

FINNFARE



APRIL 2018



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Opening shot: Nicholas Heiner takes off in Cádiz

PRESIDENT'S LETTER

Dear Finn Sailors and Friends of the Finn Class,

The first major international Finn regattas of the year have just finished in Miami, Cadiz and Palma with new young Finn champions on the horizon battling with established Finn champions for the top podium places. It was great to see many new faces on the entry lists of the above regattas this year and significant Finn fleet sizes showing that sailors are getting ready for the first Olympic qualification event at this year's World Sailing Championships in Denmark.

With May coming I am sure that the 2018 Finn World Masters will also be a great success, the entry list already shows that one of the largest fleets ever is getting ready for this year's event in Spain.

The World Sailing (WS) Mid-Year Meeting will be held in London also in May with Council deciding on the Olympic Events for the 2024 Tokyo Olympic Games.

As I already outlined in the 2018 President's Report to the AGM in Cadiz, World Sailing set up a procedure to review the 2020 Olympic events and equipment for the Games in 2024. In the framework of this process this February the men's singlehanded dinghy

– heavyweight event (which is currently filled by the Finn as equipment) has been (with four other events) selected for review in May 2018 by the WS Council. The Finn Executive, National Finn Associations, Finn sailors, interested MNAs and other stakeholders are working hard to showcase to WS how important is a dinghy event for larger sailors on the Olympic sailing programme.

The male population worldwide is developing towards taller and more athletic humans at a much younger age than in the past. At the same time the Olympic sailing regatta has seen a constant decrease of classes and quota for men over 85 kg. With the removal of the Soling and the Star over the last 16 years from the Olympics, for 2020 we are down to only the Finn. Even if there would be a newly introduced offshore keelboat event it would not match the toughness, skills, athleticism and other aspect of dinghy sailing for young men and women.

Furthermore, in the days of serious anti-trust issues in the world of Olympic sailing, the Finn causes no trouble to WS. Cost issues darkening the life of other classes (especially if one considers not only the initial investment but the overall equipment related costs for a 4-8 year

campaign) are reasonable in the case of the Finn. The same applies to equipment quality with many top sailors using their 'old' Finn hull or mast at multiple Olympics.

Seaworthiness, accident-free sailing, easy to broadcast close and tactical racing, large international fleets and the existence of strong national fleets, as well as a well organised class association are all further aspects which speak for the Finn.

In summary, we strongly hope that wise decisions on the future of Olympic sailing will allow the Finn to continue its Olympic presence and unmatched history.

We will know more after May, but in the meantime let me wish you all the best, good Finn sailing and fair winds for the coming months

Warm regards

Dr. Balazs Hajdu
HUN-1
IFA President

FINN CLASS LAUNCHES SUSTAINABILITY OBJECTIVES

After decisions at the 2017 and 2018 IFA AGMs, the Finn Class will be following some simple sustainability objectives when managing its events. The objectives will minimise the impact of events on the local environment, and the long-term impact of the sport on the global environment.

In brief, these include:

- Reduction use of single use plastics and waste paper at events;
- Sustainable event strategies to minimise road mileage and air travel;
- Investigation of fuel saving by boat sharing, speed limits, incentives and restrictions on coach activity;
- Better availability of fresh water at events;
- Recycling stations at events;
- Encouraging and incentivising best practice and greener construction and manufacturing processes to increase the longevity of equipment and minimise pollution;
- Increasing awareness and responsibility of sailors, coaches and stakeholders;
- Continuing to provide a healthy and sporting pathway for life, from the impressionable U23 sailors to the huge fleet of experienced and knowledgeable Masters and Legends in the class. *More info on finnclass.org*

MASTERS NEWS

The popularity of the Masters continues to grow with a near record 350 sailors entered so far for the Finn World Masters to be held at El Balís (below), near Barcelona, mid May.

In addition the first Finn European Masters will be held in Split, in September. All links and news can be found at finnworldmasters.com



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Cover photo: Tapio Nirkko runs down a wave in Palma • Inset: Ed Wright after the medal race in Cádiz.



NEWS

TOKYO 2020 QUALIFICATION

The Tokyo 2020 Olympic Sailing Competition will be held at Enoshima Yacht Harbour, also the venue for a World Cup Series event this September. The Finn Class will have 19 places in Tokyo, just over 5 per cent out of a total of 350 athletes racing in 250 boats across the ten events. As hosts, Japan will receive an automatic entry.

The Aarhus (below) 2018 Hempel Sailing World Championships will be the first opportunity for sailors to qualify for Tokyo 2020. In Denmark, 40% of the total quota – eight places – will be available. A further four places will be awarded at the 2019 class championships and a further six throughout the remainder of 2019 and 2020 at Continental Qualification events.



IFA AGM 2018 – CÁDIZ

Full minutes will be published later, and posted on finnclub.org, but here briefly are the main decisions:

- The proposed 8 knot reduction for Oscar was rejected
- Sustainability plan and objectives given Council approval
- 2019 Finn Gold Cup in Melbourne in December. Dates TBC
- Use of non-GPS heart rate monitors approved
- Proposal to change Class Rule voting process was rejected
- Equipment limitation (to come into effect after WC Final - 1 mast, 1 boom, 1 rudder, 2 sails)

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LUKSA CICARELLI - 1946-2018

Lukša Cicarelli, a legend in the Finn class and Labud YC in Split, died February 6, 2018, after sustaining a head injury sailing his Finn while preparing for the 2018 Finn World Masters in El Balís, Spain, in May. He was 71.

Lukša was well known, and sailed almost daily from Labud. He won the Finn World Masters Grand Master title in 2001 and the Grand Grand Masters title in 2007, 2008 and 2010. He would have been sailing in El Balís this year as a Legend.

Ivan Kljakovic Gaspic, CRO 524, wrote: *"He was a true Finn lover and the Finn has meant much joy to him. In his early 70s he had energy like a teenager. He dedicated his life to enhancing sailing in YC Labud and Croatia. He has supported Finn sailors all through his life as a businessman, club delegate and federation delegate."*

Lukša Cicarelli was born in 1946. He died in Split, sailing his Finn, February 6, 2018. The International Finn Association and Finn Masters send their sympathies and condolences to Lukša's family and friends.





You have to admire the enthusiasm and dedication of Finn sailors. It is a long journey to Cádiz from almost anywhere, but coupled with the extreme bad weather across Europe over the previous weeks, it was nothing short of miraculous that more than 90 boats and sailors made it to contest the 2018 Open and U23 Finn European Championships.

One of the Swedish teams thought they had it rough with a 52-hour drive from Uppsala, stopping only to change drivers and top up with gas. But that was relatively benign compared to the four days by Anders Pedersen, who also had to contend with several snow storms, sleeping in the car in minus-15 degrees in Berlin, picking up a new boat in Poland, and an 11 hour traffic jam in France caused by snow and high winds. He arrived just in time to witness the first ever tornado to strike Puerto Sherry, the damage of which was still evident in the marina as the fleet prepared to do battle.

For the first time, the class had

invited Stuart Childerley – a double Finn European champion, in 1987 and 1992 – as Class Rep on the water, to work with the local race team.

The fleet was the most competitive for several years with only a few top sailors missing. There were also an impressive number of U23 sailors, accounting for over a third of the fleet.

Day 1

Nicholas Heiner won the only race possible on the opening day. A three metre swell, left over from the storm that caused Sunday's practice race to be abandoned, made for an interesting day of light winds. The second race was abandoned near the end of the first upwind.

Defending European Champion, Jonathan Lobert thought he should have been leading at the top mark, but Nicholas Heiner emerged just ahead. Heiner led throughout, briefly losing the lead to Facundo Olezza on the second upwind, who then picked up a scoring penalty.

Heiner, *"There was lots happening with the sail and in the boat, and it was really*

hard to see the pressure differences on the water. So I was just trying to play the fleet. But quite hard conditions."

Day 2

Heiner maintained his lead after a second light wind day, but still with big waves, and it was a high scoring day for many. Three races were scheduled to try and catch up, but the light conditions meant the race team only inflicted two on the fleet before calling it a day.

In Race 2, Wright took the lead on the downwind after trailing Panagiotis Iordanou round the top. Wright pulled away upwind with Nils Theuninck coming through to second. Then on the final downwind, current U23 World Champion, Oskari Muhonen came through for second with Theuninck third.

Race 3 took three attempts to get the fleet away. Salminen led round the top and was never in much danger of losing his lead, while Heiner and Deniss Karpak changed places several times, but moved clear of the fleet. Heiner eventually crossed second with Karpak third.

Wright, *"The fleet is really impressive and everyone is going fast, and everyone is going high, so it's very difficult to compete against these guys."*

Salminen, *"A lot of this is technique in this big swell that we had from the windy days before, which I have gotten good at after so much time in Rio. I think that is paying back now."*



ED WRIGHT WINS EUROPEAN TITLE AGAIN AFTER 12 YEARS



The U23 sailors were putting in some good results, with all top three in the top seven overall. A stellar day from Theuninck, left him in fourth. Defending U23 European Champion, Henry Wetherell, had a mixed day to move up to fifth, while Ondrej Teply was third U23.

Theuninck, *"It's really impressive how many sailors there are. I know I have my chances to do something great during this championship, but it's a long championship so anything can happen."*

Day 3

The breeze finally arrived on the third day with three testing races in winds building from 15 to 22 knots. Heiner extended his lead to nine points from Wright while Salminen had the best day and moved up to third. For the U23 title Wetherell took pole position from Teply and Theuninck.

It was a tough day for sailors and race officials alike. The severe chop and large swell made for a physically challenging day, but with some beautiful free pumping offwind legs that allowed these powerful sailors to push themselves and the fantastic Finn to the limits.

Heiner dominated the first race after rounding the top mark first. Jake Lilley, was second round, but picked up the first of two black flags. Tom Ramshaw had some great downwinds to finish second while Jorge Zarif pulled through to third.

The wind increased slightly for Race 5 with Lobert in front most of the way. Alican Kaynar led at the top but dropped behind Lobert downwind, while Theuninck sailed



Left to right: Ondrej Teply, Henry Wetherell, Max Salminen, Ed Wright, Nicholas Heiner, Nils Theuninck

Pos	Sail	Helm	1	2	3	4	5	6	7	8	MR	Tot
1	GBR 11	Edward Wright	9	1	5	7	20	3	5	17	10	57
2	NED 89	Nicholas Heiner	1	7	2	1	17	5	12	14	18	60
3	SWE 33	Max Salminen	31	18	1	5	11	2	23	7	4	71
4	NZL 24	Josh Junior	6	43	4	4	25	9	4	19	2	73
5	USA 6	Caleb Paine	3	10	61	19	15	12	6	2	6	73
6	GBR 91	Ben Cornish	29	31	7	bfd	7	4	1	1	12	92
7	BRA 109	Jorge Zarif	17	14	22	3	9	10	7	15	dsq	97
8	CRO 1	Josip Olujic	26	66	28	10	8	11	2	6	8	99
9	FRA 112	Jonathan Lobert	4	34	9	16	1	8	15	bfd	14	101
10	GRE 77	Ioannis Mitakis	37	5	26	6	4	14	10	29	16	110

a great race to cross third.

With the breeze now topping out with 24 knot gusts, Lilley had something to prove and was first out of the blocks in Race 6 to just lead round the top and sailed away for the win.

Lilley, *"I guess you could say I was pretty motivated in the last race to make amends."*

Lobert, *"We had some good breeze out there with big waves. In the third race everyone started to be a little bit tired."*

Paine, *"There are some really great sailors here. Big starting line, big fleet, long courses, there's lots to play for."*

Day 4

After an inconsistent start to the week, Cornish schooled the fleet Day 4 with two emphatic race wins in conditions that developed during the day from awesome to epic with huge waves, 20+ knots of wind, as well as some much needed Spanish sunshine. Unfortunately the second race was later abandoned after

extensive jury hearings because the first mark was out of position.

Race 7 got away in 12-15 knots with Josip Olujic holding a nice lead at the top from Piotr Kula and Egor Terpigorev. A big rain cloud on the second upwind changed the landscape with Cornish playing it the best to emerge in the lead and extending downwind for a nice victory from Olujic and Andy Maloney.

In increased wind Cornish slipped round the top mark ahead in Race 8 while much of the fleet had trouble finding the out of position – about 0.6 miles – top mark. Cornish won, but later, after various protests the race was abandoned.

The title was now heading into a battle between Heiner and Wright. Josh Junior was now some way behind in third. In the U23 fleet, Wetherell extended his lead from Theuninck and Teply.

Heiner, *"Amazing conditions, especially for the second race. It was hard to see the shifts and the pressure*





lines, but overall another really physical day of sailing and really hard one, but it was amazing to be out there."

Cornish said, "It was full on. On the back of yesterday's three races, where everyone was hanging on by the end just to get round. It was just as hard today with the conditions and I think there are a few broken people around."

Day 5

The final day of the opening series started with heavy rain, and then a postponement. Three races were scheduled but after the late start, and then a delay in starting the first race, it meant that only one race was sailed.

Getting off in 12-14 knots, the fleet rounded the top mark pretty tight with Victor Gorostegui leading round from Karpak and Kaynar. Cornish worked his way from 20th at the first top mark into fourth at the second top mark and moved in front downwind to record his third win in a row.

