

FINNFARE

APRIL 2019



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- EVERY GENERATION HAS ITS LEGENDS
- FINN SAILING AROUND THE WORLD
- BERMUDA GOLD CUP - 50 YEARS ON
- HIKING ENDURANCE
- INTERFERENCE UNDER THE WATER

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Opening shot: Facundo Olezza comes in fast to the finish in the medal race in Palma

PRESIDENT'S LETTER

Since last year there have been many changes in the world of sailing, and since November the Finn Executive and other Finn stakeholders have been working hard to showcase to the sailing world, the IOC and WS stakeholders how important a dinghy event for larger sailors is on the Olympic sailing programme. The IOC will make its final decision on the 2024 Olympic events as late as 2021 but in the coming months and years we will have to work relentlessly to put the Finn back to where it belongs, the Olympic Games.

As already stated on many different occasions the male population worldwide is developing towards taller and stronger people 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. Based on a recent calculation, as a result the Olympic sailing quota for men over 85 kg went from over 100 athletes in 2000 to only 19 for 2020 (less than 6% of the total number of sailors in the Olympics).

We strongly hope that wise decisions – especially by the IOC – on the future of Olympic sailing will allow the Finn to continue its Olympic presence and unmatched history.

Looking ahead to our events this year, with the Finn Gold Cup in Melbourne in December, we have a full and exciting season ahead of us. In a few weeks, and by the time you read

this, the next four places on the starting line in Tokyo will be decided at the Europeans in Athens, and then we look forward to seeing the amazing number of Masters who continue to enjoy the Finn. These huge events are great for promoting the Finn and I expect high turnouts at both the World Masters in Copenhagen and the Masters Europeans in Germany. There are also a few more new names from the past joining the fleet this year.

We also showcase the youth Finn sailors at the Finn Silver Cup with a welcome return to a popular venue of Anzio, in Italy. Finally in December, the Finn Gold Cup will be held at Royal Brighton YC for the first time. Good luck to sailors and organisers alike.

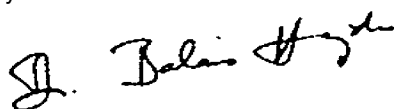
All things are pointing to a fascinating battle in Tokyo next summer. Unlike the past few cycles, no sailor is really dominating so far, though some have been regularly at the front. As usual the Finn has attracted the giants of the sailing world, gentlemanly gladiators, for supreme competition in the supreme singlehanded dinghy.



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In an age when TV schedules are paramount, the medal race in Palma was evidence of the dependability of the Finn, sailed in conditions when many other classes could not even leave the beach. The ten Finn heroes revelled in the conditions, and made a clear statement of the suitability and reliability of the Finn for international competition for sailors above 85 kg.

May I wish you all the best and fair winds for 2019 and thank you very much for your support over the many past years.



Dr. Balazs Hajdu
HUN-1
IFA President



Epic conditions at last year's Christmas Race in Palamos. Photo: Robert Stevens

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Next issue: July 2019

Online issues: issuu.com/finn-class



No. 161 • APRIL 2019

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Cover photo: Giles Scott in Palma. Pic: Junichi Hirai/BULKHEAD Magazine JAPAN.
Inset: Andy Maloney after winning in Palma.





News



2019 EVENT WEBSITES

Event websites are up and running for the 2019 Finn European Championship (2019.finneuropeans.org), the 2019 Finn Gold Cup (2019.finngoldcup.org), the 2019 Finn World Masters (www.finnmasters2019.dk), the Finn European Masters (finn-em2019.snyc.de) and will shortly be up for the 2019 Finn Silver Cup (2019.finnsilvercup.org).

Entry is open for most and will soon be available for the Gold Cup and Silver Cup.

The Finn World Masters has so far attracted 250 entries, while the Finn European Masters is expected to fill up fast with a limit of 150 places.



SSL GOLD CUP LAUNCH AND SSL FINN RANKING

A huge number of Finn sailors turned up for the launch of the SSL Gold Cup at the Olympic Museum in Lausanne. The SSL Gold Cup will see each nation's top sailing athletes team together into a single crew and then race against one another aboard high performance 47 foot long one design monohulls to establish 'the world's best sailing nation'.

Polish double Olympic Finn medallist Mateusz Kusznierewicz, who has been appointed Sports Director of the SSL Gold Cup, explains: "The whole concept of the SSL Gold Cup is that it will be very similar to the football World Cup, which starts with qualification stages and then progresses to quarter-finals, semi-finals and on to finals. That works well in other sports and we want to do the same in sailing."

Teams will join the competition according to their pre-event seeding. This seeding will be based on a formula for how each nation ranks over a series of events spanning the breadth of sailing, both yachts and dinghies.

The SLL Finn ranking was launched in April and can be seen here: <https://www.starsailors.com/ranking>. At press time, Max Salminen leads from Zsombor Berecz and Nicholas Heiner.



Gerardo Seeliger fighting through the Palamos chop at the Christmas Race.
Photo: Robert Stevens



ANDY MALONEY STRIKES PALMA GOLD



Entry numbers are always a good indication that a regatta organiser is doing things right and with always one of the best turnouts of the year, the Trofeo Princesa Sofia in Palma has been doing it right for half a century.

There is something special about coming to Palma each year. The sailors know it, the media know it and the organisers know it. It marks the real start of the beginning of the European sailing season for the Olympic classes and for many the first test of all the winter training activities. Everyone has been doing their own thing, many in Palma, but this week is when it all comes together, or not.

This year's edition was special because it was the 50th edition. It has become an immutable fixture for anyone with serious Olympic ambitions and the results laid down here often reflect what is coming for the rest of the season.

The week was notable because of the performance of the Kiwi pair of Andy Maloney and Josh Junior. Over the first three days, mainly in light winds, they were virtually unbeatable, notching up six wins between them over six races.

Giles Scott was unusually inconsistent, but closed out the regatta with two seconds and two wins to close the gap and end up between the Kiwis.

The final day's medal race was the kind of day everyone waits for. There was palpable disappointment at the early suggestion racing may be cancelled, but when the fleet was finally released, the show was amazing, with 20+ knot winds, huge seas and great racing. Only Scott could beat Maloney at this stage and they came out of the start locked together. Scott got a small advantage at the top, capitalised on it and sailed away from the fleet. Maloney was deep and had to fight back and just moved into third at the final mark to secure the gold. Scott hesitated, slowed up and considered whether he could push Maloney further back, but thought better of it and crossed the line in first to take the silver.



1	NZL 61	Andrew Maloney	4	1	1	1	3	12	6	(14)	3	4	6	41
2	GBR 41	Giles Scott	13	1	2	5	12	(14)	4	2	1	1	2	43
3	NZL 24	Josh Junior	1	7	1	(16)	1	9	7	13	8	9	12	68
4	HUN 40	Zsombor Berecz	8	5	5	8	(15)	10	14	1	13	3	8	75
5	NED 89	Nicholas Heiner	2	11	5	3	10	(25)	11	10	2	20	10	84
6	GBR 11	Ed Wright	2	2	9	18	21	26	1	5	(32)	6	4	94
7	POL 17	Piotr Kula	9	6	10	1	24	18	3	3	4	(32)	16	94
8	GRE 77	Ioannis Mitakis	3	8	11	14	16	3	9	9	11	(24)	18	102
9	BRA 109	Jorge Zarif	5	14	8	6	5	28	5	(34)	7	11	14	103
10	NOR 1	Anders Pedersen	16	2	14	3	(33)	20	2	18	10	14		99

