN El Balís, joined the Spanish Sailing Team as a junior. Between this year and 1992, José María won many Catalan, Spanish and European Finn regattas culminating an amazing trajectory by winning the gold medal at the 1992 Olympics in Barcelona.

It was after this achievement when the Finn fleet in Catalonia started to experience a steady decline. In the next few years, the Finn fleet was restricted to a few scattered boats and to sporadic club races and, finally, become extinct. Some people say it was a 'dying from success' story...

We had to wait two decades to see the fleet rise from its ashes.

Some of the veteran Finnsters of the 'Finnistas Forever' group, reunited in October 2015 in the Costa Brava.



It was in 2012 when three Finn sailors of the CN El Balís and two other newcomers to the class decided to create the Association of the Finn Class Catalonia (finncatalunya.com) to serve as a contact point and a voice to promote Finn sailing in our region. Alex Muscat, the Finn sailor from CN Garraf, was starting his Olympic project that year. The FinnCat, officially registered in 2013, proved efficient in 'spreading the news' and resulted in the resuscitation of the fleet. The fleet now consists of around 22 Finns, and is still growing. Twelve are concentrated in the CN El Balís, four in the Barcelona International Sailing Centre, and the rest in the CN Garraf and CN Cambrils. The Catalan fleet is now as big as that of the rest Spain all together, and probably the biggest ever in Catalonia.

A great impulse to this growth has to be credited to the Finn Masters Club,

and the 'Finnistas Forever' group, both informal groups integrated by over 50 veterans of all times. In October 2015, they got together in a very warm and nostalgic encounter in the Costa Brava. In that meeting, it became evident that their enthusiasm, passion, and vast knowledge about Finn sailing, was to be a true engine to help the renaissance of the class in Catalonia.

Around 80 per cent of the present Catalan fleet, consists of master Finnsters. Thanks to the number of boats, the Finn Class in Catalonia can, beginning this year, dream of having a proper racing circuit. There are seven official races scheduled (www.finncatalunya.com), plus a number of club regattas.

Last year, in the Finn World Masters in Torbole, the CN el Balís was blessed with the support of the majority of the masters gang to host the FWM 2018.

To warm up the atmosphere and to further promote the Class, beginning this year the CN El Balís is offering a special deal to all Finn sailors belonging to the Catalan Federation (www.cnelbalis.com). It includes unbeatable prices to join the club, and the organization of the Balís Finn Series. This consists of two Finn regattas and two training events/clinics per month (every Saturday).

We hope to succeed in creating an unstoppable momentum to continue increasing the size of our fleet (hopefully also engaging younger sailors) that serves to consolidate the amazing Finn Class in Catalonia. ≈

Miguel A. Mateo is Finn Class Secretary at the Catalan Sailing Federation (finn@vela.cat) and President of the Catalan Finn Class Association (info@finncatalunya.com)

AUSTRIA



AT THE 2016 Austrian Championships from August 25-28 on Lake Attersee a record breaking fleet of 95 Finns, was dominated by Czech Olympic hopeful Ondrej Tepy

Bernhard Klingler writes: The largest national Finn regatta in Europe last year took place in Austria. An astonishing fleet of 95 sailors from eight nations gathered in late August at Union Yachtclub Attersee. A start line measuring 550 meters was set across the lake in beautiful weather conditions. Eight races were completed in 7-14 knots of north-easterly thermal wind, known as 'Rosenwind', to finish the championship early within three days.

Czech junior Ondrej Tepy, who very closely missed the last spot for Rio, kicked all the seniors in the fleet and scored perfect bullets in all eight races. London Olympian Florian Raudaschl scored

1	CZE 5	Ondrej Tepy	7
2	AUT 3	Florian Raudaschl	22
3	CZE 3	Rudolf Lidarik	24
4	GER 707	Uli Breuer	44
5	AUT 111	Michael Luschan	63
6	FRA 99	Marc Allain des Beauvais	64
7	GER 8	Jürgen Eiermann	65
8	AUT 7	Michael Gubi	72
9	CZE 1	Michael Maier	73
10	CZE 33	Ivan Rames	85

second and took the Austrian title. Third place went to Rudolf Lidarik, the winner of the 2015 Finn Trophy Attersee. Best competitor of the huge German fleet was Uli Breuer in fourth. ≈



AUSTRALIA



JUST AFTER SAIL Melbourne, 17 Finns competed in **Sail Sydney 2016**. Jake Lilley won five of the nine races sailed. Jock Calvert won two more, with Ian McKillop and Marcus Whitley taking race each.