An attempt was made to start Race 9, but after two general recalls, the time limit had run out.

Cornish, "It was nice to get out there and put right what went wrong yesterday."

Salminen, "It's been an amazing last two days with really big waves and the sun finally came."

The single race meant that both Heiner and Wright were guaranteed medals, while Salminen, now up to third, would have to fight for bronze.

In the U23 championship, Theuninck returned to the lead, holding a one-point lead over Wetherell with Teply third.

Day 6

The medal race started with an average 24 knots gusting 29. It was a spectacular race in high winds and huge waves that nearly resulted in the race being cancelled. With the huge waves it was on the limit, but the Finn sailors wouldn't have it any other way. They loved the extreme challenge of survival against the elements. The

11	NZL 61	Andy Maloney	12	15	24	29	12	20	3	10	96
12	SUI 1	Nils Theuninck (U23)	33	3	8	25	3	35	17	12	101
13	FIN 218	Tapio Nirkko	47	16	10	11	24	21	16	4	102
14	GBR 71	Henry Wetherell (U23)	19	6	21	39	6	7	11	32	102
15	EST 2	Deniss Karpak	20	45	3	14	14	13	45	5	114
16	CRO 52	Bugarin Nenad	bfd	33	23	9	18	16	14	3	116
17	TUR 21	Alican Kaynar	7	41	40	8	2	19	34	11	121
18	ESP 17	Pablo Guitian	15	42	6	13	22	23	20	23	122
19	CZE 5	Ondrej Teply (U23)	10	28	11	bfd	10	6	50	21	136
20	CRO 369	Milan Vujasinovic	25	13	13	21	13	24	49	33	142
21	CAN 18	Tom Ramshaw	22	17	15	2	bfd	31	38	30	155
22	ARG 48	Facundo Olezza	stp	19	19	23	bfd	32	41	18	155
23	NOR 1	Anders Pedersen	24	60	36	12	bfd	15	8	9	164
24	GER 259	Phillip Kasueske	52	4	30	17	21	27	22	bfd	173
25	ITA 59	Alessio Spadoni	36	20	31	31	5	30	52	20	173
26	AUS 261	Oliver Tweddell	5	46	38	26	26	22	72	16	179
27	FIN 8	Oskari Muhonen (U23)	23	2	bfd	33	36	26	47	13	180
28	POL 17	Piotr Kula	8	21	52	18	32	28	bfd	22	181
29	USA 91	Luke Muller (U23)	39	22	14	24	23	33	31	bfd	186
30	POL 16	Mikolaj Lahn	18	12	59	20	39	dnf	26	25	199
31	FRA 17	Fabian Pic	40	48	17	30	27	18	19	bfd	199
32	RUS 1	Egor Terpigorev	21	9	63	46	bfd	29	9	26	203
33	RUS 73	Vladimir Krutskikh	43	11	18	37	37	45	30	38	214
34	IRL 9	Oisin McClelland	14	44	27	40	34	36	27	bfd	222
35	GBR 96	Hector Simpson (U23)	49	59	47	22	19	17	18	bfd	231
36	SWE 11	Johannes Pettersson (U23)	41	50	12	27	31	40	46	37	234
37	GER 25	Max Kohlhoff	11	26	bfd	15	28	39	bfd	31	242
38	ESP 7	Alejandro Muscat	34	40	32	ret	16	25	bfd	8	247
39	NZL 64	Brendan Mccarty	30	24	29	49	45	46	32	42	248
40	FIN 225	Mikael Hyryläinen	73	29	45	42	49	43	13	28	249
41	DEN 24	André Højen Christiansen	35	62	46	38	44	37	21	36	257
42	UKR 4	Gusenko Andrii	56	38	bfd	36	46	34	24	34	268

evidence was recorded on stern mounted cameras (see finnnclass.org/finn-tv)

Wright got off to a great start, on top of Heiner, but Zarif escaped at the pin end and led the fleet round cross the line with a comfortable lead. However he neglected to round the final mark and was disqualified. Junior and Salminen were chasing him down with Junior just crossed ahead for the win. But second place for Salminen was enough to secure bronze.

Heiner was having problems, capsizing on the downwind and again at the gate to trail the fleet by some distance. Wright kept upright, was one of the few to gybe in the extreme conditions, and fifth was enough to take the gold and out of Heiner's hands. Heiner, who had led all week, crossed in last place and had to settle for silver.

The Final Race for the rest of the fleet was cancelled with gusts well over 30 knots and huge seas. This meant that Nils Theuninck was the 2018 U23 European

champion, from last year's winner, Henry Wetherell and Ondrej Teply.

Heiner could look back on a successful week even though he fell at the final hurdle. "It was a really hard race today, with quite extreme conditions. I didn't really sail my own race in the end and tried to stay close to Ed. I just wasn't good enough today. On a day like this you just need to finish it off and unfortunately we didn't."

Salminen, "It was an amazing medal race. I am really happy that we did it. It was clearly marginal conditions, but this a really cool part of our sport to be able never control, but at least try to survive in these conditions. And what an amazing venue to run races from. The wind and the waves are amazing."

It was Wright's second European title, after first winning in 2006. "It was a crazy race. I saw Heiner capsize at the five-minute so then I realised everyone

was having a hard time with the conditions, not just me. I got an early gybe in on the first run and sailed the boat hard downwind and extended. By then it was a matter of keeping it upright. The seas were massive and very difficult, but it was awesome sailing and awesome racing. I enjoyed every second. What a race."



43	AUS 32	Jock Calvert (U23)	46	32	48	34	50	55	37	45	292
44	EST 1	Taavi Valter Taveter (U23)	stp	30	73	53	38	48	25	48	296
45	ESP 57	Victor Gorostegui	50	58	25	47	47	51	68	24	302
46	AUS 1	Jake Lilley	28	39	16	bfd	bfd	1	39	dnc	307
47	GER 595	Simon Gorgels (U23)	77	68	54	stp	30	52	35	44	319
48	FRA 9	Guillaume Boisard (U23)	16	54	69	41	43	58	43	bfd	324
49	RUS 14	Mikhail Yatsun (U23)	42	37	20	56	62	65	42	bfd	324
50	GBR 98	Cameron Tweedle (U23)	66	77	42	44	51	44	36	46	329
51	GBR 38	Callum Dixon (U23)	71	78	56	28	33	56	64	27	335
52	FRA 93	Antoine Devineau	38	57	49	bfd	29	50	29	bfd	344
53	AUS 41	Lewis Brake (U23)	84	53	79	48	53	38	51	35	357
54	ESP 26	Joan Cardona Mendez (U23)	13	dne	37	32	35	59	dnc	dnc	360
55	CZE 1	Michael Maier	bfd	65	44	43	40	42	54	dnc	380
56	SLO 11	Liam Orel (U23)	58	49	35	67	57	62	57	bfd	385
57	ESP 117	Carlos Ordóñez (U23)	60	35	57	57	60	67	76	51	387
58	ESP 575	Jorge Navarro Rios (U23)	54	55	67	54	54	63	59	49	388
59	GBR 81	James Skulczuk (U23)	85	86	41	bfd	42	71	40	40	405
60	POR 51	Filipe Silva	55	27	51	72	70	dnc	78	54	407
61	SLO 99	Jan Orel (U23)	74	75	43	50	69	49	bfd	50	410
62	SWE 5	Fredrik Tegnhed	59	51	50	65	63	66	62	60	410
63	CYP 1	Panagiotis Iordanou (U23)	stp	8	60	69	dnc	dnc	75	43	411
64	FIN 118	Walteri Moisio (U23)	44	69	66	62	56	60	77	55	412
65	GBR 703	Markus Bettum (U23)	82	82	81	55	48	47	63	41	417
66	RUS 4	Evgenii Deev (U23)	bfd	52	bfd	51	41	61	33	bfd	422
67	BRA 177	Andre Mirsky	48	stp	70	68	59	dnc	53	52	422
68	POL 52	Krzysztof Stromski (U23)	68	81	77	58	75	53	55	39	425
69	TUR 35	Can Akdurak (U23)	32	56	39	dne	dnc	dnc	28	bfd	431
70	HKG 8	James Dagge	72	73	68	64	52	57	66	53	432
71	IRI 1	Ahmad Ahmadi	76	63	33	76	74	69	60	58	433
72	ESP 182	Alvaro Ballesteros Mtz DLC	65	70	34	stp	73	dnc	61	64	447
73	GBR 581	Alex Atkins	64	25	71	80	77	dnf	69	63	449
74	BER 9	Rockal Evans	62	80	76	52	dne	41	48	bfd	451
75	ESP 527	Alvaro Sobral Lusquiños (U23)	67	72	62	66	68	dnf	65	56	456
76	RUS 6	Arkadii Kistanov	27	23	bfd	45	dnc	dnc	dnc	dnc	463
77	AUS 69	John Alexander	61	47	65	81	dns	dnc	70	59	475
78	GBR 28	Jack Arnell (U23)	stp	67	53	dns	dnc	dnc	67	47	476
79	ESP 888	Andrés Ivan Lloret Perez (U23)	51	83	80	60	61	54	dnc	dnc	481
80	POL 12	Oskar Adamiak (U23)	69	36	55	75	66	dnf	dnc	dnc	485
81	AUT 1	Moritz Spitzauer	79	84	82	71	67	72	56	61	488
82	RUS 41	Felix Denikaev	87	74	58	73	65	dnc	44	bfd	493
83	UKR 69	Sergii Maliuta	75	61	72	59	55	dnf	79	bfd	493
84	POL 73	Andrzej Romanowski	78	dnf	bfd	70	64	64	71	57	496
85	SUI 86	Piet Eckert	45	76	75	63	58	dnc	dnc	dnc	501
86	ESP 114	David Ordóñez (U23)	80	64	83	stp	76	70	80	66	515
87	SWE 61	Mikael Nilsson	83	dnc	bfd	61	71	68	74	dnc	541
88	SVK 21	Michal Hrivnak	81	85	84	dnf	dnc	dnc	58	65	557
89	ESP 99	Gerardo Seeliger	88	87	74	stp	72	dns	73	ret	561
90	ESP 337	Miguel Ángel Cabrerizo Morales	70	88	78	dnc	dnc	dnc	dnc	62	574
91	ESP 313	Antonio Parra	86	79	64	77	dnc	dnc	dnc	dnc	582

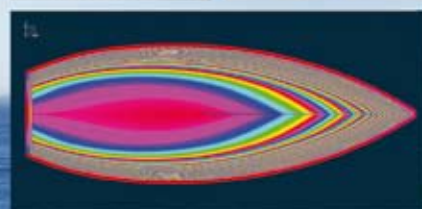




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RIO MEDALISTS TOP AT WORLD CUP SERIES MIAMI



Pos	Sail	Helm	1	2	3	4	5	6	7	8	9	MR	Tot
1	GBR 41	Giles Scott	2	(10)	3	2	1	4	3	1	1	2	19
2	USA 6	Caleb Paine	3	5	7	4	4	dsq	4	10	2	12	51
3	TUR 21	Alican Kaynar	1	4	4	7	3	1	6	(12)	10	18	54
4	BRA 109	Jorge Zarif	7	6	13	(15)	2	2	8	6	13	4	61
5	GRE 77	Ioannis Mitakis	8	3	1	(10)	10	6	10	8	6	10	62
6	SWE 33	Max Salminen	5	11	11	14	7	3	2	ufd	5	14	72
7	FIN 218	Tapio Nirkko	14	(18)	8	1	8	9	5	4	9	16	74
8	NOR 1	Anders Pedersen	6	2	9	6	5	(16)	9	16	4	20	77
9	GBR 11	Edward Wright	4	1	15	8	12	11	7	(17)	12	8	78
10	GBR 91	Ben Cornish	20	9	19	3	11	ufd	1	2	11	6	82

Rio Olympic gold medalist Giles Scott confirmed he was still the king of the Finn after a confident win at the first major event of the year, and his first major event back since winning gold in Rio. He took out a 32-point win, after having technically secured gold a day early.

The six-day event was squeezed into four days with the first being lost through no wind and the fourth day being lost to strong winds. The fleet was arguably one of the most competitive Finn fleets to attend Miami in more than a decade.

Ioannis Mitakis was the early series leader after the first three races in 5-10 knots on Wednesday, before Alican Kaynar took the lead – on level points with Scott – after three more races in winds up to 20 knots on the Thursday.

On Saturday, it looked like a battle between Scott and Kaynar was in the

offing, but Kaynar struggled to find the form of previous days and was soon losing points to Scott who extended his lead after each race. Scott won the day to take an almost unbeatable 19-point lead into the medal race. Kaynar ended the day just three points ahead of Caleb Paine, at his first event back on the circuit since winning bronze in Rio in 2016.

Into the medal race and Paine engaged Kaynar in the pre-start and both started back from the line. Kaynar looked to have the advantage, but on the first cross, Paine was ahead. Over the next four legs the medals changed handed countless times. Kaynar only needed to be next boat after Paine to secure silver.