11	TUR 21	Alican Kaynar	99	49	GBR 38	Callum Dixon	121
12	SUI 1	Nils Theuninck	101	50	IRL 9	Oisin McClelland	122
13	SWE 11	Johannes Pettersson	108	51	AUS 32	Jock Calvert	124
14	FIN 8	Oskari Muhonen	110	52	ITA 71	Federico Colaninno	134
15	CRO 1	Josip Olujic	117	53	AUS 41	Lewis Brake	138
16	CRO 369	Milan Vujasinovic	119	54	GER 595	Simon Gorgels	138
17	GBR 71	Henry Wetherell	127	55	UKR 573	Georgii Paches	149
18	FIN 218	Tapio Nirkko	129	56	CHN 1	He Chen	155
19	NED 842	Pieterjan Postma	132	57	FRA 111	Valerian Lebrun	158
20	GER 25	Max Kohlhoff	134	58	RUS 14	Mikhail Iatsun	159
21	FRA 17	Fabian Pic	135	59	CZE 1	Michael Maier	171
22	CRO 10	Nenad Bugarin	138	60	AUS 91	Lachlan Gilham	177
23	ESP 7	Alejandro Muscat	150	61	EST 1	Taavi Valter Taveter	193
24	ESP 26	Joan Cardona	153	62	VEN 17	Andres Lage	212
25	FRA 112	Jonathan Lobert	154	63	ESP 117	Carlos Ordóñez Sánchez	219
26	SWE 33	Max Salminen	156	64	AUT 1	Moritz Spitzauer	220
27	GER 259	Phillip Kasueske	157	65	FIN 118	Walteri Moisio	225
28	CZE 5	Ondrej Teply	158	66	JPN 7	Yuki Nishio	226
29	DEN 24	André Højen Christiansen	162	67	BER 9	Rockal Evans	228
30	USA 6	Caleb Paine	164	68	USA 1	Eric Anderson	234
31	AUS 1	Jake Lilley	176	69	ITA 1071	Matteo Iovenitti	238
32	FRA 93	Antoine Devineau	185	70	HKG 8	James Dagge	247
33	IRL 22	Fionn Lyden	196	71	NED 29	Bas De Waal	255
34	ARG 48	Facu Olezza	199	72	GER 723	Nicolas Thierse	257
35	RUS 6	Arkadiy Kistanov	218	73	FRA 99	Marc Allain Des Beauvais	281
36	CAN 2	Kyle Martin	229	74	JPN 6	Hajime Kokumai	282
37	CAN 18	Tom Ramshaw	236	75	ESP 757	David Terol	283
38	RUS 73	Vladimir Krutskikh	238	76	GER 332	Nick Heuwinkel	287
39	ESP 57	Victor Gorostegui Arce	266	77	UKR 69	Sergii Maliuta	295
40	FRA 75	Laurent Hay	268	78	ESP 888	Andres Ivan Lloret Perez	300
41	GBR 81	James Skulczuk	269	79	BRA 32	Pedro Lodovici	306
42	POL 52	Krzysztof Stromski	272	80	USA 86	Jack Jennings	308
43	FRA 9	Guillaume Boisard	274	81	POL 12	Oskar Adamiak	309
44	USA 91	Luke Muller	94	82	POL 26	Boguslaw Nowakowski	345
45	CHN 6	Luwen Shen	111	83	POL 6	Bartosz Szydlowski	350
46	ESP 17	Pablo Guitián Sarria	115	84	AUS 69	John Alexander	351
47	UKR 4	Andrii Husenko	118	85	SUI 63	Thomas Gautschi	364
48	TUR 35	Can Akdurak	120	86	RUS 142	Yury Polovinkin	364





Photo Robert Deaves

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DENISS KARPAK MASTERS CANNES AGAIN

With its mild winter climate, the Cote d'Azur is a perfect choice for a sun-break, breaking the gray and rainy day of citizens from northern countries. On the programme: a Finn regatta in the translucent waters of the Bay of Cannes for these gentlemen, visits to luxury shops on La Croisette and pretty surrounding villages for these ladies.

For 15 years, the Yacht Club de Cannes has been offering the "Semaine Internationale de Cannes de Finn" regatta, allowing a return to the top-level competition at the beginning of the year.

The new President of the club, Mr Jean-Pierre Champion (formerly President of the FFVoile for twenty years) and his team welcomed the fifty competitors from ten nations for this 2019 edition.

The bay of Cannes is a beautiful play area close to Ste Marguerite island. With Eolo doing the right things, the wind was stable in direction throughout four days of racing from Tuesday 19 to Friday 22 February.

The first day brought a light wind of 5 to 8 knots. After a general recall, Poland's Krysztof Stromski won the first race ahead of Ukrainian Andrii Gusenko and the local Matisse Pacaud who usually sails a Laser Radial. Following the start of the second race of the day, the wind weakened and forced the race committee to shorten the course. Deniss Karpak wins his first race, ahead of Laurent Hay and Kristian Sjöberg.

On Wednesday the weather conditions were similar. Matisse Pacaud, of the home club, won easily in the first race, in front of Gusenko and Hay. The supporters of the Yacht Club were happy. Pacaud repeated his performance in the second race in front of Jean-François Cutugno and Hay. For Matisse Pacaud, it's a discovery of Finn. He takes pleasure in sailing on the Finn but still recognizes that his 65kg and his training of "high level" will not be enough in the stronger wind of the coming days.

The wind began at 12 knots on Thursday with a small swell. Karpak demonstrated his full potential and wins in front of Benjamin Montagut and Stromski. However, after the second start, the wind dropped and Romeo was displayed. Karpak crossed first again in front of Gusenko and Stromski.

On the last day of the race, the wind is still at 180°, with 8 knots. The gap is tight throughout the first race but it is Karpak makes the best of it with a fourth win, in front of the Ukrainians Taras Havrysh and Artem Hudyma. The second race also very contested to the finish line, and benefits Gusenko who had race the victory escape him since the beginning of the competition. Second was Karpak and then Hay.

This gave overall victory to Karpak from Gusenko and Hay. Stromski won the Juniors, Karpak the Seniors, Havrysh the Masters, Hay the Grand Masters, Marc Allain des Beauvais the Grand Grand Masters and Jacques Fauroux the Legends.

Top 10 from 48 entries

1	EST 2	Deniss Karpak	19
2	UKR 4	Andrii Gusenko	24
3	FRA 75	Laurent Hay	25
4	FRA 89	Benjamin Montagut	43
5	FRA 888	Matisse Pacaud	47
6	UKR 8	Taras Havrysh	48
7	FIN 201	Kristian Sjöberg	49
8	FRA 99	Marc Allain Des Beauvais	52
9	POL 52	Krysztof Stromski	58
10	FRA 49	Dorian Gachon	71



Photos by Jihan Leerin Photographie / Finn France



GOLD FOR MAX SALMINEN AND JORGE ZARIF IN LIGHT WIND WORLD CUPS IN MIAMI AND GENOA



The Hempel World Cup Series in Miami was a very light wind affair with no single sailors in the 27 boat fleet achieving anything that could be described as consistency.

Light air limited the Finn sailors to just

two races over the first two days, and didn't get much better for the remainder of the week, with rain cells and light winds persisting. In the end only eight races were completed before the medal race, which was also sailed in painfully light winds.

By the time of the medal race, first through seventh could mathematically still secure the gold as the points were still very close. Oskari Muhonen took the race win to jump up to second overall, while a huge recovery from Luke Muller, moving up from last to fourth to give him the bronze, his first major medal.

But it was the 2017 World Champion, Max Salminen who came away with the gold after placing fifth after a slightly less inconsistent week than anyone else.