1	AUS 41	Jake Lilley	12
2	AUS 32	Jock Calvert	25
3	AUS 10	John Condie	33
4	AUS 26	Ian McKillop	35
5	AUS 5	Matthew Visser	36
6	AUS 110	Marcus Whitley	48
7	AUS 6	Joe McMillan	48
8	AUS 274	Nick Kennedy	55
9	AUS 68	Jay Harrison	64
10	AUS 1	Ajay Rau	74



MATT VISSER WRITES: The Australian Finn fleet were fortunate enough to sail the **2017 Australian National Championships** in the picturesque waters of Broken Bay and Pittwater on Sydney's northern beaches, at the Royal Motor Yacht Club from January 17 - 21

We received mixed conditions throughout the week starting with heats 1 and 2 in a 15 knot north-easterly sea breeze. This was sailed offshore with a 1.2 metre ground swell making it technical upwind with sailors with the right downwind technique able to pump onto the smaller waves and extend on the fleet.

This breeze normally favours the left hand side and failed to disappoint with Oli Tweddell showing nice upwind speed to take first blood from Ed Wright and Jock Calvert. Race 2 followed on with Ed finally leaving the right alone to level the score from Oli and Ian McKillop in third.

Race 3 was sailed inshore due to 18-20 knot sou-easter and a nasty sea state. This was not the day to be conservative and play the middle with both sides paying off either way. Ed



punched out another bullet with some excellent upwind speed and tactics with Oli second and Joe McMillan in third.

Race 4 made the tussle between the two champs tighten with Oli posting another win with fantastic downwind speed sailing Jake Lilley's 2013 Classic. Who said the classic was dead? Ed and Jock Calvert followed Oli respectively.

Day 3 was called off due to lack of wind.

Race 5 was sailed in a light 6-8 knot shifty northerly which held more pressure and the final shift in the right hand side.

Matt Visser fluked the win with incredible luck, and local knowledge never to be seen again, with Oli Second

Finn races around the world





and Ian McKillop scoring another third.

In Race 6 the breeze lightened and swung into the left with any boat thinking the right was going to pay ending up in the 20s at the top mark. Ed made sure he kept the pressure on to end the day with another win with Oli and Jock second and third.

Races 7 and 8 were again in a 12-17 south-easterly with some extra shifts making it all the more interesting. Oli again showed some nice downwind technique to nail the day and the series with two bullets over Ed and Jock both getting second and third in both races.

This was a week of the battle of the titans between Ed and Oli with Oli taking the series by one point.

Next year our Nationals will be hosted by Royal Queensland Yacht Squadron from the 15th - 20th January 2018

We would love to have you join us. www.rqys.com.au. NB Sailsports can help with charter boats, www.nbsailsports.com.au

1	AUS 261	Oliver Tweddell	10
2	GBR 11	Ed Wright	11
3	AUS 32	Jock Calvert	31
4	AUS 26	Ian McKillop	32
5	AUS 10	John Condie	45
6	AUS 110	Marcus Whitley	55
7	AUS 75	Phil Chadwick	56
8	AUS 22	Joe Mcmillan	58
9	GBR 49	James Downer	58
10	AUS 88	Chris Dawson	64

JUST PRIOR TO the Victorian Championship at Black Rock Yacht Club on 18-19 February 2017, Victorians were most fortunate to receive two days training by former World and European Champion Ed Wright of NB Sailsports in the days preceding the event and big thanks goes out to class stalwart Rob McMillan for organising this. For me this was the highlight as some of his magic was passed on to us mere mortals. With another 20 years of training maybe we will get somewhere near his level - or not.

Black Rock as normal was well organised and most accommodating. If you ever get the chance to race there it is five minutes to the start and generally good breezes and nice rolling waves.

In what is probably a record we had 19 entries from four countries (AUS, NZ, GBR & CZE) and four States (Vic, NSW, Qld & Tas). The class also had a record

34 entries at the Nationals with all fleets showing growth, which bodes well for the immediate future. Of particular note was the entry of Bill Hodder & David Bull both 70 years old both going strong. Bill has been away from sailing for many years after competing in the 1992 Olympics in the Soling and won the Finn State Titles back in 1972. Welcome back Bill.