Down to the last run, Kaynar looked to have done enough, but on the approach to the final mark before the short leg to the finish, Paine passed two boats and the silver was his. With no more opportunities to pass, Kaynar had

11	FRA 112	Jonathan Lobert	77
12	CZE 5	Ondrej Teply	79
13	CAN 18	Tom Ramshaw	96
14	FRA 17	Fabian Pic	98
15	SWE 11	Johannes Pettersson	105
16	SUI 38	Nils Theuninck	106
17	CRO 69	Milan Vujasinovic	116
18	CRO 1	Josip Olujic	119
19	USA 91	Luke Muller	120
20	DEN 24	André Højen Christiansen	141
21	CAN 2	Kyle Martin	171
22	CAN 63	Gordon Stevens	173
23	BRA 32	Pedro Lodovici	187
24	USA 1	Eric Anderson	187
25	USA 74	Henry Sprague	207
26	VEN 1	Gabriel Aguilera	213

to settle for the bronze after being in the top two overall all week.

The race was led from start to finish by Scott in a dominant display that belied his near absence from the class since Rio. Jorge Zarif crossed second, with Ben Cornish eventually crossing in third.

The event was used to trial an 8-knot limit for free pumping, but only the first day provided suitable conditions.



Photos: Richard Langdon/Jesús Renedo



CONVINCING AND CONSISTENT WIN FOR GILES SCOTT AT TROFEO PRINCESA SOFIA

Pos	Sail	Helm	1	2	3	4	5	6	7	8	9	10	MR	Tot
1	GBR 41	Giles Scott	6	3	8	11	3	6	2	5	17	3	10	57
2	NED 89	Nicholas Heiner	18	21	13	16	2	12	6	3	2	4	8	84
3	NZL 61	Andy Maloney	16	48	19	6	7	1	13	14	1	6	12	95
4	ESP 7	Alejandro Muscat	2	5	23	12	12	43	16	12	5	19	4	110
5	BRA 109	Jorge Zarif	11	8	11	23	19	13	15	6	7	17	6	113
6	NOR 1	Anders Pedersen	8	15	12	8	29	10	1	29	48	1	2	115
7	FRA 112	Jonathan Lobert	32	4	24	27	8	8	4	2	12	12	14	115
8	SUI 1	Nils Theuninck	1	12	9	4	43	27	12	7	20	9	18	119
9	ARG 48	Facundo Olezza	12	1	10	14	26	25	3	9	15	15	ocs	126
10	SWE 33	Max Salminen	17	59	7	10	14	18	14	1	24	11	16	132





Just two weeks after the European Championship in Cádiz, 73 Finns turned up in Palma for the 49 Trofeo S.A.R. Princesa Sofía Iberostar. It was a week of testing and tricky winds, but managed to stay on schedule, and produced a very high scoring series.

Consistency was the most important element and only one sailor managed that. Giles Scott again won with a day to spare, but was only four times in the top three, and didn't win a single race.

After a solid winter of training, Spain's Alejandro Muscat produced one of his best performances for a long time and was leading after the first day. He slipped med-series, but always stayed inside the top ten. But it was the young Swiss, Nils Theuninck, who perhaps pulled the biggest surprise, leading after the second day and going into the medal race in fourth. He had just taken the U23 European title in Cádiz, and apart from Wednesday's windy races was always inside the top 20.

In fact lots of younger sailors were challenging the front at some point. Facundo Olezza won a race, Luke Muller had a great start to the week and was in the top ten for the first three days.

Alessio Spadoni also put a great performance, in the top 10 for three days



and finally placing 11th.

Anders Pedersen was one of the fastest, and the only sailor to win three races, including the medal race.

Nicholas Heiner and Andy Maloney got off to a slow start before clawing back points. Maloney went onto to win two races. In fact many who had performed two weeks earlier in Cádiz, were really struggling. Big Wednesday turned it around for a lot of sailors with solid 20-25 knot winds, big waves and a rarity in Palma this year, sunshine.

By then Scott had taken the lead and from there on extended his points lead over the next two days, which were equally as shifty, though with slightly more wind than the first two days, to go into the medal race with a 36 point lead.

Nothing changed in the medal race. Either Theuninck or Jonathan Lobert could have snatched the bronze, but only assuming they won the race with Maloney last. With Olezza starting early that hope was gone at the start. Pedersen sailed well again to win his third race, and Heiner crossed in front of Maloney to secure another silver medal.

With Scott only needing to take part in the race, a fifth place gave him gold by a 27-point margin. He proved again that he was the one to beat as the first Olympic qualifier in Aarhus looms

11	ITA 59	Alessio Spadoni	121
12	AUS 261	Oliver Tweddell	141
13	USA 91	Luke Muller	146
14	GBR 11	Ed Wright	148
15	FIN 218	Tapio Nirkko	151
16	CRO 369	Milan Vujasinovic	154
17	GER 25	Max Kohlhoff	164
18	GBR 91	Ben Cornish	166
19	AUS 1	Jake Lilley	178
20	POL 16	Mikolaj Lahn	181
21	FRA 17	Fabian Pic	183
22	ESP 26	Joan Cardona	185
23	GBR 96	Hector Simpson	186
24	ESP 17	Pablo Guitián Sarria	199
25	RUS 73	Vladimir Krutskikh	200
26	DEN 24	André Højen Christiansen	204
27	USA 6	Caleb Paine	220
28	GBR 71	Henry Wetherell	229
29	NZL 24	Josh Junior	232
30	RUS 1	Egor Terpigorev	249
31	ESP 57	Victor Gorostegui	266
32	SWE 11	Johannes Pettersson	268
33	FRA 9	Guillaume Boisard	274
34	IRL 9	Oisín McClelland	288
35	POL 17	Piotr Kula	290
36	RUS 6	Arkadiy Kistanov	293
37	AUS 32	Jock Calvert	308
38	GER 259	Phillip Kasueske	308
39	FRA 93	Antoine Devineau	329
40	POL 8	Lukasz Lesinski	331
41	CZE 1	Michael Maier	351
42	BRA 114	Antonio Moreira	364
43	ESP 575	Jorge Navarro Rios	382
44	FRA 111	Valérian Lebrun	388
45	GER 595	Simon Gorgels	391
46	AUS 41	Lewis Brake	395
47	RUS 14	Mikhail Yatsun	402
48	CZE 5	Ondrej Teply	403
49	TUR 35	Can Akdurak	407
50	GBR 98	Cameron Tweedle	408
51	NZL 64	Brendan McCarty	414
52	UKR 8	Taras Havrysh	424
53	ITA 71	Federico Colaninno	429
54	BRA 177	Andre Mirsky	432
55	GBR 38	Callum Dixon	447
56	BER 9	Rockal Evans	447
57	FRA 99	Marc Allain Des Beauvais	448
58	FIN 201	Kristian Sjöberg	452
59	ESP 117	Carlos Ordóñez	457
60	GBR 703	Markus Bettum	457
61	IRI 1	Ahmad Ahmadi	467.4
62	POL 52	Krzysztof Stromski	471
63	NZL 2	Raymond Hall	481
64	GER 279	Nicolaus Schmidt	501
65	ESP 888	Andrés Ivan Lloret Pérez	524
66	AUT 1	Moritz Spitzauer	542
67	CZE 80	Martin Jozif	555
68	AUS 69	John Craggs Alexander	588
69	SVK 21	Michal Hrivnak	600
70	ESP 99	Gerardo Seeliger	605
71	SUI 96	Oliver Wirz	619
72	SUI 63	Gautschi Thomas	619
73	RUS 142	Yury Polovinkin	658





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Wilke masts congratulates Giles, Vasilij, Caleb and all other Finn champions for their wins and success at the major regattas around the world.



The cost of running an Olympic class campaign is coming under increasing scrutiny, so it might be useful to analyse the price of equipment required to run a basic Finn campaign, and consider that within the wider scope of a total campaign budget.

Of course, there are extremes for everything. While the basic costs are analysed here, there are also campaigns with very large budgets, although as we will see, in general there is no obvious correlation between budget and success; the only discernible correlating factor is between skill and success.

That sailors can mount a successful Olympic Finn campaign on a minimum budget was proven through the Finn class development programme FIDeS (Finn International DEvelopment Support). In the previous Olympic cycle,

Masts will last at least as long and also retain value, as they have reached a level of development and reliability that means it is very hard to out date them.

It is estimated that a new Finn will retain 80 per cent of its value in the first year, and then reduce by up to 8 per cent per year. Properly looked after, a Finn will maintain its competitive life and its value for many years and can still be worth 50 per cent of its purchase price after 10 years.

Some of the least funded sailors in the class not only qualified for the Rio Olympics Rio, but also were successful. ARG, HUN, SLO and URU won half the races with SLO taking the silver medal and ARG, who was the lowest funded sailor with a borrowed boat and buying just four sails a year, in the top ten.

This is a great illustration of the how equal Finns are in production and performance and how the best sailors

Olympic classes to campaign.

While the most common hull in use costs €14,500 for a base boat, the average price from the four main builders is €12,300.

If considering the average price of a hull and mast, then after ten years, they may have a return of roughly 50 per cent, giving a net cost of €780 per year. For a four year campaign the net cost would be €1470 per year.

A minimum of say four sails a year (at €1300 each) would add up to €5200 a year. These are often sold on to the huge market of club sailors and Masters at 30-60 per cent of retail price, depending on use. So the net cost for a minimum budget campaign per year on sails is €2080 to €3640.

So, over a 10 year campaign, the total net equipment cost per year could be as low as €2860 to €4420. All prices ex. VAT.



RELIABILITY AND LONGEVITY MAKES A FINN CAMPAIGN CHEAPER THAN YOU THINK

that programme enabled two sailors to qualify for and attend the Rio Olympics. They ended up winning three of the 10 race opening series with one of them finishing ninth overall. He used a boat supplied through FIDeS, and the other sailor bought a used Finn for €10,000.

While a base boat costs between €10,000 and €14,500, there are always deals available to sailors from countries developing Finn sailors as well as for the elite sailors. A full spec boat can cost up to €20,000, but is a preference, rather than a necessity. Masts vary between €3300 and €4600, and are all equally competitive. (All prices ex. VAT),

Longevity

One of great things about the Finn is the longevity of the equipment. Fifteen-year-old masts have been used to win races at World Championships, and a hull, properly looked after can cope with the demands of three Olympic campaigns. Ben Ainslie famously used the same hull to win three gold medals in 2004, 2008 and 2012. No other class has that level of reliability and consistency.

will always be successful rather than the best funded. It is not necessary to buy five hulls to find the one that is fastest, just buy one and it is the identical to any other. The tight measurement control – such as accurate templates and the Lamboley swing test – as well as quality controlled production means that Finns are more similar to each other than virtually than any manufactured class.

Reliability

The Finn also has a great reputation for reliability and quality. Sailors can rely on the equipment from the major suppliers not to break, allowing Finns to be pushed to the limit and compete in almost all conditions, however extreme.

Looking at the relationship between production and retail price, the cost of materials in the basic Finn are about €6,000. It takes about 180 man-hours to build one Finn. As part of the retail price the yards also provide an extensive warranty and service agreement. with a very high level of backup services.

Putting all this together it is clear that the Finn is one of the cheapest of all

Campaign costs

Taken as part of total annual campaign costs including travel, accommodation, logistics and coaching, equipment costs add up to 15-25 per cent of the total spend each year. The budgets of a range of sailors were surveyed, from those on a tight budget to those on a large budget.

In general the better funded will spend around 20-25 per cent of their budget on equipment, while for those on a lower budget it is closer to 15-20 per cent. The highest cost for any sailor though was coaching, generally 40-60 per cent of the total budget, followed by travel and logistics at 20-25 per cent.



Measuring a Finn is often seen as a dark art, but like anything it is just a series of steps using predefined measurements and templates. So when the opportunity arose to document a full measurement of a D-Fantastica at the Devoti Sailing factory in Poland, we packed the cameras and headed for the middle of Europe.

In attendance were Jüri Saraskin, Andre Blasse, Roman Teply, Robert Deaves and Marcin Owczarkiewicz.

First things first. The boat needs to be level on a sturdy base. Like any foundations this is crucial to getting the correct numbers out the other end. At the factory, the boat supports are bolted into the concrete floor with various levelling devices to make sure everything starts off on the right foot.

The next stage is to position the baseline using a strongback bar. All measurements are taken from this baseline, so again it needs to be perfectly aligned and levelled. A spirit level can be used, but a laser level introduced a greater degree of accuracy and is much easier to check. The strongback is positioned in line with the transom, so that a vertical plumb line at the bow can be used to determine the exact length of the boat.

The Finn hull is measured in 'stations', which are defined cross-sections of the hull at various points. These need to match

the shape of the templates, but first we need to know where they are. A clever device was created and attached to the strongback to give a perpendicular extension from the centreline to the curve of the hull. These are marked on the hull so that when the templates are applied, we can see they are in the right place.

These marks are also used to check the sheer point height. Not only does the hull shape need to match the templates, but also the deck height is measured at these points. All the tolerances are etched onto the templates, so it is easy to see if anything is wrong.

After all the measurement points have been marked on the hull, the strongback can be removed and the templates applied. The set includes bow profile, station 8, 6, 4, 2 and 0, with 0 being the transom. Wedges are used to fix the position of each template to check tolerances (gaps from template to hull) are less than the permitted 10mm. For critical measurements a ruler is also used.