1	SWE 33	Max Salminen	5	8	4	11	1	5	(19)	3	10	47	
2	FIN 8	Oskari Muhonen	(14)	5	9	4	14	4	7	5	2	50	
3	USA 91	Luke Muller	3	13	12	1	(16)	7	8	1	8	53	
4	CAN 18	Tom Ramshaw	(17)	11	5	5	12	6	5	8	4	56	
5	SUI 1	Nils Theuninck	9	10	6	6	2	10	3	(17)	12	58	
6	FRA 112	Jonathan Lobert	1	9	3	8	(17)	1	17	2	20	61	
7	FIN 218	Tapio Nirkko	6	2	7	10	3	3	16	(25)	16	63	
8	CZE 5	Ondrej Teply	11	3	13	16	5	(20)	11	6	stp	72	
9	POL 17	Piotr Kula	13	7	11	7	8	9	6	(22)	14	75	
10	NOR 1	Anders Pedersen	8	1	(17)	14	10	13	2	11	18	77	
11	GER 25	Max Kohlhoff	74	20	RUS 1	Alexey Selivanov							118
12	GRE 77	Ioannis Mitakis	76	21	CAN 2	Kyle Martin							121
13	BRA 109	Jorge Zarif	76	22	CAN 63	Gordon Stevens							143
14	AUS 1	Jake Lilley	77	23	USA 9	Eric Anderson							154
15	GER 259	Phillip Kasueske	82	24	CAN 15	Quinton Gallon							158
16	TUR 21	Alican Kaynar	85	25	USA 16	Rodion Mazin							163
17	SWE 11	Johannes Pettersson	85	26	JPN 3	Yuji Fujimura							165
18	USA 6	Caleb Paine	91	27	CUB 1	Luis Mario Suarez Manso							170
19	CRO 1	Josip Olujic	92										

Photos: Sailing Energy/World Sailing and Robert Stevens





Light winds also plagued Hempel World Cup Series event in Genoa with only four out of six days sailed.

After spending the first two days with no races completed, on the third day three very light wind races were dominated by Muhonen to take the early lead.

Alex Muscat was next to take the lead with an impressive scoreline of podium places in the first seven races.

Muscat lead into the medal race, but the light winds continued for a very

challenging and nervous race.

The race win was never really in doubt with Jock Calvert starting near the pin and extending to lead all the way. His relief was palpable as he crossed the finish for his first major event race win in the class. See photo below.

A battle was on the cards for gold with Zarif and Muscat separated by two points. They engaged in a match race, initially Muscat getting the advantage, but the initiative swung back to Zarif. He came through in sixth with Muscat in ninth which meant gold went to Brazil.

1	BRA 109	Jorge Zarif	(5)	1	2	5	4	1	3	2	12	30
2	ESP 7	Alex Muscat	2	3	3	1	2	3	2	(13)	18	34
3	ESP 26	Joan Cardona Mendez	7	5	7	3	1	4	7	(15)	6	40
4	FIN 8	Oskari Muhonen	1	2	1	2	(dsq)	9	ret	6	4	46
5	ITA 71	Federico Colaninno	9	9	6	(13)	3	10	4	1	10	52
6	AUS 32	Jock Calvert	6	6	5	4	8	11	15	(16)	2	57
7	UKR 573	Georgii Paches	4	4	4	16	(19)	2	1	17	16	64
8	VEN 17	Andres Lage	(14)	13	8	7	6	7	13	4	8	66
9	UKR 4	Andrii Gusenko	10	7	11	11	7	5	(12)	7	14	72
10	GBR 81	James Skulczuk	3	10	9	12	(14)	8	9	8	20	79
11	CHN 6	Lu Wen Shen	67	16	GBR 38	Callum Dixon	89					
12	CHN 1	He Chen	71	17	UKR 69	Sergii Maliuta	104					
13	ITA 1071	Matteo Iovenitti	77	18	HKG 8	James Dagge	110					
14	CYP 1	Panagiotis Iordanou	80	19	ITA 147	Gaetano Volpe	115					
15	AUS 91	Lachlan Gilham	83	20	ITA 47	Nicola Capriglione	123					

Photos: Sailing Energy/World Sailing





EVERY GENERATION HAS ITS LEGENDS



The Finn class remains focussed and committed to ensure the Finn is re-selected for the Olympics in 2024. It rejects the assertion that the Finn has had its time and should be retired. The relevancy of the Finn to the Olympics has more support now than perhaps ever before.

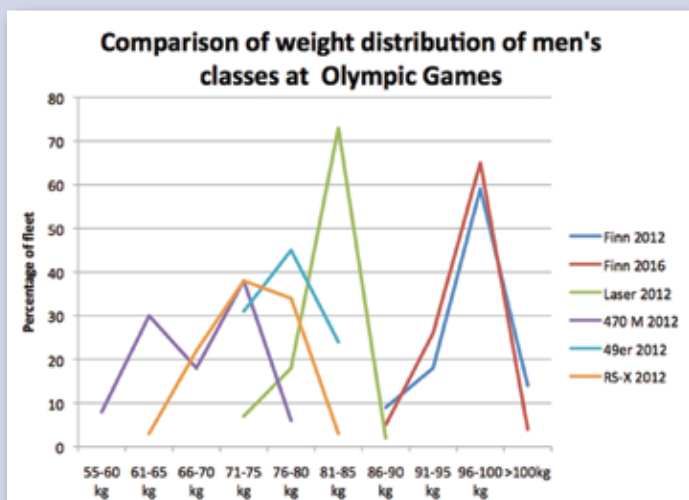
Since the much criticised decisions last year removing the Finn from the Paris 2024 Olympic Games it has become widely apparent that there will be no option for the heavyweight sailors in the Olympic programme after Tokyo 2020, despite what was said at the time.

This decision also ignores a policy decision approved by the World Sailing Council and Board at the 2017 Annual

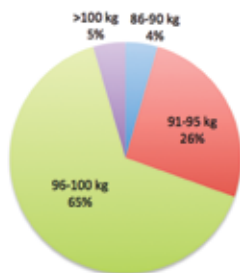
Conference requiring that the 2024 events: *“Ensure that men and women of different physiques have an opportunity to compete”* and *“Include both universal events and events that showcase the innovation of sailing and demonstrate the diversity of the sport.”*

These policy decisions were included in Regulation 23.1.2 (d), which says that Olympic Events and Equipment: *“be attractive and accessible to young athletes from all continents, and of different size and weight, with a clear pathway from World Sailing Youth to Olympic Events and Equipment”*, and Regulation 23.1.2 (e), which says: *“maximise the participation of the world’s best sailors and showcase the diversity of the sport”*.

Both policies have been ignored for the expediency of a different agenda, and have led to discrimination against male athletes above 85 kg.



Weight distribution of 23 Finn sailors at 2016 Olympic Games



There should now be a way to get Finn sailors back into Olympic sailing, not just the current sailors, but also the large, tall and heavy youth of the future who no longer have a 'clear pathway' through the Olympic programme.

That pathway is now broken and needs to be fixed.

To not try to achieve this objective is to deny the heritage of sailing and the future of sailing for a large number of athletes. It is beholden on the sport to try to find a solution.

The feedback from countless sailors and numerous MNAs across the world in support of the Finn, and for what it represents, is a very powerful argument in favour of reinstating the class in the Olympic programme.

The decision to remove the Finn, albeit seen as collateral damage to gender equality and 'innovation', and the lack of transparency within the processes and procedures that facilitated that decision, has damaged the reputation of sailing and reduced the relevancy of the Olympics for a vast number of sailors across the world. The legacy and presence of the Finn in Olympic competition remains a powerful motivator for inspiring all sailors, young and old.

Hopefully in November 2019 enough MNAs will recognise the negative consequences of the November 2018 decision and present a submission to reopen the case and find a way to reinstate the Finn.

Why?

- Without the Finn there will be no boat for sailors over 85 kg. The weight distribution analysis of male sailors at the 2018 Sailing World Championships in Aarhus highlighted the general worldwide tendency of the young and future generation towards stronger, taller and heavier men. It is unfair, even discriminatory, to exclude a whole segment of youth population from the Olympic Games in a specific sport, even more so considering the declared Olympic Spirit and IOC Program Commission.



- The Finn is arguably the most physical sailing class in the world, requiring extreme levels of fitness, muscular development and athletic ability. It perfectly epitomises what is expected from Olympic athletes. Finn sailors are faster, higher and stronger and over a wider weight range than ever due to the availability of suitable equipment.

- Without the Finn the progression pathway is further reduced. After the Optimist and Laser there is no further upward step to a more technically complex, physically demanding and tactically challenging class. The Finn, and later the 49er, are an excellent pipeline for the America's Cup, Volvo Ocean Race and other high-level keelboat events. Young Finn sailors have lost all progression in their sailing career, and some are unnaturally trying to lose weight to sail other classes. This is a very unhealthy situation.
- The Finn has provided, and can continue to provide, close tactical racing that is both exciting and physically and mentally challenging, providing a supreme test of sailing skill and fitness.