Race 1 on Saturday was about 10 knots from the south going south-west quite aggressively soon after the start, which was a starboard course with no provision for moving marks as we were sailing under the club sailing instructions on Saturday, with the club fleets joining in after race 1. Ed Wright and Rob McMillan were nip and tuck at the top mark and forgot about the starboard rounding until they were informed 30 seconds into the run. In a mad panic the fleet organised itself as best it could and the race was wisely shortened after 1 lap. I am sure the PRO was keen to get three races in on Saturday to make a series as the forecast for Sunday was ominous. In Race 2 the breeze suddenly freshened one minute before the start and fleet finally got on with normal racing with everybody knowing the course and a familiar pattern began to emerge with Ed Wright first, Jock Calvert second and Rob McMillan third. Race 3 started in 5 knots and faded to near zero, with Jock Calvert showing good downwind speed and technique to wind in a massive deficit to finish third.

Sunday was big in every way. The forecast was terrible with several boats packing up early. Westerlies with gusts to 30 knots were the order of the day with generally the right side paying upwind. Downwind was a feast of 2 metre waves with every option being explored to surf and some just to survive. Somehow we managed three races and a complete series. Ed Wright dominated the day with a clean slate and fair margins over the fleet. Later in the day during the presentation a massive front past over dumping tonnes of rain and even higher gusts up to 43 knots. The only casualty was Nick Carter's mast, which was broken bouncing off the bottom in the pre-start. Isn't it always the way you survive racing in 30 knots and then come undone once you relax. ≈

1	GBR11	Edward Wright	5
2	AUS32	Jock Calvert	11
3	AUS2	Rob McMillan	14
4	AUS61	Mark Jackson	23
5	AUS10	John Condie	26
6	AUS33	Stuart Skeggs	32
7	NZL6	Gary Lokum	39
8	AUS75	Phil Chadwick	42
9	AUS51	Rod Tanks	51
10	AUS275	Christian Wiedmann	56

BELGIUM

FOR THE FIRST time in a long while, the **Belgian Open Championship** was organized on the North Sea, and what a success it was. About 30 Dutch, Belgian and French sailors came to the event and were welcomed on the beach of Ostend under a fantastic late summer sunshine.

Paul Goossens writes: The weather forecast predicted a nice 10 knots for Saturday, but the sea breeze helped a bit, and so we got 15 knots with fantastic waves, and some current to make it more challenging. The lesser trained amongst us realised after the first race that hiking and pumping on the waves requires a good physical condition. Red faces and the results proved this point. The wind shifted shortly after the start of the first race favouring the left side of the fleet. Sebbe Godefroid was at the right side, he worked very hard and managed to come from the back of the fleet to end third. Wim Henderieckx led at the upwind mark, but was passed by young Dutch talent, ending 10th. At the end of the first day, Tobias Kirschbaum was leading from Hein Van Egmond and Sebbe Godefroid.



The forecast for Sunday was not good and some had left already, which turned out to be the wrong decision. This day did not require a super physical condition but experience and concentration; the current, unpredictable pockets of wind, sometimes hiking, sometimes no progress. The regatta became a real thriller and Sebbe managed to win the title, with the same number of points as Hein Van Egmond and one less than Tobias Kirschbaum. This is a big achievement bearing in mind that Sebbe borrowed a boat on which he used his rig from the 2004 Olympics and that he did not do any Finn sailing in 10 years. Peter Aukema did also very well on Sunday with two second places.

All in all, everybody was very satisfied with the fantastic sailing, the special location, the great welcome and the perfect organisation. And if you missed this nice event: don't forget to come next year. ≈

BRAZIL



THERE WERE EIGHT races for the **2017 Brazilian Championship** for the Finn Class from 2 to 5 March, sailed over four days at the Yacht Club Santo Amaro, Sao Paulo

The races were sailed in moderate winds at the north end of the Guarapiranga Reservoir, known for producing variable conditions and winds shifts.

There were 23 sailors enrolled in various categories such as Senior, Junior, Master, Grand Master, and Great Grand Master. The competitors included sailors from Rio de Janeiro and Brasilia.