On the hull in question, all tolerances were well within these limitations, only getting close to maximum on the flat bottom sections in the aft sections on the hull. At station 0 the hull shape was checked by eye. The rubbing strake cut outs are smaller than at other stations and prevented the template being placed onto the hull. Subsequently a vote to increase the cut out to the same size as other stations was approved at

IS IT A FINN? MEASUREMENT FROM START TO FINN-ISH



Fitting the strongback to create a baseline



Bow support at station 8



Transom support for strongback



Transom support and level strongback



Marking measurement points



Levelling strongback with laser



Marking stations on hull



Marking sheer points



Marking offsets to keel with a ruler



Checking bow profile



Station 8 template



Station 8 sheer points



10mm graduated wedge used to check offsets (must be < 10 mm)



10mm graduated wedge used to check offsets (must be < 10 mm)



Checking sheer point height



Station 8 template



Station 6 template



Checking sheer point height



Station 4 template



Station 4 template



Station 2 template



Flat area on Fantastica at station 2, but still within 10mm tolerance



Station 0 template



Station 0 showing tumblehome on template



Measuring depth of cockpit at Station 2



Measuring depth of cockpit



Measuring width of cockpit



Measuring position of thwart



Hull is 110.8kg before correctors are added



Swinging on upper set of hooks



Using a tablet to time oscillations



Swing test

the AGM in March 2018.

That completed the process with the boat the wrong way up. With the hull the right way up, measurements were taken for cockpit size and depth, plane of the deck from bow to transom, width and position of the thwart. All were well within tolerances.

The final stage was the Lamboley swing test. Again this is a permanent installation in the workshop and it is a very sturdy piece of kit. The consistency and quality control in the building process was now apparently obvious as on first weighing, the boat was with a few hundred grams of optimum weight, allowing for almost maximum correctors to be attached to the hull.

Marcin's experience at this process really showed as he knew exactly where to put the correctors and then how to move them around to get optimum numbers. When he was satisfied, the numbers were logged and the corrector weights bogged into the hull.

The boat was now 100 per cent a Finn and was shortly after shipped to Cádiz for use at the European Championships,

where its measurement criteria were more or less identical to the other 90 Finns sailing.

Having all the class owned measurement equipment in one place was also a good opportunity to photograph and catalogue all the many items you see used at championships around the world. And there are hundred and hundreds of parts, spares and tools. So the class now has a photographic record of its equipment, which will be available in the Technical section on finnclub.org.

It was an interesting exercise for everyone involved, and clear confirmation that the D-Fantastica really was a real Finn.

Finally, thanks to Roman, Marcin and the staff at Devoti Sailing for their hospitality and assistance.

A time lapse video was made of the measurement process. This can be seen on finnclub.org/finn-tv or use the QR code below



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Have you caught *D*fantastica wave too?

The advertisement features a dynamic photograph of a sailboat with the number "01" and a lightning bolt symbol on its hull, navigating through a large, white, curling wave. A sailor in a black wetsuit is visible on the deck, leaning over the side. In the background, other sailboats are visible on the water. The text "Devoti Sailing" and the website "www.devotisailing.cz" are in the top right, and the phrase "Have you caught Dfantastica wave too?" is at the bottom, with "Dfantastica" in a stylized script font.

In the tradition of strong wind Finn racing that transcends and inspires generation after generation of young sailors, the on-board videos that were published of the medal race at the European Championships in Cádiz have held viewers mesmerised and awestruck.

The medal race line up was impressive by any standards. Among the sailors were four world champions, three European champions, two Olympic medalists and an America's Cup winner. It was exalted company to be in and the conditions provided a **supreme test of supreme sailors and athletes.**

It was a not only a **spectacular show**, but a spectacular race with the gold medal changing hands, close boat on boat racing, impressive boat handling skills, and the **emotion of defeat and victory.**

The wind speed that day was averaging 24 knots with gusts to 31 knots. Combined with huge 3-4 metre waves, there was no

Mankin, Bertrand, Coutts, Percy and Ainslie. It was everything that young sailors aspire to, and most of all it represents an achievable and relevant goal.

If sailing needs heroes and legends to remain relevant, then here were ten of them – ready made. If sailing needs better presentation, then it needs heroes and it needs thrilling conditions. The 2018 Finn Europeans provided both in ample measures.

The Finn is a breeding ground for heroes and legends.

If sailing needs more youth participation, then it needs relevant equipment and venues that inspire young sailors. Of the 90+ sailors in Cádiz, over one third were under 23 years old. The young sailors of today clearly **find the**



"If sailing needs heroes and legends to remain relevant, then here were ten of them"

is why so many top sailors across the world's major sailing events such as the America's Cup and Volvo Ocean Race did their time in the Finn.

There is something completely captivating about watching an elite sailor at the top of their game, fighting against the worst the elements can throw at

SUPREME TEST OF SKILL AND POWER IN EPIC 30 KNOT WINDS IN CÁDIZ



escape. You got it right or you got it wrong. The videos show this inescapably.

Each Finn was fitted with a GoPro on a stern rack and the results are about as spectacular as any dinghy footage you have ever seen with a social media global reach that passed quarter of a million.

It was sailing at its rawest – **tough, exciting, thrilling and challenging** – in the best traditions of Elvstrøm, Kuhweide,

Finn still relevant and attractive. And they are getting better and better and will be the heroes and legends of the future. **The Finn educates and matures a sailor's skills in many ways**, and that

"It was sailing at its rawest – tough, exciting, thrilling and challenging"

them. **These ten Finn sailors were some of the very best sailors in the world**, across any class and any genre. They are big, strong and super-fit and undeniably relished the opportunity to challenge themselves and their equipment in such conditions.

If you have not seen the videos yet, then please watch them. They are **impressive and extraordinary**. Held in what for many would be survival conditions, most of these athletes were still racing full on, looking for any advantage they could. It was no time to be shy and hold back. The only way to dominate the conditions was to dominate the boat.

To watch all 10 of these amazing videos, use the QR code or go to finnclass.org/finn-tv, turn on full screen, turn up the volume and **prepare to be thrilled by the power of Finn sailing and Finn sailors.**





TRIBUTE TO VIKTOR POTAPOV 1947-2017



Outstanding Russian yachtsman, and 1972 Finn Olympic bronze medalist, Viktor Yakovlevich Potapov died on December 10, 2017, as a bystander to a car accident in Moscow while he was walking home.

Viktor Potapov is honoured master of sports of the USSR, participant in three Olympic Games (1972, 1976, 1980), bronze medal winner in 1972 in the Finn, Tornado world champion in 1978 and 1980, European champion in 1981, and ten-times champion of the USSR. *By Vasiliy Kravchenko.*

Viktor Potapov was born on March 29, 1947 in Pokrovskoye village near Moscow, on the Bank of Klyazminskoye reservoir (Near where Moscow Sailing School is now). Viktor leaves one son and two grandsons – all of them in the Finn class. In 1957 he began sailing at

the yacht club 'Trud'.

Viktor often quoted the words of Vladimir Vysotsky: 'Fathers fought, and we pre-war.' Viktor's father, Yakov Potapov, returned from the WW2 front in 1943 without a leg. The family of seven people lived on the banks of Klyazminskoe reservoir, next to the yacht club 'Trud'. The yacht-club was only place which Yakov could reach, so he worked there. Naturally, the children were there, because there was no TV or other entertainment – all children were engaged in sailing, and in winter ice-sailing sports.

Viktor was 12 years old when his father died. From then, he began his working life. In the summer he and his brother worked in the beach entertainment area and still had time to participate in sailing regattas. At the yacht club they acquired a yacht and spent much time preparing it for sailing. They plastered, painted, glued and sewed the sail. Usually each boat had 3-4 crews. And you were only allowed to sail from 14 years old.

After seven years of primary school, Viktor went to Moscow school #709 to prove that his school was no worse than in Moscow. Having studied for two years, he was forced to go to evening school since his brother Valentin, was drafted for military service, and it was necessary to make money for the family.

Sailing life on the Klyazma reservoir was extremely active: regattas in each class had fleets of 50 boats or more. Here, Viktor honed the technique of using every little wave from passing boats, the

boats of your opponent, and ensured that he had no equal in keeping the boat on the wave to complete the course.

As regards the Finn class, Viktor was led to the class by his elder brother Vladimir Potapov. It was not allowed for such young sailors to sail the Finn, so Vladimir, once he had Finn boat, gave the boat to his younger brother.

Viktor Potapov became master of sport at 17 years old, but despite the sporting success, he started to study at higher school (Energy Institute).

It is impossible to understand how he could do everything at the same time. He worked as turner at the plant, studied at school, in high school, was engaged in sports (skiing, football, chess). It was a miracle that his talent allowed him to show outstanding results to become a member of USSR national team, while he was sailing on a second-class boat and sail and he was just 70 kg of weight.

The 1972 Olympics was very dramatic. He started the regatta as absolute favourite, leading with a large margin. However in the Olympic village in Munich there was a tragedy – terrorists shot three athletes and took hostages. Despite these circumstances, as well as technical and moral difficulties, Viktor Potapov took the bronze medal.

For the 1976 Olympics, it was decided to prepare in a new class – the 470. At that time the main slogan of Communist Party was: 'you give!' And for each following Games Viktor got into a new class. They said: 'Choose: Either



you go to Siberia, or you learn a new class.'

Viktor Potapov started to sail the 470 together with his brother Alexander. At the 1976 Olympic Games the brothers were very close to the medals, but some bad luck in the last race pushed them to equal points for third place with the Australians. So they returned without a medal.

For the next Olympic cycle he had to learn a new class again. The Communist Party said: 'Potapov must race Tornado'. Brothers Viktor and Alexander had already managed to become champions and prize-winners of the Soviet Union in the iceboat. So that experience was very useful to apply to the Tornado.

And at the Tornado World Championship in 1978 in Weymouth, UK in incredibly difficult conditions, stormy weather and frequently changing tidal currents, they managed to beat 78 competitors. In 1980, at the World Championship in Auckland, New Zealand, this success was repeated.

At the Moscow Olympics in 1980 he took fourth place, after winning almost all other regattas that year. For the 1984 Olympic Games Viktor was also preparing in the Tornado. But due to the boycott of the Games all plans were unrealised.

In 1986 he moved into the Star class. But it was time to 'land'. Viktor continued to study science of sports. He obtained a PHD degree in psychology and continued to support sailing sport as organiser.

He made a lot of effort to develop sailing sport in Soviet Navy service. Also he contributed a lot to development of sports in Dolgoprudniy town, which is famous for many talented sailors.

In 2008, after the Russian Finn Association rejuvenated the Finn class in Russia, Viktor returned to the Finn as a grand-grand-master. It was a magic how he managed to show his talent in front of juniors during Open Russian regattas. It was good that he brought his son Yakov and grandsons Ivan and Viktor to the Finn class as well.

Also he remained a very strong rival for other sailors in big boat races – he won Russian national championship in the Carter-30 fleet several times.

Viktor Potapov during his last years put a lot of effort into developing the sailing school at Dolgoprudniy town and students sailing club there. It was decided that the school will be renamed after Viktor Potapov.

GUS MILLER WRITES:

Viktor Yakovlevich Potapov leaves behind just good memories and a warm feeling that he lived among us. We also shared the same birthday just 12 years apart along with Maija Imelik who was head of Estonian Sports during the latter part of the Soviet era.

Finn Bronze and Silver Medalist Andrey Balashov introduced me to Viktor in 1976 at the Olympic Regatta in Kingston. Viktor didn't speak much English and I no Russian but we hit it off and seemed to understand each other. He was in the hunt for a 470 medal but wound up with the leather medal to go with his 1972 Finn Bronze.

In July of 1976 I had sailed my Finn across Lake Ontario to act as Peter Commette's training partner in Kingston. When it came time to sail it back to Association Island, after the Olympics had concluded, Viktor came down to the dock to wave me off as I headed South, out across the Lake. The next time I saw him was two years later in Tallinn's Pirita Harbour for the Baltic pre-Olympic Regatta. His immediate greeting was, "Did you make it?" At first I was not sure what he was referring to but then I understood so my greeting was, "I'm here, yes. So, how are you?"

From his record, Viktor was the best to ever sail with the country code SR on his sail and certainly one of the world's very best in his era. It may be easy to say that he was so good because of his mind but that is not enough; he had a combination of joy, curiosity, intelligence, centeredness and will that gave him a presence. He also had a soft hand on the helm to let the boat to do what it did best.

As I understood it, in what ever boat Viktor was sailing he was always the Soviet Union's best. The story was that when he was sailing a Flying Dutchman he would only practice enough to be the best Soviet but not enough to be the world's best as practice time cut into his studying for a Phd in psychology. As a result he was kicked off the Soviet sailing team for a while. His speciality was the psychology of elite athletics.

Balashov was also kicked off the Soviet sailing team at one point and exiled to Vladivostok. Both were talented and independent but where Andrey was a cowboy, Viktor was more measured. Both at various points decided that I needed to be educated about good Vodka. One time was aboard Viktor's little cruising yacht at the marina of the Moscow Sailing School. Another time was walking with Viktor through the Estonian Maritime Museum in Tallinn during the Opening Ceremony of the 2013 Finn Gold Cup. After the Museum walk he pressed a lapel pin into my hand from Russians to go with the pin that the Estonians were about to give me.