The historical, cultural, technical and athletic influence that the Finn has brought to the Olympics for 68 years cannot be ignored and rejected.



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The Winner's Choice



- The Finn has evolved over the years to incorporate the latest technology, while remaining simple and accessible. All sailors learn skills in sail shape, mast bend and hull preparation, which accompany them on their career path through sailing.

Hopefully in November 2019 enough MNAs will recognise the negative consequences of the November 2018 decision and present a submission to reopen the case and find a way to reinstate the Finn.

- The Finn class has produced some of the most media friendly and visually stunning moments in sailing. It can be raced in conditions that many other classes cannot and in this regard alone is a dependable and stable option for Olympic equipment when TV schedules are paramount.
- The Finn class is the only Olympic class that has a dedicated media representative at all major events to promote the sailors and the sport. Before and during the Rio 2016 Olympic Games this approach generated a combined online and social media reach of more than 2 million people.

What next?

A submission in November 2019 achieving a 75 per cent approval of Council can overturn the decisions made in November 2018 and put the Finn back in its proper place. The Finn class calls on MNAs around the world to make and support submissions that will put the Finn back into the Olympic programme.

The historical, cultural, technical and athletic influence that the Finn has brought to the Olympics for 68 years cannot be ignored and rejected.

Globally, the sport of sailing should be providing equal opportunities for sailors of all physiques to be able to compete in the Olympic Games. At the moment a large number of athletes are being discriminated against and excluded, which is contrary to World Sailing policy and IOC guidelines.

Now is the time to put that right, before it is too late.

- The Finn offers mature, well profiled, experienced and respected sailing heroes of the past (Elvstrøm, Bertrand, Coutts, Hjortnaes, Ainslie etc), and young, athletic, visually attractive and respected heroes of the future (Scott, Salminen, Berecz, Junior, Kaynar etc), all of whom have an absorbing story to tell with better interviews, posture and presence, which is important for media as well as inspiring the next generations. The Finn is a breeding ground for the heroes and legends in the sport of sailing. Many legends are created from every generation of sailors.
- The Finn is sailed in upwards of 50 countries worldwide. It is one of the most widespread classes on the planet with more than 500 events each year catering for more than 3,000 sailors, backed by national class associations, a strong international body and a range of high quality builders and equipment manufacturers across five continents. A stable and well-developed class should be a prerequisite for being chosen as Olympic equipment.
- The quality and technical stability of the class is second to none. As a measurement controlled class, all boats have to be rigorously checked before being allowed for use in competition. The equipment has a long lifespan and is competitive for many years, meaning low turnover costs.
- The longevity of equipment means the class has one of the most attractive sustainability profiles of any class that is either part of, or being considered for, the Olympic programme. One boat is capable of being used in 2-3 Olympic cycles without loss of performance. The competitive lifecycle of a Finn can be measured in decades, rather than years or months.
- Studies show that the cost of campaigning a Finn is one of the lowest among all Olympic classes. Properly looked after, a hull 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. The class also has many levels, which allows used equipment to be sold to Masters and club sailors worldwide.
- The Finn offers the widest demographic for athletes to compete on an equal level. Sailors from 85 to 105kg, and from 20 to 40 years old, all compete together and finish one after the other in major competitions.





WHAT IS HIKING ENDURANCE AND HOW TO TRAIN IT

BY ROSS HAMILTON

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Mention the word Hiking to anyone outside sailing and they will point to the hills. Unfortunately this is not how sailors think. For us it usually creates a cringe face and memories of suffering. Hiking will not make the sailor but it can certainly break them. For years the science of hiking has been investigated and studied and for years sailors have tried to find a way to hike harder and for longer. Hiking as a physical movement is different to movements in many sports yet quite similar to others. We think of hiking as a relative to cycling and this is both true and false. In reality it is closer to skiing, mountain biking and even equestrian.

What makes hiking unique is the action of the muscle. Normally we expect a contraction and a relaxation phase to most movements. With hiking these don't occur so smoothly. Many describe hiking as being isometric but this also is

inaccurate as joint angles and loads are not consistent. In reality hiking is somewhere in between. There are moments of contraction and relaxation although they occur at much slower rates than running or cycling for example. This means there's only partial relaxation and the muscles may be somewhat loaded through all phases. For that reason quasi-isometric has become the popular term amongst the scientists.

Very generally speaking, blood flow restriction is the major fatiguing factor during hiking. While other typical fatiguing mechanisms exist, this is probably the one we need to focus on to start becoming better hikers. When the muscle contracts, the fibres squeeze the blood vessels making it hard for blood to flow and supply oxygen to the muscle.

This creates a cascade of fatiguing mechanisms. While we can discuss this at great length, it's how to adapt for this that sailors should direct their focus.

Most sailors rely on cycling as their non sailing fitness work. This makes sense; cycling is a great cardiovascular activity which is low impact and uses relevant muscles. For this reason it's what we have always likened hiking to when explaining sailing to people. Not all cycling is the same and this is where we can get different levels of effectiveness. We should be focusing on two things when it comes to endurance for hiking. Increasing bloodflow and tolerating local ischaemia ie. blood restriction.

For years the science of hiking has been investigated and studied and for years sailors have tried to find a way to hike harder and for longer.





Increasing bloodflow

Typically we can improve bloodflow through increasing vascularization of muscles. This is a relatively slow process and is best done in the offseason where time can be dedicated to it. The best method involves long cycles at an easy intensity. These types of rides are tiring not because of how hard they are but rather how long they are. These may last 2-5hrs depending on starting fitness and ability. In addition this type of training is great for heart health. Often offseason cycling and conditioning relies too heavily on high intensity training which can work but is the tip of the pyramid and not the wide, stable base. Effort level should be approx. 5/10 difficulty or Zone 1-2 for those using heart rate. As these are long sessions they can be broken up by a short coffee stop.



Lactate tolerance

In addition to building a better plumbing system we need to spend time learning to tolerate and clear lactate. This is the by product of anaerobic metabolism which becomes more active in the absence of adequate oxygen. This is almost the opposite to the long slow training. Sessions should include extended efforts at high intensity with short rest to accumulate lactate in the muscle, and not allowing complete clearance before going again. This resembles an interval session but can be tailored for sailing.

It may resemble the following session but can be structured in many ways depending again on starting fitness and ability. These sessions should be much shorter and can be effective with 45-60mins.

- 10min warm-up easy 5/10 effort or Zone 2 Heart rate.
- 3X 2mins hard effort with 30seconds rest 8/10 effort Zone 4 or sub threshold (Keep in mind HR will not settle into a zone with such a short interval)
- 5mins easy 5/10 Zone 2 Heart rate
- Repeat 3-4 times.

The goal is to work hard but not sprint into these intervals. Towards the end the legs will burn and breathing rate will have increased. The rest will allow breathing to settle enough to go again but the legs will still not feel quite ready.

This type of work helps both mentally and physiologically for adapting to the demands of what you might experience during a heavy period of hiking. It is the upper half of the pyramid so should still be used in combination with long slow work. It may be a great filler session where light winds are present to maintain some fitness.

Other considerations

We've really only dealt with the endurance side of hiking so far. In reality, strength and technique work is also massively important. Strength work requires a great deal more individual tailoring, screening and instruction. Strength and technique are quite a bit more complex and impossible to cover adequately. It's best to seek advice from a Strength and Conditioning coach and sailing coach to work on your specific hiking strength. This is both for effectiveness and safety.

Actual sailing is vitally important for developing hiking performance. This will be in terms of technique and efficiency. It is also sport specific so you can develop in such a way that supports how you will race. In reality the physiological adaptation to sailing is relatively modest. Some land based conditioning is highly recommended regardless of sailing time if developing top end hiking endurance is the goal. One will not be the best hiker sailing or cycling alone. There must be an adequate combination. How you structure your training days will be very important in achieving high levels of hiking endurance. This is especially true for how hiking and sailing technique has developed over the years. It has become more dynamic and requires a greater level of precision and intensity than it did in the past.