Of the eight races disputed, Jorge Zarif of the ICRJ won all and unanimously took the gold for the Nationals of the class.

Antônio Moreira of the CNC from Rio de Janeiro was second place overall and first in the junior category. Pedro Souza also from the CNC was third overall and first in the Senior Jumbo category.

Ricardo Santos of YCSA, was the best placed among the clubs of São Paulo and ended up fifth overall. Ricardo also won silver in the Master category. ≈

1	BRA 109	Jorge João Zarif	7
2	BRA 114	Antonio Carvalho Moreira	20
3	BRA 108	Pedro Henrique Trouche De Souza	29
4	BRA 104	Andre Mirsky	31
5	BRA 97	Ricardo F. M. Santos	40
6	BRA 11	Robert Rittscher	51.5
7	BRA 1	Caio Teisen Gerassi	56
8	BRA 89	Tiago Moraes	64
9	BRA 111	Gabriel Roulino	65
10	BRA 6	Juliano C Rosas	81



DENMARK



RICHARD BERG-LARSEN WRITES: I am pleased to say that the Danish Finn fleet is doing well, except for our average age.

We are making various initiatives to attract new members, including persuading people who have gear for sale to swap around so we can make start packages for newcomers to fit their weight, sailing style and budget.

The picture above is from one of the chilly winter trips when the marina froze while we were out sailing.

In the spring of 2016 a group of Masters became frustrated. One minute they would go like rockets and the next lose power, obviously caused by the insufficiency of the elderly helmsmen.

We concluded that because the kids spent most of their waking hours on the water they had the ability to steer 99 per cent accurately 99 per cent of the time and sail designs were gradually pushed toward lower and lower entry angles. Because the kids can hike all day long, the sails were also pretty powerful. Both trends are bad news for the more experienced sailors with healthy work-sail-eat-drink life balances.

One option was to train more so we decided for the more prudent alternative, which was to design a sail that would facilitate the slightly unfocused, out of shape sailing gentleman at less than EUR 1000. Jacob Bojsen Møller (jacob@bmsails.dk) from BM Sails designed our sails in the 1980s and having himself experienced less hair and lower centre of gravity he was keen to assist.

Over the summer we tested and by August we were ready – the first regatta was in Dragør in 6-10 m/s and the second on Steinhuder in 2-5 m/s. Although the sail won both regattas we decided to give the design yet another iteration where Svend, Michael, Jens-Kristian and Kenneth all provided valuable input. The BM Master retails at EUR 980. ≈



GREAT BRITAIN



THIRTY BOATS TURNED out for the season opener in the UK at Alton Water on the east coast. Moderate conditions on Saturday allowed every one to sail while extreme conditions on Sunday tested everyone to the limit. Cameron Tweedle won a hard fight from John Greenwood and Simon Percival after a great weekend sailing, even if Sunday was somewhat challenging at times. ≈

1	GBR 98	Cameron Tweedle	16
2	GBR 5	John Greenwood	21
3	GBR 635	Simon Percival	29
4	GBR 69	Cy Grisley	34
5	GBR 2	Allen Burrell	37
6	GBR 722	Simon Moss	52
7	GBR 90	Richard Sharp	53
8	FIN 201	Kristian Sjoberg	68
9	GBR 10	Robert Deaves	82
10	GBR 26	Joe Stocker	85



ITALY



MARCO BUGLIELLI WRITES: In 2017 the Italian Sailing Federation decided to hold the **Italian Championship** for all Olympic classes in the month of March. This proved a success with a strong participation in several classes, especially in the Finn with 42 competitors (including Andreas Lohmann from Germany) and nice conditions. The championship took place in Ostia, close to Rome, based in the marina which offered plenty of space for boats, cars and trailers.

The first two days of racing the weather was perfect with bright sunshine and a moderate breeze from 9 to 15 knots, allowing for Oscar flag to fly in all races except one and perfect sailing conditions. It was immediately clear that the fight for the title was between Giorgio Poggi and Alessio Spadoni, who had recently moved into the Finn from the Laser. Three race wins for Giorgio and two for Alessio left them with one point gap in favour of Giorgio. The third day conditions were different, with big waves and wind from different directions, and Giorgio took advantage of his experience, controlling Alessio and scoring a 2-1 which allowed him to take his ninth Italian title with a race to spare.