I remember once cruising my Finn down the lakes in the Moscow River with a Cossack woman I had met when I happened across a Dragon Regatta. There was Viktor, racing among the Russian oligarchs, so he asked me to come along side for a little chat. Remarkable man Viktor Yakovlevich.



Above: In April 2018, an exhibition devoted to Viktor and many his friends was opened in Dolgoprudniy town - Right: Viktor with Alexandr Chuchelov and Gus Miller in 2013 in Tallinn



Over the past few years the Finn Class has collected an extensive set of morphological and physiological data on its sailors and perhaps the main talking point is always the weight of sailors. So it might be interesting to consider the weight ranges and distributions of Finn sailors' weights over the past few years to build a picture of the current trends.

Perhaps we should start with a separate, but very relevant fact: Finn sailors are not fat sailors. This may have been true in the past, and may well be true of some 'older' Finn sailors, but once you get to the top end of the fleet, it is far from the case, with top-level sailors exhibiting physical fitness indicators comparable with professional rowers, runners and cyclists. The free pumping

from the 2015 European Championship, from two fleet-wide surveys in 2009 and 2015, and from three Finn Silver Cups (the U23 World Championship) between 2014 and 2017.

Surveys 2009 and 2015

The 2009 survey was the most extensive analysis the Finn Class carried out with data collected from 74 sailors, including 20 youths and most of the top 50 world-ranked sailors. The weights ranged from 83 to 104 kg, a spread of 21 kg. See Fig. 1.

The 2015 survey focussed on a smaller group with data collected from 25 top sailors in the top 50 world rankings. The spread of weights was similar, but this time the sailors were asked for their weight range, as clearly they rise and fall depending on events and

athleticism across the fleet. Everyone in the fleet has had to raise his game in the past 10 years. See Fig. 2

U23 trends

Perhaps the greatest indicators for weight trend comes from the U23 fleet. As would be expected that average weights are lower than for the senior or the combined fleets, but one of the more striking trends is that the average age of young sailors joining the fleet is falling as the average



ANALYSING WEIGHT DISTRIBUTION OF FINN SAILORS



in the boat, and the training for that, has transformed the physiques of the sailors into perfect power athletes. You would be hard pressed to find a group of fitter and stronger athletes in any sport.

Weight data was gathered from the fleet at the 2012 and 2016 Olympics,

training. The weight range was smaller at 18 kg, while average weight since the 2009 survey had increased by 2kg.

Olympic Games 2012 and 2016

The same weight trends are also reflected in the Olympic fleets in 2012 and 2016. What is most apparent from these charts is that the weight of Finn sailors is increasingly focussed on the 96-100 kg range. This is an indication of the increased athleticism of modern sailors, and the power, fitness and strength required to drive the boat hard. It is a natural selection to reduce excess body fat and weight to be able to keep up with the athletic and acrobatic demands of the boat and the increased

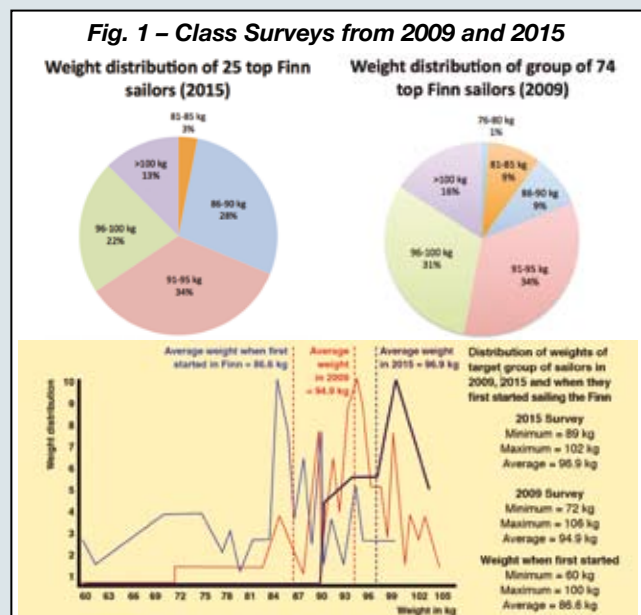
weight increases, a clear indication of increasing body weights around the world. The surveys indicated that the average age of the fleet when they reached 90 kg was 18 years, though many are reaching that weight a lot younger. See Fig. 4.

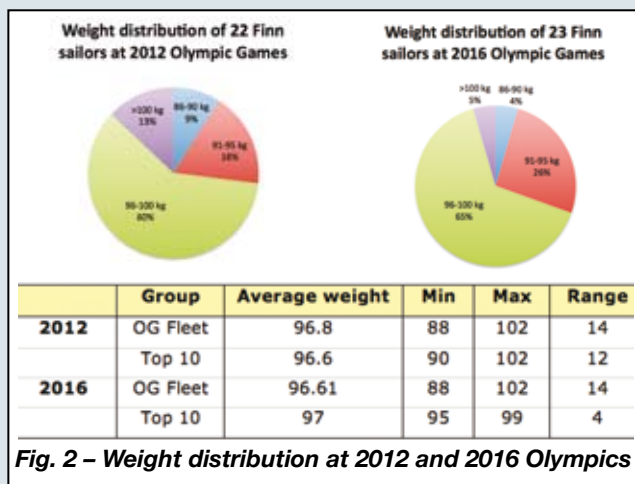
Averages ages and weights will vary year to year – as some sailors get too old and new ones join – and it also depends on where the event is and the time of year, but the ranges are comparable with the senior fleet, with sailors from the low 80 kg up to 100+ kg.

When a 16-year-old sailor is already 100 kg, and a fit 100 kg, there is no other route to Olympic sailing than the Finn, and at least getting into the Finn is a largely affordable option.

The table shows the average weights of U23 sailors in 2016 and 2017

Many young sailors with Olympic dreams have no option but to get into the Finn when their weight has exceeded 85 kg at such an early age. Of the 35 U23 sailors surveyed at the 2016 Worlds, 66 per cent had reached 90 kg before their 18th birthday, thus extremely limiting their choice





of Olympic equipment. Tall, fit athletes are reaching 90 kg as young as 14 years old.

Other classes

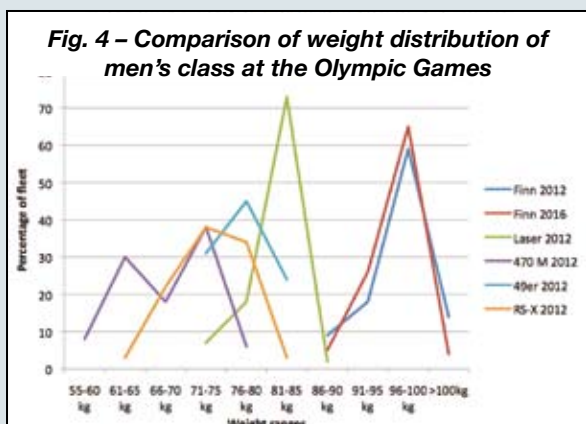
It might also be interesting to compare the weight distribution of Finn sailors with other male classes at the Olympic Games.

The average weight range of a Finn sailor at the past two Olympic Games was 96 kg but with an even distribution across a full range of body weights, not just skewed by a few very heavy sailors. And that is for a fit, lean, athlete who wants to use his athletic ability to the maximum to compete against other similar athletes at the Olympics. They strive to be faster, higher, stronger in a true Olympic sense, using their training, their skills, their strength, and their power in the same way as elite rowers and cyclists.

Looking at the weight distribution data from the other classes, there is a huge gulf between the Finn sailors and the current other four male classes, which all cater for a similar sized athlete, albeit requiring very different skill sets. There is just a 2 per cent overlap at the top of the quite narrow Laser weight range with the bottom of the Finn weight range. See Fig. 3

Other sports

Finn sailing is most often compared to rowing, not because of 'rowing' the boat with free pumping, but because



the athletic demands on the body are very similar and leads to similar athletes. See Fig. 5.

A quick look at the weight distribution of male rowers at the 2012 Olympics shows a very similar pattern to sailing. There are clearly two divisions: light and heavy, except the tables are turned with more heavy weight rowers than light weight rowers.

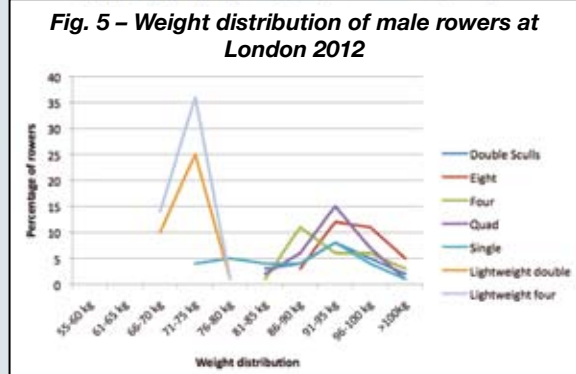
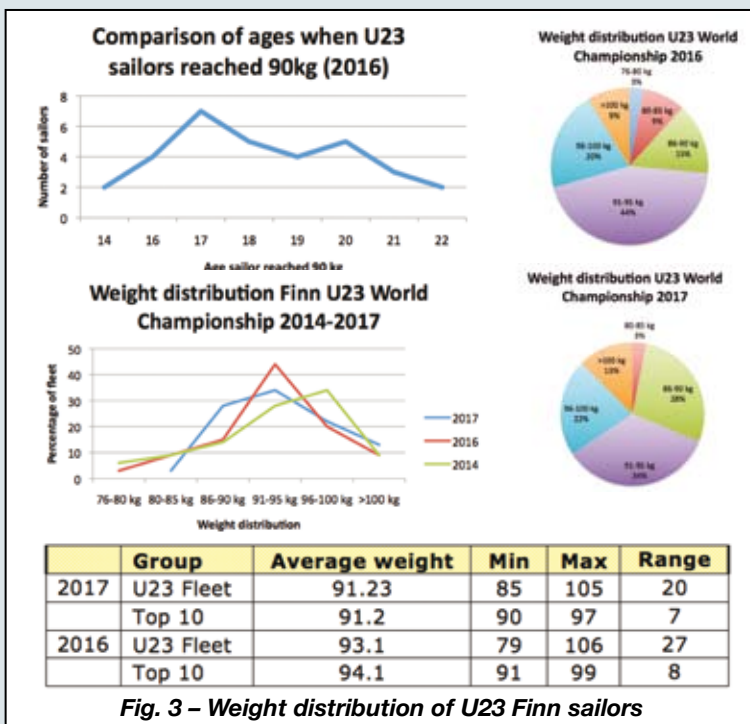
Basketball is another sport with a large number of competitors at the upper weight ranges, with 70 per cent of players over 90 kg, and 46 per cent over 100 kg.

Summary

An independent study was also carried out at the 2015 European Championships over the course of a week using the same tools.

That study reported, "By comparing basic morphological characteristics of U23 Finn sailors and their peers who compete in rowing at international level, aged 23.65 ± 2.82 years, whose body mass is 89.6 ± 6.27 kg (Marinović, 2011), we can conclude that U23 Finn sailors are morphologically more similar to elite rowers than sailors in the Laser Standard class."

Leading sports science researcher Prof. Jan Bourgois, Professor of Exercise Physiology at Ghent University, also wrote in 2015 "Your surveys in 2009 and 2015 on height,



weight and age are really important."

"The general population is becoming taller and heavier. If you look at the boat classes selected for the Olympics in Rio, then you can see that people weighing more than 83-85 kg have practically no chance to compete at the Olympics, which means you exclude a lot of sailors."





In its history the Finn has attracted a diverse corps of individuals who are notable for singular effort and achievement in the whole of their lives. James M. 'Ding' Schoonmaker is a great example of this corps of Finnsters.

Ding has decades of racing success in many different classes including the Finn and the Star. These successes were accomplished at many of the world's best known regatta venues, from Narragansett and Biscayne Bay to Marstrand, Kiel and Takapuna. Told at a young age that he could be excellent at golf, sailing and

tennis, his first sail triggered a life long love of the sport of sailing. That interest then brought friendships with some of the world's most successful racing sailors and then leadership in the national and international administration of sailing.

Can I sail?

Ding first learned to sail in a heavy Bahamian dinghy in Miami. A boyhood friend's family was getting a sailing dinghy for his friend, so Ding asked for one also. A Bahamian native worked as the gardener for his mother so she asked him if he knew how to sail. He replied, *'Can I sail? I've been sailing Bahamian boats since I was five.'* At first Ding was only allowed to handle the steering while Will Knowles held the sheet in case of a sudden puff. After a couple of weeks Ding said he thought he was ready to hold the tiller and the sheet.

The first racing was on Little Narragansett Bay in a 13-foot lap-strake Old Town all the summer of 1944. He and Jim McCormick had a book with pictures that showed the basic right-of-way rules. They would compare their situation with the pictures to understand which rule applied. At the end of the summer Ding won his first race with Jim as crew and proudly still has the trophy.

Ding thinks he learned to steer sailing an 18-foot centreboarder, which was a beamier and heavier modification of an Alden 'O' on the choppy shallow waters of Little Narragansett Bay. An early golf coach taught him to use a soft grip on his club so Ding applied that same soft touch to the tiller and it made him a superb helmsman.