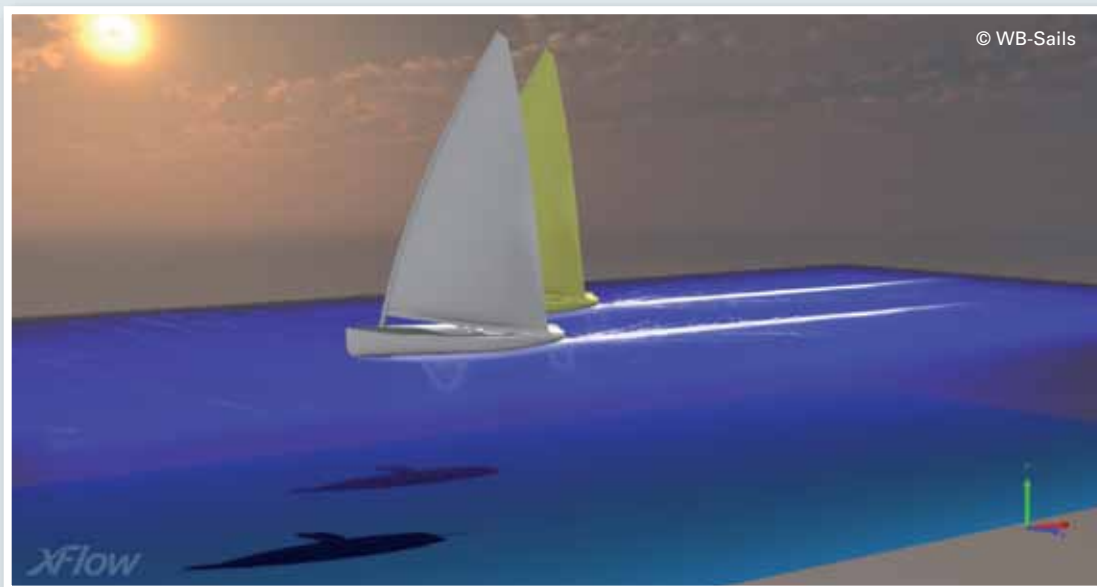
If you should need help in structuring your training or want some input into becoming a more fatigue resistant sailor then don't hesitate to contact us.

...sailing is vitally important for developing hiking performance... it is also sport specific so you can develop in such a way that supports how you will race.



INTERFERENCE UNDER THE WATER — PART 1

BY MIKKO BRUMMER
ALL SIMULATIONS
PERFORMED BY
WB-SAILS WITH XFLOW,
FROM DASSAULT SYSTÈMES



from the sails is spread along with the wind, affecting larger areas behind the boat, while the disturbance by the boat slicing through the water mainly remains in its wake. Some of the disturbance is spread along the water as waves, and on the other hand, the disturbances (vortices and swirls) remain active in the

In a previous article, we looked at the interference between boats above the sea, in the air – backwinding, bad air and so on. Boats interact with each other under the water, too. This interference is slightly different, though. While the air is moving (wind), and the boats are moving within it, the sea is inert unless there's current or tide. The bad air

water much, much longer than in the air, due to a difference in viscosity of these two phases. When tank testing models, one has to wait 10-15 minutes for the water to calm down between test runs, else the results will be meaningless. In the wind tunnel, waiting times are much shorter, as vorticity dissipates in the air much more rapidly.

Things are not always what they appear to be

To understand better what happens under the water when a boat is sailing along, we need to get acquainted with what in physics is called a frame of reference. If you can still recall your school geometry classes, think of the frame of reference as the coordinate system you are measuring in. We are used to looking at the water rush by the boat when sitting in it, moving with the boat relative to the water. This gives us a 'false' impression of the boat slicing neatly through the sea surface, pushing the water slightly aside, and then closing up behind it. In the reference frame of the boat and the sailor, this is true, and actually, the impression is not false at all. But in the reference frame of the sea (or the earth), we know the water is not moving that much at all, and certainly not rushing backward at 5 knots speed along the hull or the centerboard and the rudder. Our simulation shows what really happens in the earth reference frame, the one of an observer standing on the pier, or a fish swimming under our boat passing by. In reality, the boat is pushing water in front of it, in the front part forward and to the sides, while towards the stern it's dragging water along, so much so that if your Finn is moving at 5 knots, the water behind its stern is following at 2 knots speed or more. So when you are sailing close to the boat in front of you, you are enjoying a current of 2 knots with you.

The boundary layer

When the boat is sailing at speed through the sea, something called the boundary layer is forming along the hull. At the very surface, water is completely sticking to the surface, moving along at the same speed as the boat. Just a few molecules away from the hull, the water is starting to move slower than the boat, and at the outer edge of the boundary layer, the water sits still, not being dragged at all by the boat. If you don't believe this, look at the dust on the hood of your car: No matter how fast you drive, the dust remains there (in most places), because it's inside the boundary layer. Even when washing the car, you need to scrub the dust or dirt away, just hosing with the water will not do, with the boundary layer thickening on the car body, as water from the hose slips along.

The boundary layer is very thin in the front part of the boat, first fractions of millimetres, then some millimetres, but close to the transom it will be centimetres in thickness. If you look back behind your transom, you can see the water bubbling in turbulence and eddies. This is the layer of water dragged along behind the stern, allowing the boat behind to enjoy a favourable current in its direction of motion.

Under your bottom

Now let's take a look at how water is actually moving under the bottom of your Finn sailing along. The perspective is that of a fish, or in the earth reference frame, as mentioned before. The arrows, coloured with speed, show the way the water is moving in a layer just below the still sea surface. With the boat making some leeway, 3-4 degrees, the flow pattern is not symmetrical. At the bow, the water is being pushed more on the lee side than the windward side of the hull, and at the transom, the water is 'exiting' closer to the leeward corner of the boat. This is also partly due to the 5 degrees of heel in the simulation. The really odd things are happening around the centerboard and at close to the stern of the hull. In a layer slightly deeper, 15 cm from the still water surface, the centerboard is initially pushing the water forward and to the leeward side, then allowing it to swing around the windward side and back to the leeward, in a circular motion. This is a visualization of the so-called circulation theory,

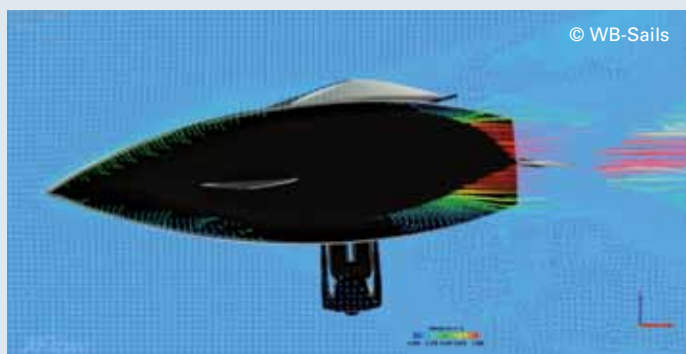


Figure 1: Velocity vectors in a plane 5 mm below the surface. The arrows show the direction of the flow, while the colours deduce its speed, red being two knots, green roughly one knot. The speed of the boat in the simulation is 4.5 knots. Areas without arrows are the wave crests, above the level of this plane.

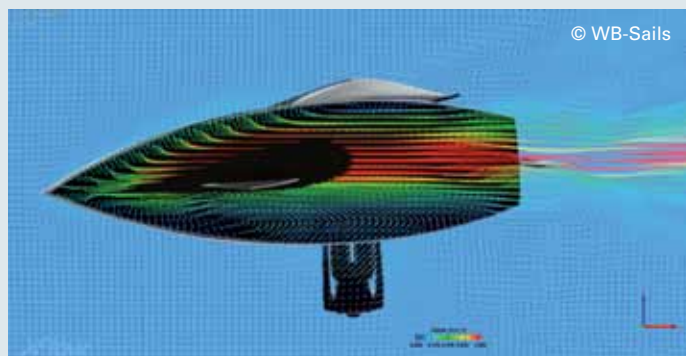


Figure 2: Flow in a plane 10 cm below the surface. The red arrows all point forward, even if you may not see it at the print resolution. If you look close, you can see the quarter wave on the leeward side, where the arrows change direction abruptly.