On the last day no racing was possible and Alessio Spadoni maintained a well deserved second place, with Filippo Baldassari in third, Enrico Voltolini in fourth and fifth place for Matteo Savio, first of the Juniors. Enrico Passoni was the top Master in ninth place.

1	ITA 117	Giorgio Poggi	8
2	ITA 59	Alessio Spadoni	13
3	ITA 123	Filippo Baldassari	15
4	ITA 66	Enrico Voltolini	18
5	ITA 83	Matteo Savio	32
6	ITA 175	Alessandro Vongher	34
7	ITA 71	Federico Colaninno	46
8	ITA 234	Tommaso Ronconi	52
9	ITA 6	Enrico Passoni	55
10	ITA 191	Alessandro Cattaneo	57

COPPA ITALIA 2017 started in Anzio at the beginning of April, with the participation of 37 Finns. This is the 18th edition of the Italian trophy and some new ideas are being introduced by the new class President Giorgio Poggi.



The weather forecast for Anzio was not encouraging, but on the first day a good south-easterly blew between 12 and 15 knots with nice waves allowing three beautiful races. Top three after the first day were Matteo Savio (with two race wins), Alessandro Vongher (winner of Race 3) and Marko Kolic. On Sunday rain and some thunderstorms allowed only one race to be sailed, which was shortened after the first lap due to an approaching thunderstorm.

Matteo Savio had an excellent second place in the fourth race and he convincingly won the series ahead of Alessandro Vongher, Giacomo Giovanelli (winner of the last race), Marko Kolic and Enrico Passoni.

Age category prizes went to Matteo Savio for the Juniors, Giacomo Giovanelli Master, Enrico Passoni GM, Francesco Cinque GGM and Franco Dazzi Legend.

Six more events are scheduled in Caldaro, Grado, Castiglione della Pescaia, Dervio, Ancona and Malcesine.

Coppa Italia is supported by a pool of sponsors: Quantum Sail Design Group, 3FL Saildesign, WB-Sails, HitechSailing.com, Bertacca Sail Equipment, Residence Ca' del Lago, Garnell, Behind the Cloud, Demetz Bolzano and Negrinautica. ≈

1	ITA 115	Matteo Savio	4
2	ITA 175	Alessandro Vongher	5
3	ITA 202	Giacomo Giovanelli	9
4	ITA 40	Marko Kolic	9
5	ITA 6	Enrico Passoni	17
6	ITA 191	Alessandro Cattaneo	22
7	ITA 114	Roberto Benedetti	24
8	ITA 90	Emanuele Vaccari	24
9	ITA 71	Federico Colaninno	28
10	ITA 1055	Furio Patrizio Monaco	28

FINN CALENDAR ITALY 2017

April 29-30	Caldaro
May 13-14	Grado
June 2-4	Castiglione della Pescaia
June 16-18	Bracciano - Italian Masters
July 8-9	Dervio
Sept. 2-3	Ancona
Sept. 29-Oct 1	Malcesine



NETHERLANDS



EACH YEAR AROUND November a group of Finn sailors go to Nijkerk to start their winter training. This year we were with 15 boats and sailed from November until the middle of March. To celebrate the beginning of a new sailing season each year we do a **'Winter Race'**. This year it was held on 18 and 19 March.

The winter this year was quite soft, with the temperature on the coldest days around -2 and on the warmest day +15. Some of us also went sailing when it was an autumn storm with 50 knots of wind. As result we have got an awesome movie to share with all our Finn friends. As a bonus to fun times on the water it's guaranteed in Nijkerk's harbour that on land you'll be greeted with a warm bowl of soup and a cold glass of beer.

The first day of races greeted us with a pouring rain and a lot of wind. Sadly, when we were going to the water the wind started dropping from 16 knots to around 2-6 knots. Luckily we could still sail. Nijkerk is placed on a narrow lake so we sailed seven small but difficult races.

Wind conditions were tricky and even scary on some moments. Wind would always shift up to 25 degrees also there were big gusts of wind coming. It was quite difficult with the length of upwind of four minutes. A lot of boat handling was needed that day.