Star sailing

The Star career began in 1949 when 1952 Olympic Silver Medalist to be Jack Price asked him to crew for him. Ding was drawn to the Star because of the accomplished sailors who raced the boat, the challenge to win and the classes' organisation.

The next year Ding raced in his first of five Thistle Midwinters with some good finishes of 1st, 3rd twice and a 4th. The Thistle is a 17 foot 1945 planning design that resembled an International 14 enlarged.

In 1952 Ding went to his First Olympics in Helsinki as the reserve helmsman after he finished second in the Star Trials. This was the Olympics where Soviets and Israel competed for first time and Poul Elvstrøm won his second Gold Medal. Ding's primary duties as a reserve were to act as a second set of eyes. A year later in 1953 he won the Star

DING SCHOONMAKER CORPS OF FINNSTERS By Gus Miller



Bottom left: Mid-Winter regatta on Biscayne Bay

Left: Ding Schoonmaker

Right: Sailing in Bermuda Race Week

Bottom: Ding and Treece Schoonmaker

Bacardi Cup in Havana at 19 and went on to win it six more times with his latest win being 56 years later.

In 1971 Ding won every race at the Star Pre-Olympics with Joe Duplin and later that year was Rolex Yachtsman of the year. Then in 1975 he and Jerry Ford won the Star World Championship, which Ding considers the highlight of his career.

First Finn

His first Finn sailing came in 1962 in Bermuda where Harry Anderson, a founding father of US Finn sailing, had sent some USISA Finns for Bermuda Race Week. It was the only time he raced against Harry.

In 1962 Ding raced in the Flying Dutchman Class World Championship in St. Petersburg where met Melges, and Elvstrøm who was crewing for Hans Føgh.

In 1963 Ding was sailing FDs in Lavelette, NJ when Ted Turner towed his FD behind a Ferrari, was late for the start so backed the trailer to the water's edge, partially rigged the boat and shoved off for the start. As was leaving someone yelled to him that the tide was out but Ted kept going and dealt with his awash vehicle after the race.

Ding won the 1964 Finn class midwinter championship and two weeks later won the Star Bacardi Cup on Biscayne Bay. He sailed the trials in both the FD and the Star and went to his second Olympics as a back-up helmsman. The FD Trials were at Atlantic Highlands in New Jersey with a fleet of 35 where Ding was 5th behind Buddy Melges and Norm Freeman. The Star trials were held in Chicago where Ding came 9th in a fleet that contained eight World champions and two Olympic Medalists'

Ding raced in the Acapulco, Mexico 1967 Pre-Olympics in a Finn. After the Mexican Regatta, Poul Elvstrøm came to Miami to sail a star with Ding as Poul was considering sailing the Star in the 1968 Olympic Regatta and wanted to learn about the boat.

Bermuda

Ding attended the 1969 FGC in Bermuda at the request of Lynn Waters to be part of the Jury. Ding had sailed a Soling with Jorg Bruder and Thomas Lindquist. Lindquist was very helpful and Ding agreed to ask Peter Barrett to send him a new Finn sail. Barrett sent a used experimental sail. Ding

made the same request to Hubert Raudaschl who sent a new sail, which Lindquist used to win the 1969 FGC.

That year he also began his international administrative career then when he was asked to join the Board of NAYRU as the area D representative. As an ISAF Vice-President he was important behind the scenes in helping to keep the Finn in the Olympics when there strong movements, starting in 1988, to remove it as being the Bugatti of sailing. Ding has always had a clear idea of what the issues, values and politics were.

Committee work

Ding's service to ISAF dates back to 1968 when he became a member of the Keelboat Committee, then on to the Centreboard Boat Committee in 1972 and Permanent Committee in 1978. He became an ISAF Vice President between 1986 and 1994. He regained the position between 1998 and 2004 following four years as the Sailing Committee Vice Chairman. Ding says, 'In looking back, I'm proud to see that we were able to establish an international class committee that addressed issues we were having in our sport.'

Ding has financially supported sailing for many years. He was instrumental in the construction of the US Sailing Center in Miami. In 1990 established a \$150,000 endowment saying, 'We established a sailors grant program, where we funded classes annually with support to send sailors abroad to racing events.'

Ding with other ISAF members, formed the World Youth Sailing Trust. The Trust has given support to sailors from less experienced sailing nations and provided them with coaching at the ISAF Youth Sailing World Championships.

Beppe Croce Trophy

Ding' received the 2011 ISAF Beppe Croce Trophy at the 2011 ISAF Annual



Conference in San Juan, Puerto Rico honouring his outstanding contribution to the sport of sailing. ISAF President Göran Petersson presented the trophy to Schoonmaker and said, 'Ding's contribution and generosity to the sport is exceptional and equally matched by his active participation and success. Not content with excelling on the water, Ding has invested just as much time and passion in serving the sport on shore. Since 1968, Ding has been an active member of the International Yacht Racing Union and now of course ISAF. During his long and distinguished career with us, Ding has brought his wealth of experience and knowledge to so many aspects of the sport.'

On receiving the award Schoonmaker said, 'It has been a great pleasure to have the opportunity to participate as a competitor as well as an official in Olympic events. It is a great privilege to be honoured for serving the sport that I love.'

Gary Jobson said: 'Ding Schoonmaker is one of the giants of American sailing as a competitor, supporter and international representative. Every year, thousands of competitors enjoy racing out of the US Sailing Center, in Miami. This was inspired by Ding and became a reality thanks to his leadership. Ding was a long time Vice-President of the International Sailing Federation and represented the United States with distinction. Receiving the Beppe Croce award is an outstanding tribute to his long time service.'





Ronstan 2018 International Finn Australian Championships.

David Bull writes: The championships were held at Royal Queensland Yacht Squadron, Manly, Queensland, Australia from January 15-20. There were 29 entrants including sailors from Bermuda, Hong Kong and the Czech Republic.

On the first scheduled day of racing the south-easterly wind was well in excess of 25 knots and with an outgoing tide there was a very unfriendly sea. The Race Officer, Warren Myles, abandoned the racing for the day.

Wednesday was a perfect day with 10-12 knot breeze and lots of sunshine and water temp of around 25C. What more can you ask for? Racing got under way with two races which were won convincingly by Jake Lilley, with Oli Tweddell in second and Lewis Brake third.

Having lost a day's racing on Tuesday and with perfect weather forecast for the rest of the week it was decided to sail three races per day on Thursday and Friday.

Again the weather on both days produced lots of sunshine and great breezes in the range of 10- 15 knots. Jake Lilly was in fine form and won all races on each day.

Rafa Trujillo is now based in Sydney as the Australian Sailing Olympic Finn coach and was present in Brisbane for the regatta. He certainly has put his stamp on coaching and was not only incredibly helpful to everyone at the regatta but has assisted Jake's performance.

Saturday was the final day of racing with two races scheduled and once again lots of sunshine. The breeze had picked up to around 18 knots and some bigger short waves. It was a testing

time for some, however the racing was close with Jake winning the first race and retiring from the second. Oli Tweddell scored a second and first.

At the conclusion of 10 races, Jake had nine wins and nine points, taking out the gold. Oli finished with 18 points with silver and up and coming U23, Lewis Brake, finished with 40 points taking bronze, as well as the U23 division.

It was incredibly pleasing to have seven under 25 year olds in the top 10 places which bodes well for the future of the class in Australia.

The Masters was won by Stuart Skeggs from Victoria. The Grand Masters was won by Matt Visser, NSW, Grand Grand Masters by Jake Gunther, Victoria, and Legends won by Bob Buchanan from Tasmania.

Overall it was a very successful regatta and gratitude and thanks go to RQYS, Brady Lowe, Sailing Manager, Warren Myles, Race officer and the many volunteers without whom we couldn't sail.

1	AUS 1	Jake Lilley	9
2	AUS 261	Oliver Tweddell	18
3	AUS 41	Lewis Brake	40
4	AUS 32	Jock Calvert	41
5	AUS 321	Luke Elliott	56
6	BER 9	Rockal Evans	58
7	AUS 12	Lachy Gilham	67
8	AUS 278	Harmon Mcaullay	80
9	AUS 5	Matt Visser	82
10	AUS 110	Marcus Whitley	85

Sail Melbourne

18 entries			
1	AUS1	Jake Lilley	6
2	AUS 12	Thomas Slingsby	15
3	AUS 261	Oliver Tweddell	15
4	SWE 33	Max Salminen	15
5	GBR 11	Ed Wright	19
6	AUS 41	Lewis Brake	32
7	AUS 32	Jock Calvert	34
8	CAN 2	Kyle Martin	35
9	BER 2	Rockal Evans	44
10	AUS 88	Rob Mcmillan	46

Sail Sydney

22 entries			
1	AUS 1	Jake Lilley	10
2	SWE 33	Max Salminen	20
3	AUS 261	Oliver Tweddell	20
4	GBR 11	Edward Wright	21
5	AUS 32	Jock Calvert	35
6	AUS 41	Lewis Brake	37
7	CAN 2	Kyle Martin	37
8	BER 9	Rockal Evans	56
9	AUS 110	Marcus Whitley	69
10	AUS 75	Phil Chadwick	70



FINN SAILING FROM AROUND THE WORLD



BRAZIL



Luis Mosquera writes: Twenty-five sailors from Rio de Janeiro, São Paulo, Ilhabela and Brasília lined up for the **2018 National Championship**, this time organized by ICRJ and sailed in the legendary waters of the Guanabara Bay that never disappoint the contenders. This time was not different since we had four days with high temperatures, warm waters and steady winds.



Jorge Zarif was seeking his ninth national title, but this time was not an easy task for him. Light to medium winds from east, a strong tide entering the bay and blue skies set the scene for the action. A UFD in the first race and a bullet in the second race was good enough to put Zarif in the middle of the leaderboard. André Mirsky from ICRJ sailing flawlessly in his Fantastica took the early lead in the championship with a first and a third. A very good surprise for the fleet was João Pedro de Oliveira, aka Caveirinha, a young talent that is already a national champion in the Laser Class was in second overall with fourth and a first. After the first day of racing, André Mirsky opened his house for a class barbecue for sailors and spouses.

The second day was heavily dominated by Jorge Zarif and André Mirsky with two bullets and two seconds respectively, followed by Antonio Moreira in the third race and João Pedro in the fourth. The evening was devoted to another barbecue party, this time offered by ICRJ. After the barbecue, all sailors got together for the annual general meeting of the Class.

The third day of race was also with light to medium winds, strong tides

and blue sky. Half of the fleet went to the middle of the bay and the other half was looking to get some relief of the current in the shadow of the Pão de Açúcar mountain. Ricardo Santos got second and João Pedro third in race five, while Jorge Zarif showed consistency by winning with a high margin. Race six was also dominated by Zarif, with André Mirsky in second and Antonio Moreira in third. The social event of the day was a fantastic dinner offered by ICRJ and the Rio de Janeiro

Star Class Fleet. All Finn sailors were invited to join the Star Class for the celebration of the oldest Star Race in Brazil, Taça Darke de Mattos.

The last day of competition was the pinnacle of the event. Once again light to medium winds with strong tide coming from the sea, but Zarif won both races to be crowned

National Champion for the ninth time. Now the Zarif family owns seventeen Brazilian titles, nine from Jorge Zarif and eight from his late father that passed away ten years ago, the Brazilian sailing legend Jorge 'Guga' Zarif.

The 2018 Nationals was a huge success for the class. A great balance between masters and young talents, the comeback of the former National Secretary Marco Aurelio Sá Ribeiro who is currently the president of the Brazilian Sailing Federation, the good performance of the Finn boat built in Brazil by Jorge Rodrigues and the general camaraderie among sailors. Next challenges are Campeonato Paulista and Campeonato Carioca in the second half of the year. For the Masters fleet, the next challenges are the Brazilian Masters Championship to be held in Brasília in May and the Finn Masters in El Balis.

1	BRA 109	Jorge Zarif	8
2	BRA 177	André Mirsky	18
3	BRA 189	Joao Pedro S de Oliveira	23
4	BRA 97	Ricardo Sabtos	28
5	BRA 114	Antonio Carvalho Moreira	32
6	BRA 32	Pedro Lodovici	45
7	BRA 6	Juliano Camargo Rosas	63
8	BRA 11	Robert Rittscher	80
9	BRA 2	Ubiratan Matos	81
10	BRA 55	Paulo Frôes de Oliveira	90

DENMARK

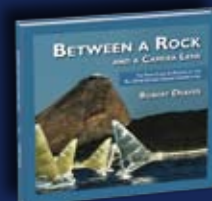


Richard Berg-Larsen writes: The Danish Finn Fleet has for the last couple of winters been divided SSE and SW of Copenhagen, namely in Dragør and Vallengsbæk. The Vallengsbæk fleet has been the most active lately, while several of the Dragør sailors have slowed a little down.

Vallengsbæk see 5-7 boats on ice-free Saturdays, while Dragør, which does normally not have the same ice problems, has seen very few boats on the water this winter.

The Dragør sailors still meet at 1100 hours on Sundays, but regrettably to few showing up with the right outfit, so it often ends up with a quick visit to a local café instead. This is of course not because the Dragør Finn Sailors are becoming older. But I must admit that it is getting ever harder to hide, that many of us, have either retired, getting very close to retirement, or even becoming legends.