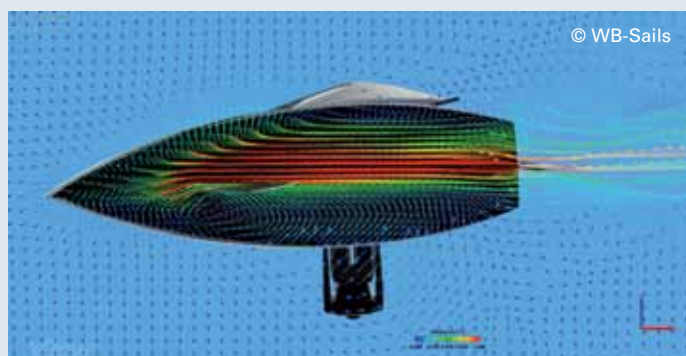


Figure 3: At 15 cm from the still water surface, the centreboard is initially pushing the water forward and to the leeward side, then allowing it to swing around the windward side and back to the leeward, in a 'circular motion'.

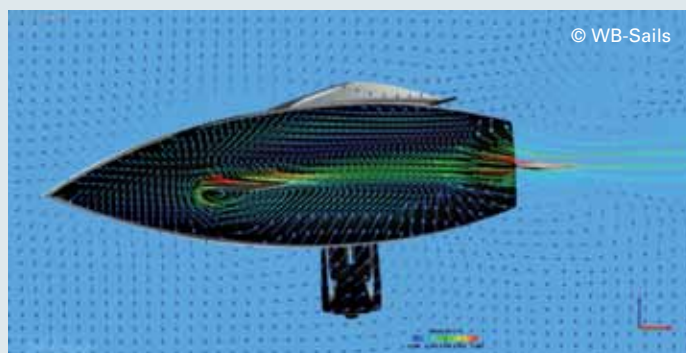


Figure 4: At 35 cm below the sea surface the circulation around the centreboard is complete, and the board is creating lift to cancel the heeling force of the sail. As water is about 800 times denser than air, the centreboard can be much smaller in area, all flat and also at a lower angle to the flow than the sail in the air. And the air is moving faster, with the wind.

FINNISH SHOP



Tie: £18

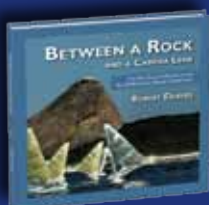


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HARD RACE: £13.50



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£12



Half Model: £90 + p&p



FINNLOG:
£10

FINNFARE:



Mosaic Poster: £5

Photo FINNish:
£25 + p&p



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Have you caught *fantastica* wave too?

presented in a mathematical form around 1900. It was long considered as just a theory, only verified recently by modern simulation to be what actually happens, when centreboards and rudders, or sails and wings in general, create lift.

Making waves

So far, we've only discussed flow under the hull, the boundary layer and water being dragged along with the moving boat. In addition, things are happening at the surface, where water is free to move up or down, waves are created. At the very front of the boat, there's the bow wave, when the topsides slicing into the surface lift water up alongside and often roll it into a small surf-tunnel-like wave. Behind the widest point of the boat, the surface is being sucked down by the lesser pressure created by faster flow around the hull, and a quarter wave is formed. At the very transom, we have the stern wave, which grows significant until the boat starts to plane. Wave making consumes energy, resulting in the wave making drag. In normal upwind conditions, the wave making drag is about half of the viscous drag (the one caused by the boundary layer and dragging the water along), but at higher speeds (7-9 knots), it's the primary drag source and can be up to 50% of the total drag of the Finn.

In the illustrations, we look at the flow pattern under the boat at different depths. The first one (**Figure 1**) is just under the still water surface, 5 mm under it; hence much of the bottom of the hull is black as it deeper than the 5 mm. In the bow, we can see how water is being pushed forward and to the sides, a little more on the leeward side than the windward. The arrows indicate the direction of the flow, while the colours show the speed: Red is 1.08 m/s, or two knots, green is about one knot. The boat speed in the simulation is about 4.5 knots, so behind the transom water is being dragged along in a very considerable proportion.

Going a little deeper (**Figure 2**, at 10 cm depth), you can see the red area intensifying under the hull. The red arrows point all forward, even if you cannot see it at the print resolution. You can also see how even in front of the centreboard, water is still being shoved forward. Look at the red area behind the boat: If you are sailing there, you have a positive current of almost 2 knots there, towing you along. If you recall the bad air you are getting from the boat in front of you, this tow compensates much of it but not quite all.

Still deeper, at 15 cm below the sea surface (**Figure 3**) and close to the root of the centreboard, you can see the beginning of the probably most surprising phenomenon, with water being influenced by the centreboard creating lift. On the leeward side, water is rushing forward along the centerboard case slot, while

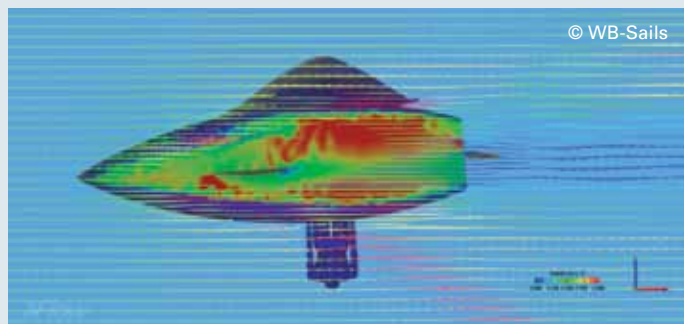


Figure 5. In a frame of reference fixed to the moving boat, that of the sailor, water appears to flow smoothly at speed around the hull, only to be slowed down behind the transom, in its wake (blue colours). The windward side wave shows as faster flow (in red). The underwater hull is coloured with skin friction, red indicating most friction, and blue least.

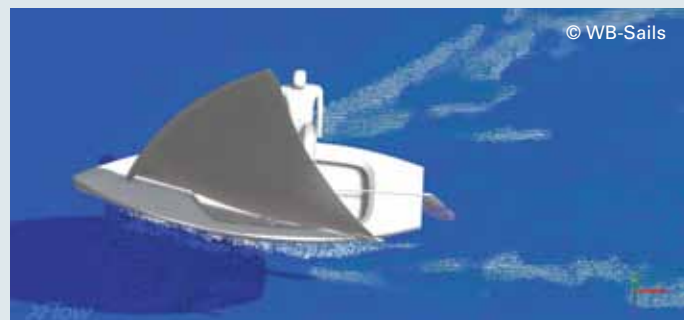


Figure 6. In a view from above, wave crest is shown as white little arrows: On the windward side, the quarter wave is pronounced, accentuated by the pressure drop created from the centreboard (keel root wave). Alongside the hull, you can see smaller waves rolling from the bow. The stern wave does not show here, as it's mostly in the slowed down wake and the simulation is coloured with speed difference.

on the windward side an eddy is formed. Another 20 cm deeper, at 35 cm from the sea surface (**Figure 4**), the circulation around the centreboard is complete: The influence of the board can be seen far to windward. The net result is water being sucked and pushed from the windward to the leeward side of the boat. This creates, according to Newton's law of action and reaction, the lift force on the underwater hull, centerboard, and rudder, cancelling the heeling force created by the sail.

Another point of view

Now, to finish with let's take a look from a point of view we are more used to: that of the sailor sitting onboard his boat, sailing along. We are now in a reference frame moving with the boat, as opposed to the fixed, earth frame of reference we discussed earlier. The choice of reference frame does not influence the forces or moments applied to the boat. There will be a precisely similar amount of drag, when the boat is actually moving through the water at five knots, as when it is sitting in five knots of unfavourable tide. Only the flow pattern will be completely different. From the sailor's point of view, the water will appear to be accelerating around the hull, and slowing down behind the transom, as in the **Figure 5**.