On the second day it was even more exciting with wind up to 25 knots. It was just as shifty as at the first day so it was just as difficult. But in the end everybody could say how much they've enjoyed it. It was a lot of fun for the young as for the older sailors. ≈

1	NED 792	Tobias Kirschbaum	22
2	NED 787	Nanno Schuttrups	24
3	NED 29	Bas de Waal	25
4	NED 94	Tijmen van Rootselaar	35
5	NED 111	Chris Frijdal	41
6	NED 18	Johan van Straalen	49
7	NED 31	Hans Zuurendonk	59
8	NED 112	Michel Miltenburg	68
9	NED 82	Roel Lubberts	78
10	GER 231	Denny Jeschull	78



NEW ZEALAND



KARL PURDIE TOOK out the 2017 New Zealand Nationals at Maraetai Sailing Club, winning six of the eight races. Ray Hall and Mark Perrow won another race each. ≈

1	NZL 111	Karl Purdie	8
2	NZL 2	Ray Hall	14
3	NZL 4	Mark Perrow	19
4	NZL 190	David Hoogenboom	31
5	NZL 9	Rob Coutts	33
6	NZL 11	Hans van de Waal	42
7	NZL 23	Alan Dawson	46
8	NZL 18	Gerald Lelieveld	47
9	NZL 193	Gerrit Bearda	59



NORWAY



THE NORDIC FINN Associations have put together the **NORDIC CUP 2017**, a regatta series consisting of three counting events with the final event in Dragør, Denmark.

Tore Glen Berg writes: Each regatta will count towards the Nordic Cup and the sailor with the least points after three events will win the cup overall. We are also evaluating special prizes for best sailors in the Finn age categories and for sailors campaigning vintage Finn dinghies. The Nordic Cup Trophy will be awarded at the end of the last regatta of the Cup.

The Nordic Cup is an open regatta series and sailors from any country can participate; we are striving towards making the event a cool event with low shoulders and no stress, expect great friendships, cold beers and evening grill parties.

It is with pleasure we invite you to these three events, by enrolling to one of the regattas you're automatically a participant in the Nordic Cup. ≈

SCHEDULE

20-21 May	Nordic Cup 1, Drammen SF. Rødtangen, Norway
10-11 June	Nordic Cup 2, USS - Regatta Uppsala, Sweden
16-17 Sept.	Nordic Cup 3, Dragør Open Dragør, Denmark

POLAND



BOGUSLAW NOWAKOWSKI WRITES

The **2016 Polish National Cup** included seven events with five to count from April to October. There were 35 participants.

The season started in April at a warm water lake near a power plant in south Poland - **Rybnik**. 12 sailors took part including two Czech guests - Zdenek Dybal and Zbigniew Jezowicz. The weather was demanding - rainy, 6°C, 1-2 B wind. The top three were Marek Jarocki, Andrzej Romanowski and Krzysztof Stromski.

The **Polish Sailing Association Cup** was organized in Krynica Morska at Zalew Wiślany (Vistula Lagoon). The winner of this prestigious regatta was the young Sebastian Kalafarski, from Mikolaj Lahn and Lukasz Lesinski. 26 Finn sailors took part.

Nord Cup in Gorki Zachodnie, near Gdansk, was a nice and comfortable event. Sunny weather, good winds, perfect race committee and jury and picnic atmosphere, making for fantastic moments on water and on shore. From 19 participants the best was Bartosz Ptak from Jeremi Zimny and Andrzej Romanowski.

Szczecin Fair Play regatta was very nice event on the lake Dabie near Szczecin city. The honourable guests were Friedrich Müller and Jacek Kalinski from Germany. The organizer 'Centrum Zeglarskie' made a very good job with an unusual, however in this regatta traditional, buffet on the water. The best of 22 sailors was Marek Jarocki from Bartosz Ptak and Szymon Winiarski.

AZS Cup was held at the small lake Kiekrz near Poznan. Nice and friendly competition among 11 Finn sailors - the winner was the local master Marek Jarocki.

The **National Championship** was as usual a demanding regatta with 22 entries. September weather, moderate to strong winds and steep waves, tested the sailors skills. The title went to Piotr Kula, vice-champion and first junior to Mikolaj Lahn and bronze medal to Lukasz Lesinski. Next places: 4. James Skulczyk (GBR), 5. Sebastian Kalafarski

(second junior), 6. Jeremi Zimny (third junior), 7. Bartosz Ptak, 8. Andrzej Romanowski, 9. Krzysztof Stromski, 10. Marek Jarocki.