We are all looking forward to a new season and we did see several boat sales last year probably because of the big event in Denmark in 2019. We also have a team who have volunteered to man some ribs for the World Championship in Århus in August, but we could fear that the proximity with the Worlds stopping just 4 days before our Nationals begins will cost numbers at the nationals, with the rib crews participating in Århus, may find it to much to use the whole summer holiday on two regattas one after the other? Only time will show.



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£18/\$30

BETWEEN A ROCK AND A HARD RACE is the story of the Rio Olympics, and of the journey of the 23 Finn athletes who took part.

Paperback £13.50/\$18



More info at finnclass.org/shop

FRANCE

Cannes 2018

François Richard writes: With just a little more than a year and half of Finn sailing, Guillaume Boisard is perhaps the best national French Finn sailor. Yet, along major events he would still learn a lot and most probably, regarding actual results, stay behind Lobert or Pic, but he leads in France, expressing a wide combination of talent.

He won Cannes races in a brilliant manner, leaving no doubt on day one by getting two bullets. That day and the next were clear, sunny and windy. Not the fierce and brutal Mistral all sailors fear in south of France, but a solid south easterly wind building challenging choppy conditions. Since winning his French nationals title last July at La Rochelle Guillaume didn't grew more, he's still 193 cm tall but he gained on weight to 91 kg. This remains below current Finn rock stars (95 to 100 kg) but it gives him good speed upwind from 15 to 18 knots on board his new Devoti Fantastica hull.

With clear starts most times and obvious easy speed, he managed to win five of the seven races. He found more competition in the lighter easterly

winds on day 3. He was first trapped in a shy start, rising on every tack across the dense fleet but unable later to catch and pass Laurent Hay whose talent in medium conditions is known. In Race 6 on leg one, a mistake cost Guillaume since he sailed a bit too far on left lay line. A sixth became his worst score when Estonian master Harles Liiv could instead catch the best tacks and secure his unique win. Anyhow, next to the 50 entrants, Boisard, Hay and Liiv were obviously the leading trio. The final day never got enough breeze to allow any start.

Sailors of seven nations were present, from all generations. Dutch Bas de Waal, German Uli Breuer or Dirk Meid, and French Montagut and Audouin shared honours behind the top three guys but never really threatened them.

Winner of this event, Guillaume Boisard is a very promising hope for French Finn class. He's young, not even 21, but he's already in the top four. His next 2018 major goal will be Silver Cup in Slovenia. Considering light to medium airs he might be one of the favourites. Next to this he studies at La Rochelle to become an engineer. He hopes to later work within boating industry.

Surely he'll try for Tokyo 2020 selections but both Lobert and Pic won't be easy to beat in less than three years. His more obvious goal will be the 2024 Olympics in Marseille. Then he will be 28 with seven more years of Finn racing experience. Time will tell.

1	FRA 9	Guillaume Boisard	7
2	FRA 75	Laurent Hay	14
3	EST 7	Harles Liiv	23
4	NED 81	Bas De Waal	27
5	GER 707	Uli Breuer	32
6	FRA 89	Benjamin Montagut	45
7	FRA 38	Michel Audoin	53
8	GER 165	Dirk Meid	62
9	ITA 2	Marco Buglielli	68
10	GER 8	Jurgen Eiermann	69



Photos by Jehan Lefebvre



NETHERLANDS

Tobias Kirschbaum writes: After two years of doing the Super 7 series the Finn Club Holland will go to a new series called the **Finn Fabulous Five**. The idea is simple five events during the

season with good races and the best after-sail programme in Europe. For all events we will have the

following changes on Saturday there will be free drink (beer) for all competitors and free dinner.

At some of the events a big group of the sailors goes in to the city at night to enjoy the local bars like in Hoorn and Sneek or the world famous Brakeboer in Medemblik.

On the second day we will have a Formula 1 style prizegiving. So when we will get on land straight to the prizegiving in your wetsuit with champagne. This is easy for competitors outside of the country so they can go home fast.

We have some great sponsors this year who help to make it all possible. And the biggest prize will be that we give

away a sail in a lottery to one of the sailors who sailed four of the five races.

The Finn Club Holland would like to invite all Finn sailors to see the great hospitality that will also be available during the Masters of 2020.

The events are: Tulpen race (Loosdrecht - 7-8 April), Open Dutch Sprint championship (Harderwijk 5-6 May), Zomerwedstrijden (Sneek 23-24 June), Finale (Hoorn 7-8 July), Open Dutch championship (Medemblik 14-16 Sept.)



ITALY

Trofeo Bertacca

The 2017 season ended as usual with the 15th edition of Trofeo Bertacca Sail Equipment, which took place at the end of October in Torre del Lago.

On the first day three races were sailed in a light westerly from 6-8 knots, while the second day was a nice westerly from 9-12 knots and free pumping.

Giacomo Giovanelli convincingly won with three bullets and a second.

On Saturday the annual meeting of the Italian class took place, followed by the Coppa Italia prizegiving and a nice dinner. Coppa Italia 2017 prizegiving was very rich, with lots of prizes including three Finn sails offered by 3FL Sails,

Quantum and WB.

The Trofeo Bertacca prizegiving was also very rich, as usual for this regatta, with prizes offered by sponsors and regatta organizer Italo Bertacca, owner of Bertacca Sail Equipment in Viareggio.

1	ITA 202	Giacomo Giovanelli	5
2	ITA 234	Tommaso Ronconi	13
3	ITA 115	Roberto Strappati	16
4	ITA 2	Bastiaan Brouwer	21
5	ITA 2	Marco Buglielli	24
6	ITA 4	Francesco Faggiani	27
7	ITA 90	Yevgen Kushchiyenko	29
8	ITA 722	Michele Tognozzi	33
9	ITA 836	Jacopo Labanti	33
10	ITA 56	Francesco Grigolon	36

Anzio Winter Series

Finn activity never stops in Italy, particularly in Anzio where a strong fleet organises every year a Winter championship which allows Finn sailors from Rome to keep fit and have some fun all year round.

This winter sailing conditions were almost always very good, allowing 13 races to be sailed before the last weekend of racing which will take place after Finnfare closing time.

At the time of writing Enrico Passoni is leading with a huge points margin on Marco Buglielli, followed by Alessandro Cattaneo, Franco Cinque and Franco Martinelli.



SWEDEN

Torsten Jarnstam writes: 2017 **Swedish Open Finn Championship**, Åmål (38 entries) (top pic) 1. Björn Allansson, SWE, 2. Otto Strandvig, DEN, 3. Fredrik Tegnhd, SWE. Swedish Champion Medalists: Gold Björn Allansson, Silver Fredrik Tegnhd, Bronze Johan Wijk.

2017 Sola Cup-regatta: 1. Martin Pluto, 2. Fredrik Tegnhd, 3. Daniel Miles.

2017 Sweden Cup (top 5): 1. Fredrik Tegnhd, 2. Mikael Nilsson, 3. Lars Edwall, 4. Erik Åberg, 5. Torsten Jarnstam.

2017 Masters championship: Fredrik Tegnhd. Grand Master: Fredrik Tegnhd. Grand Grand Master: Daniel Miles. Legend: Torsten Jarnstam.

The Swedish Finn Association will visit Seglarymnasiet in Motala on 22-23 May and gives students for the fourth time another opportunity for two days to test the Finn. Try to Sail Finn in Motala is one of the board's most important initiatives for recruiting younger sailors to Class. One of the former students, who had the opportunity to test the Finn, is Johannes Pettersson.

2017 Finn Silver Cup - Finn U23 World Championship, with an honorable eighth place. Team coach Magnus Gråvare for SWE Sailing Team has recently taken on Johannes together with Max Salminen, who now represent Sweden's new national Finn team.

With Max Salminen becoming world champion in 2017, Sweden has after many years of waiting, finally another world champion. Historically, Sweden now has five world champions (seven gold medals in total), Arne Åkerson 1962, Thomas Lundqvist 1969, Magnus Olin 1975, Fredrik Lööf 1994, 1997 and 1999.

Fredrik Lööf won his third World Cup Gold in Melbourne, Australia in 1999, so it took until 2017 before Sweden got another Finn world champion.

There are many exciting regatta to look forward to during the 2018 season in Sweden: GKSS Olympic Class Regatta in Långedrag 11-13 May (Sweden Cup 1 and Nordic Cup 1), USS Regatta in Uppsala 9-10 June (Sweden Cup 2), Swedish Open Championship in Träslövsläge 10-12 August (Sweden Cup 3) and Sola Cup-regatta in Karlstad 15-16 September (Sweden Cup 4, Sweden Cup Final, Class Championship for Master sailors).



SWITZERLAND



Gingerbread Race

Beat Steffen writes: On October 28-29, 2018, 26 boats gathered in Thun for this traditional end of season race at the Thunersee Yacht Club.



On Saturday, four races were sailed in perfect autumn weather and conditions above the free pumping limit. Several sailors are in contention for race wins, but Christoph Christen prevails every time and puts down four bullets.

Saturday night sees the legendary Finn party at the TYC organised by

Carlo Lazzari and his team featuring the local rock band 'Spirit of Life'.

Sunday comes cold and rainy, resulting in a smaller fleet of now just 16 boats. Conditions are marginal and allow just one more race, won again by Christoph Christen.



Christen won this regatta ahead of Christoph Burger and Peter Theurer. He put down a series of pure bullets and deserves the huge gingerbread, which makes this race unique.

1	SUI 5	Christoph Christen	4
2	SUI 7	Christoph Burger	9
3	SUI 67	Peter Theurer	16
4	SUI 65	Thomas Bangerter	19
5	SUI 31	Beat Aebischer	20
6	SUI 12	Franz Bürgi	31
7	SUI 95	Michael Good	31
8	SUI 94	Andreas Friderich	33
9	SUI 13	Peter Kilchenmann	35
10	SUI 27	Dominik Haitz	36



USA



US Nationals

Joe Chinburg writes: The US Finn Nationals was hosted by Fairhope Yacht Club in Mobile Alabama, from April 6-8. There was a good turnout this year with 28 entries and a huge range of sailors from all over the US, some driving more than 30 hours. The Finn class is exploding in the US with more and more guys buying boats and racing. The Finn is definitely here to stay.

The first day was partly sunny with winds from 10-18 kts, with four races sailed under the O flag. John Dane took three bullets while Michael Mark won the second race. The second day was challenging. A thunderstorm blew through overnight, causing a two hour wait for the first race in very light airs with shifts

and holes. Darrell Peck showed his light air skills for his only race win. The wind then built to 20 knots during the first leg making the runs fast, wet, and exciting.

The US Finn Class AGM was held Saturday. Several good things are in the works for the class. The 2018/19 US Finn class president is Joe Chinburg, Secretary is Peter Frissell, and Treasurer is Glenn Selvin.

It was a chilly, overcast morning on Mobile Bay to start day the final day. The wind was predicted to steadily drop and only one race was eventually sailed.

The regatta had every condition and was a true test to find the US National Champion. Congratulations to John Dane, the current North American Champion, and now the new US Finn Champion.

1	USA 69	John Dane	10
2	CAN 35	Darrell Peck	16
3	USA 21	Gordon Lamphere	21
4	USA 9	Rob Coutts	28
5	USA 12	Stephen Landeau	42
6	USA 117	Michael Mark	43
7	USA 16	Rodion Mazin	46
8	CAN 7	Adam Nicholson	52
9	USA 11	Scott Griffiths	56
10	USA 71	Adrian Pereira	60



Lauderdale Yacht Club, Jan 13-15

1	CRO 69	Milan Vujasinovic	23
2	USA 6	Caleb Paine	25
3	USA 91	Luke Muller	27
4	CAN 11	Jim Cameron	29
5	CAN18	Tom Ramshaw	34
6	USA 80	John Libcke	43
7	CAN 63	Gordon Stevens	45
8	CAN2	Kyle Martin	45

2017 North Americans, Palm Beach

1	USA 69	John F Dane	10
2	CAN 35	Darrell Peck	13
3	USA 11	Phil Toth	14
4	CAN 63	Gordon Stevens	18
5	USA 1	Eric Anderson	24
6	CAN 11	Jim Cameron	24
7	NOR 64	Petter Fjeld	29
8	USA 6	Max Rohr	37
9	USA 18	Jeremy Pape	44
10	USA 40	Chuck Rudinsky	46



CALENDAR 2018



To illustrate the strength of the class at the moment, it's interesting to look at the number of events each year. So instead of the normal short list of major events, here is what we collected – more than 200 Finn regattas. It's not all of them, but it is quite impressive.