Part 2

This became a long introduction - in a following article (Part 2), we will look at the under the water interaction between two boats in different positions.

Jan 7-12, Ronstan Int. Finn Australian Championship, Black Rock YC, AUS
 Jan 12-13, Campionato Invernale, Lega Navale Anzio, ITA
 Jan 19-20, Campionato Invernale, Società Velica Viareggio, ITA
 Jan 26, Campionato Invernale, Lega Navale Anzio, ITA
 Jan 27-Feb 3, Hempel World Cup Series - Round 2, Miami, Miami, USA

Feb 3, Campionato Invernale, Società Velica Viareggina, ITA
 Feb 9, Campionato Invernale, Lega Navale Anzio, ITA
 Feb 16-17, Campionato Invernale, Società Velica Viareggina, ITA
 Feb 18-22, Semaine Internationale De Finn De Cannes, Cannes, FRA
 Feb 21-30, Russian Cup, 1st Stage, Sochi, RUS
 Feb 23-24, Campionato Invernale - Zonale, Lega Navale Anzio, ITA
 Feb 23-24, Vic. State Championships, Royal Brighton Yacht Club, AUS

Mar 3, Campionato Invernale, Società Velica Viareggina, ITA
 Mar 4-10, New Zealand Finn Week, Auckland, NZL
 Mar 4-5, Auckland Finn Champs, Tamaki YC, NZL
 Mar 8-10, 2019 New Zealand Nationals, Maraetai Sailing Club, NZL
 Mar 9-10, Winterrace, Nijkerk, NED
 Mar 15-17, Garda Trentino Finn Cup, Torbole, ITA
 Mar 15-17, US Nationals, Sarasota Sailing Squadron, USA
 Mar 16-17, Challenge J Martin 2018 Étape 1, CVML, FRA
 Mar 17, BEL Cup, Harelbeke, BEL
 Mar 23-24, Finn Ouest Tour 2019 Étape 1, SNO, Nantes, FRA
 Mar 23-24, Coppa Italia - Trofeo Giorgio Sannino, Anzio, ITA
 Mar 24-30, Russian Cup, 2-Nd Stage, Sochi, RUS
 Mar 30-Apr 6, Trofeo Princesa Sofia, Palma de Mallorca, ESP
 Mar 30-31, FrühjahrsCup Müggelsee, Müggelsee, GER
 Mar 30-31, Coppa Bongo, Società Triestina Vela, Trieste, ITA

FINN CALENDAR 2019

Apr 6, Finn Open, Bough Beech SC, GBR
 Apr 6-7, Gerhard Vellusig Memorial, WYC, Alte Donau, AUT
 Apr 6-7, Challenge J Martin 2018 Étape 2, CV Centre, FRA
 Apr 6-7, Stuttgarter Finn, Max-Eyth-See, GER
 April 27-28, Wannsee-Pokal, Wannsee, GER
 April 27-28, Silberschäkel Regatta Wörth, Landeshafen Wörth, GER
 April 27-28, Ammerländer Finn Cup, Zwischenahner Meer, GER
 Apr 12-14, Masters Nationals, Buccaneer Yacht club, USA
 Apr 13, Pohár Haas+Sohn, Máchovo jezero, CZE
 Apr 13-14, Finn Ouest Tour 2019 Étape 2, CN Arradon, FRA
 Apr 13-14, British Northern Championship, Yorkshire Dales SC, GBR
 Apr 13-14, Langen Einhandregatta, Langener Waldsee, GER
 Apr 13-14, Campionato Zonale, Yacht Club Gaeta, ITA
 Apr 13-14, Campionato Invernale, Società Velica Viareggina, ITA
 Apr 13-14, Capman Cup, Oberhofen, SUI
 Apr 13-14, Tulpenrace,, NED
 Apr 14-21, Hempel World Cup Series - Round 3, Genoa, ITA
 Apr 20-21, Osterregatta Rastatt, Illinger See (Goldkanal), GER
 Apr 20-22, BEL Cup, Troyes, FRA
 Apr 20-22, Coupe Granchamp, CV Bordeaux, FRA
 Apr 20-22, Finn Est Tour 2019 Étape 1, CNHS, Troyes, FRA
 Apr 20-22, Paasei, Loosdrecht, NED
 Apr 20-26, Russian Cup, Stage 3, Sochi, RUS
 Apr 27-28, Coppa Italia - Trofeo Dr. Schaer, AV Lago Caldaro, ITA
 Apr 27-28, Jollenregatta, Mammern, SUI
 Apr 27-May 4, Semaine Olympique Francaise De Voile, Hyères, FRA
 Apr 30-May 6, Russian Cup, 4th Stage - Alexander Novikov, Taganrog, RUS

May 1-5, Regatta Port Bourgas – Bourgas Sailing Week, Bourgas, BUL
 May 3, M.B Keramik Pálavská Regata, Nové Mlýny, CZE
 May 3-5, Atom Cup, Balatonfüred, Koloska Marina, HUN
 May 3-5, Finn Est Tour 2019 Étape 2, SRV (Annecy), FRA
 May 3-5, Nesselblatt Steinhude, Steinhuder Meer, GER
 May 4-5, Season Opening Regatta, Wolsztyn, POL
 May 5-6, Polyester Cup, Kastrup, DEN
 May 10-12, Lithuania Sailing Cup, Nida, LTU
 May 10-12, Polish Yachting Association Cup, Krynica Morska, POL
 May 10-18, Finn European Championship, Athens, GRE
 May 11, Regata Del Bicchiere, CV Tiberino, Bracciano, ITA
 May 11-12, Einhand Dümmer Westmeisterschaft, Dümmer See, GER
 May 11-12, GKSS Olympic Class Regatta, Långedrag, SWE
 May 11-12, Finnregatta Eching Ammersee, Ammersee, GER
 May 11-12, Jungfrautrophy, Thun, SUI
 May 12, Regata Del Fiasco - Zonale, CV Tiberino, Bracciano, ITA
 May 17-20, Federation Cup, Moscow, RUS
 May 18, Pohár Města Česká Skalice, Rozkoš, CZE
 May 18-19, Mohilla Pokal Mondsee, UYC Mondsee, AUT
 May 18-19, Challenge J Martin 2018 Étape 3, CV Centre, FRA
 May 18-19, Spring-regatta, Träslövsläge, SWE
 May 18-19, British Southern Area Championship, Mengham Rythe SC, GBR
 May 18-19, Finnregatta Bleilochtalesperre, Bleilochtalesperre, GER
 May 18-19, Westfalenpreis Biggensee, Biggensee, GER
 May 18-19, Finnale,, NED
 May 19, Bel Cup, Galgenweel, Antwerp, BEL
 May 19, Campionato Zonale, Società Velica Viareggina, ITA
 May 21-25, Medemblik Regatta, Medemblik, NED
 May 24-26, Masters, CN Punta Imperatore, Forio d'Ischia, ITA
 May 25-26, Ranking, Espoo, FIN
 May 25-26, Finn Open, Harwich SC, GBR
 May 25-26, Chiemopreis Seebruck Südd. Meisterschaft, Chiemsee, GER
 May 25-26, Jever-Krombach-Cup, Krombachtalsperre, GER
 May 25-26, Spring Cup Of Moscow Finn Association, Moscow, RUS
 May 30-Jun 1, Finn Ouest Tour 2019 Étape, SRSP, St Pierre Quiberon, FRA
 May 31-Jun 2, Open Danish Championship, KDY Skovshoved, DEN