The **Polish Cup Finals** in October at Zegrze lake near Warsaw was the last regatta. The race officer, and former Finn sailor, was Michal Jodlowski. The battle for the title went down to the last race. The winner of the regatta was Bartosz Ptak but Polish Cup was won by Marek Jarocki, from Bartosz Ptak and Andrzej Romanowski. U23: Bartosz Ptak, Senior: Lukasz Kielnar, Master: Marek Jarocki, Grand Master: Andrzej Romanowski, Grand Grand Master: Julian Reichelt, Legend: Jan Okulicz.

The **National Sprint Match Racing Regatta** during summer Gdynia Volvo Sailing days attracted 14 competitors. Jeremi Zimny won from Milosz Wojewski and Piotr Kula.

At the end of August the **Polish Finn Masters** were held in Puck. It was a great atmosphere, nice weather and excellent venue. A sprint race of five competitors for the Puck Mayor prize was organized as a sideshow for spectators on the third day. Marek Jarocki won the open category from Andrzej Romanowski and Boguslaw Nowakowski. Master: 1. Marek Jarocki; 2. Marcin Mrówczyński; 3. Artur Piernicki; Grand Master: 1. Andrzej Romanowski; 2. Boguslaw Nowakowski; 3. Jacek Binkowski; Grand Grand Master: 1. Juliusz Reichelt; 2. Jan Kominek; 3. Wojtek Nadolski; Legend: 1. Jan Okulicz; 2. Wojciech Jankowski. The event attracted 19 sailors.

The Polish National Finn Class Association AGM is traditionally organized during National Championships. Elections for the president, the board and the audit committee were held this year. Polish Finn sailors voted for: President: Boguslaw Nowakowski, Secretary: Andrzej Romanowski, Treasurer: Rafal Chmura, Class trainer: Rafal Szukiel, Board members: Jacek Binkowski, Julian Reichelt, Wojciech Nadolski. The AGM also honoured Grzegorz Waszkiewicz (POL 49) with a 'Fair Play 2016' gift and title for his rescue action during the regatta, when another sailor was in difficulties after capsizing. ≈



SPAIN



AFTER A THRILLING finale at the **III Dinghy Academy Finn Trophy**. Young Argentinian Facundo Olezza won the final race and took the overall trophy beating Fabian Pic and Milan Vujasinovic by just one point. Pic entered the final race with a 5 points lead but lost first place.

1	ARG 48	Facundo Olezza	18
2	FRA 17	Fabian Pic	18
3	CRO 69	Milan Vujasinovic	19
4	POL 17	Piotr Kula	22
5	POL 16	Mikolaj Lahn	31
6	CZE 5	Ondrej Tepy	35
7	CAN 18	Tom Ramshaw	36
8	DEN 24	Andre Hojen-Christiansen	38
9	ESP	Victor Gorostegui	39
10	SLO 2	Vasilij Zbogar	44

FACUNDO OLEZZA ALSO won the earlier Palamos Christmas Race, after a very close series. He took two race wins, as did Hyryläinen, while Vujasinovic, Muscat, Spadoni took won. Spadoni also won the medal race. ≈



Photo: Rafal Szukiel

1	ARG 48	Facundo Olezza	20
2	CRO 69	Milan Vujasinovic	26
3	CZE 5	Ondrej Tepy (above)	30
4	ESP 7	Alejandro Muscat	32
5	FIN 225	Mikael Hyryläinen	35
6	ITA 1	Alessio Spadoni	36
7	IRL 17	Oisín McClelland	55
8	FRA 93	Antoine Devineau	57
9	ESP 57	Victor Gorostegui	57.75
10	POL 16	Mikolaj Lahn	63

POLISH REGATTA SCHEDULE 2017

The 2017 Polish Cup regattas are:

1. Opening Regatta, Wolsztyn 29-30/4
2. Polish Yachting Association Cup, Krynica Morska 19-21/5
3. West Pomerania Cup, Szczecin 16-18/6
4. Nord Cup Gdansk, 24-26/6
5. Yacht Club Rewa Cup, Rewa 7-9/7
6. Janusz Sadowski Memorial, Poznan 12-13/8
7. Polish Championships, Gdańsk 14-17/9
8. Warsaw Championships, Zalew Zegrzynski 7-8/10