Jan 15-20	Australian Championships, RQYS	AUS	May 25-26	SÉP CUP, Fertőrákos	HUN	Aug 18-19	Küstencup Ribnitz	GER
Jan 17-21	Du Ski Voile d'Antibes, Antibes	FRA	May 26-27	Spring Cup	RUS	August 18-19	FinnMania, Grandson	SUI
Jan 21-28	World Cup Series Miami	USA				Aug 18-19	Rhein in Flammen	GER
			Jun 1-6	Pushkin regatta	RUS	Aug 18-19	Kammersee Schwerpunkt	AUT
Feb 9-11	Semana Olímpica Valenciana	ESP	June 2-3	Southerns, Menziesham Rythe SC	GBR	Aug 18-21	CORK, Kingston, Ontario	USA
Feb 12-16	Semaine internationale de Cannes	FRA	June 2-3	Finnregatta Echting Ammersee	GER	Aug 24-26	Compass Sailing Days, Orfú	HUN
Feb 24-28	Andalusian Olympic Week, Cádiz	ESP	June 2-3	Darling/Lawuse Preis	GER	Aug 25-26	Einfelder Finn Cup Neumünster Nordd.	GER
Feb 24-25	Vic State Titles, RBYC	AUS	June 2-3	Frühjahrsregatta Ratzeburger See	GER	Aug 25-26	Rofi Pokal	AUT
			June 2-3	Honlap.hu Cup, Mályi	HUN	Aug 25-29	Ural championship	RUS
Mar 2-4	Masters Champs, Waiuku	NZL	Jun 8-13	Top-Motors Cup, Novosibirsk	RUS	Aug 25-26	Asker Optimisten, Asker	NOR
Mar 3-4	East Coast Championships, WSC	AUS	Jun 9-10	IMCI Rursee Finn Trophy	GER	Aug 26-31	FINN SILVER CUP, Koper	SLO
Mar 9-17	EUROPEAN CHAMPIONSHIP, Cádiz	ESP	Jun 9-10	MRSV Finn Cup Süddeutsche	GER	Aug 28-Sept 30	Open Russian, Moscow	RUS
Mar 10-11	Napoli, Coppa Italia	ITA	Jun 9-10	Pirker Finntage	GER			
Mar 12-13	South Island Champs, Lyttleton	NZL	Jun 9-10	USS-regatta, Uppsala	SWE	Sept 1-2	Lindenblatt Chiemsee	GER
Mar 15-17	NZ Finn Nationals, Lyttleton	NZL	Jun 9-10	Marian Jankowski Memorial, Poznan	POL	Sept 1-2	Goldener Finn Pöhl	GER
Mar 16-18	Torbole, Garda Trentino Finn Cup	ITA	Jun 9-10	Lac d'Annecy, Annecy	FRA	Sept 1-2	Iserlohn Glasenuhr LM NRW	GER
Mar 21-25	Italian Championship, Genova	ITA	Jun 9-10	Gravedona, Coppa Italia	ITA	Sept 1-2	Ancona, Coppa Italia	ITA
Mar 24-25	Finn Cup, Krefelder	GER	Jun 10	Vallensbæk	DEN	Sept 6-7	Romanshorn	SUI
Mar 25-31	Sochi regatta	RUS	June 16-17	British Masters, Keyhaven SC	GBR	Sept 8-9	Oxford SC, Inland Championships	GBR
Mar 30-Apr-7	Trofeo S.A.R. Princesa Sofia Mallorca	ESP	June 16-17	Finn-Fight Waging Dr.A.Balthasar	GER	Sept 8-9	SW-Meisterschaft, Untersee	GER
Mar 30-31	ARSC CUP, Agárd	HUN	June 16-17	Jever-Krombach-Cup	GER	Sept 8-9	Open Belgian, Oostende	BEL
Mar 31-Apr 1	Osterregatta Rastatt	GER	June 16-17	Landesmeisterschaft	GER	Sept 8-9	Schweriner Herbst-Cup	GER
Mar 31-Apr 2	Forêt d'Orient	FRA	June 16-17	Lázár Deák memorial, Orfú	HUN	Sept 11-14	FINN EUROPEAN MASTERS, Split	CRO
			June 21-24	Lake of Velence sailing week, Agárd	HUN	Sept 14-16	Open Dutch, Medemblik	NED
Apr 6-8	US Nationals, Fairhope YC Alabama	USA	June 21-24	Austrian Nationals	AUT	Sept 14-16	NA Masters, San Diego Yacht Club	USA
Apr 7-8	Tulpen Race, Loosdrecht	NED	June 21-25	Kieler Woche	GER	Sept 15-16	Dragør	DEN
Apr 7-8	Auckland Finn Champs, Tamaki YC	NZL	June 22-24	Niederhornkanne, Thun	SUI	Sept 15-16	Fåßlas Regatta Altmühlsee	GER
Apr 7-8	Einhandregatta Langen	GER	June 22-24	Italian Masters, Porto San Giorgio	ITA	Sept 15-16	Sola Cup, Karlstad	SWE
Apr 7-8	Frühjahrsregatta Müggelsee	GER	June 23-24	Zomerwedstrijden, Sneek	NED	Sept 15-16	Westfalenpreis Biggesee	GER
Apr 7-8	Silwell Cup, Agárd	HUN	June 23-24	Cto Andalucia, RCN La Linea	ESP	Sept 15-16	Pokalregatta Schwiolochsee	GER
Apr 7-8	Gerhard Vellusig Memorial	AUT	June 23-24	Côtes d'Armor	FRA	Sept 15-16	Weinlese Neusiedl	HUN
Apr 14-15	Capman Cup, Oberhofen	SUI	Jun 24-Jul 1	Povolzhskaya regatta	RUS	Sept 20-23	Hungarian Championship, Tihany	HUN
Apr 14-15	Stuttgarter Finn	GER	June 25-26	Laurel Cup, Agárd	HUN	Sept 21-23	Polish Masters, Zegrzyskie Lake	POL
Apr 14-15	Gaeta Coppa Italia	ITA	Jun 29-Jul 1	UK Nationals, Menziesham Rythe SC	GBR	Sept 22	Close of the season regatta, Asker	NOR
Apr 21-22	Bottighofen	SUI	Jun 30-Jul 1	Brandenburgische Meisterschaft	GER	Sept 22-23	Pacific Coast Championships, SDYC	USA
Apr 21-22	Wannsee-Pokal	GER	Jun 30-Jul 1	Saar-Finn-Cup Bostalsee	GER	Sept 22-23	Copa Andalucia, CN Benalmadena	ESP
Apr 21-22	Silberschäkel Regatta Wörth	GER	Jun 30-Jul 1	Open Norwegian, Drammen	NOR	Sept 22-23	Chiempreis Seebuck	GER
Apr 21-22	Ammerländer Friesen Finn-Cup	GER	Jun 30-Jul 2	Nordcup, Gdansk	POL	Sept 22-23	Internationale Kehrausregatta Steinhude	GER
Apr 21-22	VVSI CUP, Agárd	HUN				Sept 22-23	Finnregatta Plobsheim	GER
Apr 21-22	Alpe Adria Cup	AUT	Jul 6-8	Experts-Fs Cup, Hejökerezstúr	HUN	Sept 22-23	Mályi Lake Summer	HUN
Apr 22-29	World Cup Series Hyères	FRA	Jul 6-8	Gdynia Volvo Sailing Days, Gdynia	POL	Sept 23-26	Nationals, Finn Aeolians Club, Vaal Dam	RSA
Apr 25-30	Alexander Novikov Memorial	RUS	Jul 6-9	Crystal Cup	RUS	Sept 27-30	Polinische Meisterschaft	GER
Apr 28-29	37. Jollenregatta, Mammern	SUI	Jul 7-8	Finnale, Hoorn	NED	Sept 27-30	Nebelpokal	GER
Apr 28-29	Allianz-Cup Immenstaad/Bodensee	GER	Jul 7-8	Pfalz Open Eicher See	GER	Sept 27-30	Polish National Championship, TBC	POL
Apr 28-30	Copa de España CN Entrepeñas	ESP	Jul 7-8	Champagner Regatta am Tegeler See	GER	Sept 28-30	Malcesine, Int. Finn Cup-Trofeo Menoni	ITA
Apr 28-May 1	Nesselblatt Steinhude	GER	Jul 7-8	Acquafresca, Coppa Italia	ITA	Sept 29-30	Battle of Pákozd, Agárd	HUN
Apr 29-30	Caldaro, Dr. Schaer Trophy	ITA	Jul 7-9	Warnemünder Woche	GER	Sept 29-30	La régate de Socoa, Socoa	FRA
			Jul 13-16	Moscow area championship	RUS			
May 4-6	Polish YA Cup, Krynica Morska	POL	Jul 14-15	Forte dei Marmi, Trofeo Meccheri	ITA	Oct 6-7	Gulf Coast Championships, Mobile	USA
May 5-6	Open Sprint championship, Harderwijk	NED	Jul 15-21	International Moscow Regatta	RUS	Oct 6-7	Herbst-Cup Silbersee	GER
May 5-6	Harwich Town	GBR	Jul 18-22	French National Open, La Rochelle	FRA	Oct 6-7	Finn-Finale Wörthsee	GER
May 5-6	Jungfrautrophy, Thun	SUI	Jul 20-22	Campeonato Iberico	ESP	Oct 6-7	Építők Cup, Agárd	HUN
May 5-6	Polyester Cup, Kastrup	DEN	Jul 21-22	Siegelwoche, Thun	SUI	Oct 6-7	KSSS Olympiska, Saltsjöbaden	SWE
May 5-6	Einhand Dümmer Westmeisterschaft	GER	Jul 21-22	Bayern Cup Bad Wiessee	GER	Oct 11-14	Campeonato de España, Hondarribia	ESP
May 5-6	Uttinger Einhand Trophy	GER	Jul 21-22	Fejér County Championship, Agárd	HUN	Oct 13-14	Warsash SC	GBR
May 5-6	Biblis Finn	GER	Jul 21-22	Forte dei Marmi, Trofeo Aldo Ferrari	ITA	Oct 13-14	Jack Dane Memorial Regatta	USA
May 5-6	Finn-Cup Pouch	GER	Jul 21-23	The Olympic Regatta, Tihany	HUN	Oct 13-14	Goldener Oktoberpokal Tutzing	GER
May 5-6	Mohilla Pokal Mondsee	AUT	Jul 21-24	Travemünder Woche	GER	Oct 13-14	Dümmer-Finn-Cup	GER
May 11-13	Burgmann Cup, Balatonfüred	HUN	July 25-29	Bank Cup	RUS	Oct 13-14	Nebelwelle Güstrow	GER
May 11-13	GRSS OCR, Långedrag	SWE	Jul 28-29	Sternberger Finn Regatta	GER	Oct 13-14	Fertő lake summer closing	HUN
May 12-13	Transee Week	AUT	Jul 28-29	Oberland Pütz Seeshaupt	GER	Oct 13-14	Kurt Czajka Memorial	AUT
May 12-13	Scarlino, Coppa Italia	ITA	Jul 28-29	Finn Cup of Kereked, Csopak	HUN	Oct 13-14	Closing Regatta, Wolsztyn	POL
May 18-25	FINN WORLD MASTERS, El Balis	ESP	Jul 30-Aug 12	SAILING WORLD CHAMPIONSHIPS	HUN	Oct 17-21	Swiss Championship, Morges	SUI
May 19-20	Championship of Mályi lake	HUN				Oct 20-21	Eispokal Tegeler See	GER
May 19-21	Dolsh memorial, Balatonföldvár	HUN	Aug 1-6	Siberia regatta, Novosibirsk	RUS	Oct 27-28	Lebkuchenregatta, Oberhofen	SUI
May 21-26	Medemblik Regatta	NED	Aug 4-5	Meckatzer Finn-Cup Rottachsee	GER	Oct 27-28	Rheinstes Finnish	GER
			Aug 4-12	Moscow Championship	RUS	Oct 27-28	One-Person Classes, Agárd	HUN
			Aug 4-5	Regatta of Szechenyi, Fertőrákos	HUN	Oct 28-29	Viareggia, Trofeo Bertacca - Coppa Italia	ITA
			Aug 4-5	OVE Cup, Orfú	HUN	Oct TBD	Canet en Roussillon	FRA
			Aug 7-12	IDM-Finn Bodensee	GER			
			Aug 10-12	Finn North Americans and Toilet Bowl	USA	Nov 1-4	Grand Prix de l'Armistice, Maubuisson	FRA
			Aug 10-12	50th Anniversary, Willow Bank Yacht Club, Cazenovia, NY	USA	Nov 3-4	Vallensbæk, Bacon Cup	DEN
			Aug 11-13	Svenska Mästerskapen, Varberg	SWE	Nov 18-24	Finn-Finale Rupenhorn	GER
			Aug 16-20	Championship of Fertő lake, Fertőrákos	HUN	Nov 24-25	Black sea regatta	RUS
			Aug 16-18	Fair Play Regatta, Szczecin	POL		Nikolausregatta Töppersee	GER
			Aug 16-18	Siberia Cup	RUS			
			Aug 17-19	Nationals, Middelfart	DEN	Dec 1-2	Eispokal Alster	GER
			Aug 18-26	Sail Swinoujscie	POL	Dec 16-21	42 Gaes Christmas Race, Palamós	ESP
				Sevastopol Sailing Week	RUS			

Please check dates and details with event organisers.

WB-Sails
Winning Boatspeed



Photo Robert Deaves

Congrats

to *Max Salminen* for winning the Finn Gold Cup, *Jonathan Lobert* for winning the Europeans, *Oskari Muhonen* for winning the Silver Cup. And to WB-sailors in Miami, Palma, Hyeres 2017, who all won with our latest NEO sail model.

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