Four of these regatta will take place on sea and four on lakes. Additionally, during regattas in Wolsztyn, Szczecin, Rewa and Poznan there will be short match races events counted for a separate ranking list 'Polish Sprint Cup'. Polish Masters Championships will be in Swinoujscie 18-20/8

SWEDEN



STEFAN FAGERLUND WRITES: The Swedish Finn Association keeps working to recruit new young sailors. During the upcoming season the plan is to let young sailors test the Finn at the Swedish Youth Championship in Uppsala.

The previously performed 'testing the Finn-activity' at the sailing gymnasium in Motala will pause this year but cooperation with the school, as well the Swedish Sailing Federation will continue. One of the former students in Motala, Johannes Pettersson, KSSS, has recently bought a new Devoti Fantastica and will step up his campaign and surely aim for the top.

Last season he managed to score a few really good results and hopefully he will be able to keep up the pace and develop as a Finn sailor on the international scene with his new gear.

During the winter the Association is focusing on different U23 activities and different ways to go forward to keep the new young sailors coming into the class.

Training camps, material know-how transfer and other ways to raise the competitive level among the youngsters is being planned.

Approaching the national season of 2017 the Swedish Finn fleet is looking forward to the 'Swedish Cup' that this year will include the following regattas: GKSS OCR, Gothenburg, 6-7 May
USS Regatta, Uppsala, 10-11 June
Swedish Championship Åmål 11-13 August
Sola Cup (+Swedish Masters) Karlstad 9-10 Sept.

Several Masters will go to Barbados. Travel arrangements and boat transports are planned and the sailors are prepared for the fantastic experience it will bring.

The ice is slowly loosening its grip on the Swedish waters and the Finn sailors awaken to prepare for the coming season. Hopefully it will bring sunny weather and fresh winds to all our competitors and recreational sailors around our country. See you all on the water. ≈



USA



THE GULF YACHTING Association Championships were held at Buccanear YC, Alabama from 8-9 October, a club rapidly becoming North America's premier Finn club.

Mike Woodhead writes: Visitors from all parts of the USA, plus Canada and UK made the journey to the event. Three races were scheduled for the first day. A northerly wind gusting up to 28mph in temperatures of 85°F met the fleet as they left the safety of the dock. A long run down to the start decimated the fleet, including excellent regatta organiser Jim Hunter.

PRO Mark Caraher set a long windward/leeward course, won by Darrell Peck from John F Dane and Jim Cameron. Gordon Lamphere retired with a failed tiller extension. With increasing retirements and increasing wind, racing for the day was abandoned.

The fleet returned to shore to enjoy a burger evening prepared by Harvey, possibly the most important single factor in BYC's increasing Finn reputation.

The following day with the weather little reduced, but with the promise of improvement, the fleet launched. It soon became evident that the wind and water were little calmer and became more so as the three races progressed.

A resurgent Gordon Lamphere won all three races with Peck, Dane, Cameron and Michael Mark fighting for the rest of the top places. With no discard, it was not possible for Gordon to get back to the top of the leader board. Instead, Darrell, John and Jim fought until the last run of the last race, Darrell taking the honours by a single point. Consistent local Michael Mark taking fifth place on equal points to Gordon. Louie Nady came sixth and was first Legend. Newcomers Ben Hayes and the Duffys acquitted themselves very well in their first Finn regatta.

The prizegiving followed overlooking a sun dappled Mobile Bay. The fleet must thank Jim and his team for great organisation to the PRO Mark Caraher and his assistants for great courses, quick rescues and short intervals between races and to the great chef Harvey and his culinary team. The Finn fleet looks forward to its return to BYC. ≈

1	ITA 117	Darrell Peck	9
2	USA 69	John F Dane	10
3	Can 11	Jim Cameron	14
4	USA21	Gordon Lamphere	18
5	USA117	Michael Mark	18
6	USA150	Louie Nady	25
7	USA1	Ben Hayes	32
8	GBR16	Mike Woodhead	36
9	USA23	Jim Hunter	39
10	USA1140	Duffy (Jr)	42

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