June 1, Pohár O Velké Dářko, Velké Dářko, CZE
 Jun 1-2, Open Belgian Championship (Inland), Platte Taille, BEL
 Jun 1-2, Challenge YL Pinaud 2019 Étape 2, Cannes, FRA
 Jun 1-2, Frühjahrsregatta Ratzeburger See, Ratzeburger See, GER
 Jun 1-2, MrsV Finn Cup, Starnberger See, GER
 Jun 1-2, Hemelvaartwedstrijden, Loosdrecht, NED
 Jun 2-9, 2019 World Cup Series Final, Marseille, FRA
 Jun 6-16, Masters MM, Kööpenhamina, FIN
 Jun 7-10, Moscow Cup, Moscow, RUS
 Jun 7-13, Russian Cup, 5-Th Stage, Novosibirsk, RUS
 Jun 7-15, Finn World Masters, Skovshoved, Denmark, RUS
 Jun 8-10, North Sea Regatta,, NED
 June 10-14, Bärgluftwoche, Vingelz, SUI
 Jun 10-16, Chekhov Regatta "Chaika", Taganrog, RUS
 Jun 14-17, Russian Cup, 6-Th Stage, Moscow area, yacht-club Pirogovo, RUS
 Jun 15-16, Rursee Finn Meeting, Rursee, GER
 Jun 15-16, Finn-Cup Pouch, Muldestausee, GER
 Jun 15-21, Usinsk Regatta, Kuibyshev reservoir, RUS
 Jun 16, Coppa AVVV - Zonale, Amici Velici Vigna di Valle, Bracciano, ITA
 June 20-23, Lake Velencei Sailing Week, Agárd, HUN
 Jun 22-23, Wolfgangsee, UYC Wolfgangsee, AUT
 Jun 22-23, Open D'aquitaine, CNBO, Biscarrosse, FRA
 Jun 22-23, Challenge YL Pinaud 2019 Étape 3, Bauduen, FRA
 Jun 22-23, Pirker Finntage, Talsperre Pirk, GER
 Jun 22-23, Zomerwedstrijden, Sneek, NED
 Jun 23, Campionato Zonale, Castiglione d. Pescaia, ITA
 Jun 24-Jul 1, Russian Cup, 7th Stage, Kuibyshev reservoir, RUS
 Jun 25-30, Onega Regatta, Petrizavodsk, RUS
 Jun 26-30, Kieler Woche, Kiel, GER
 Jun 27-Jul 1, Irkutsk Sea Cup, Irkutsk, RUS
 Jun 28-30, Niederhornkanne, Thun, SUI
 Jun 29-30, Finn Ouest Tour 2019 Étape 4, St Jacut, FRA
 Jun 29-30, Finn-Fight Waging Dr.A.Balthasar, Waginger See, GER
 Jun 29-30, Brandenburgische Meisterschaft Schwiolchsee, Schwiolchsee, GER
 Jun 29-30, Saar-Finn-Cup Bostalsee, Bostalsee, GER
 Jun 29-30, Coppa Italia, Club Nautico Capodimonte (Bolsena), ITA
 Jun 29-30, Nieuw Loosdrechtweekend, Loosdrecht, NED



Jul 3-6, Championnat De France 2019, Canet en Roussillon, FRA
 Jul 5-7, Ranking, Hanko, FIN
 Jul 5-7, Nordcup, Gdansk, POL
 Jul 5-7, Dutch Open Masters, Port Zélande, NED
 Jul 5-7, British Finn National Championship, Brixham YC, GBR
 Jul 5-8, Russian Cup, 8th Stage, Open Crystal Cup, Moscow, RUS
 Jul 6-14, Warnemünder Woche, Ostsee, GER
 Jul 6-7, Champagner Regatta Am Tegeler See, Tegeler See, GER
 Jul 6-7, Trofeo Scrimieri - Zonale, AS Nautica Sabazia, Bracciano, ITA
 Jul 6-7, Trofeo Aldo Ferrari, Yachting Club Versilia, Forte dei Marmi, ITA
 Jul 6-7, Vrijbuitersweekend, Loosdrecht, NED
 Jul 11-17, South Federal District Championship, Sevastopol, RUS
 Jul 13-15, Olympic regatta, Tihany, Tihanyi Hajós Egylet, HUN
 Jul 13-14, QKD States, RQYS, AUS
 Jul 13-14, Campionato Zonale, Bracciano, ITA
 Jul 14-20, Finn Silver Cup – U23 World Championship, Anzio, ITA
 Jul 14-20, Traditional Moscow Sailing Regatta, Moscow, RUS
 Jul 18-21, Moscow Area Championship, YC KB KhimMash, RUS
 Jul 20-21, Oberland Pütz Seeshaupt, Starnberger See, GER
 Jul 20-21, Bibliser Finn, Riedsee, GER
 Jul 20-21, Segelwoche, Thun, SUI
 Jul 20-23, Travemünder Woche, Ostsee, GER
 Jul 21-27, Moscow Junior Championship, Moscow, RUS
 Jul 26-28, Finn SM, Maarianhamina, FIN
 Jul 26-28, Volvo Gdynia Sailing Days, Gdynia, POL
 Jul 27-28, Sternberger Finn Regatta, Sternberger See, GER
 Jul 27-28, Bayern Cup Bad Wiessee, Tegernsee, GER
 Jul 31- Aug 5, Novosibirsk Area Championship, Novosibirsk, RUS
 Jul 31-Aug 4, Ural Federal District Championship, Chelyabinsk, RUS

Aug 1-4, German & Polish Finn Masters, Szczecin, POL
 Aug 2-4, Swedish Open Championships, Marstrand, SWE
 Aug 2-12, Moscow Championship, Moscow, RUS
 Aug 3-4, Meckatzer Finn-Cup Rottachsee, Rottachsee, GER
 Aug 3-8, Sneekweek, Sneek, NED
 Aug 10-11, Pfalz Open Eicher See, Eicher See, GER
 Aug 10-11, Memorial Of Janusz Sadowski, Poznan, POL
 Aug 10-11, Toilet Bowl, WBYC, Cazenovia, NY, USA
 Aug 15-19, Russian Cup, 9th Stage - Siberia Cup, Krasnoyarsk, RUS
 Aug 15-23, Tokyo 2020 Test Event, Enoshima, JPN
 Aug 16-18, Noorse Kampioenschappen, Fredrikstad, NOR
 Aug 16-18, Federation Cup, 2nd Stage, YCGals, RUS
 Aug 16-20, Cork OCR, Kingston, CAN
 Aug 17-18, Rofi Pokal, UYC Attersee, AUT
 Aug 17-18, Ekoln regatta, Uppsala, SWE
 Aug 17-18, Ranking, Tampere, FIN
 Aug 17-18, Küstencup Ribnitz Nordd. Meisterschaft, Ostsee, GER
 Aug 17-18, Benelux Kampioenschappen,, NED
 Aug 18, Regatta in Memory of E. Istomin, YC Pirogovo, RUS
 Aug 19-26, International University Sailing Cup, Moscow, RUS
 Aug 22-25, Österreichische Staatsmeisterschaft Traunsee, Traunsee, GER
 Aug 23-25, Staatsmeisterschaft, SC Traunkirchen, AUT
 Aug 23-25, Djerdap Cup, Donji Milanovac, SRB
 Aug 23-25, North American Championship, Mission Bay YC, USA
 Aug 24-25, Einfelder Finn Cup Neumünster, Einfelder See, GER
 Aug 24-25, Sisikon, SUI
 Aug 25-Sep 1, 2020 Hempel World Cup Series - Round 1, Enoshima, JPN
 Aug 27-Sep 2, Open Russian, Russian Finn Masters, Moscow, RUS
 Aug 30-Sep 1, Yacht Club Rewa Cup, Rewa, POL
 Aug 31, Frymburský Pohár, Lipno, CZE
 Aug 31-Sep 1, Lindenblatt Chiemsee, Chiemsee, GER
 Aug 31-Sep 1, Goldener Finn Pöhl, Talsperre Pöhl, GER
 Aug 31-Sep 1, Iserlohner Glasenuhr, Sorpesee, GER
 Aug 31-Sep 1, Trofeo Meccheri, Compagnia Vela Forte dei Marmi, ITA
 Aug 31-Sep 1, Randmeerrace, Randmeer, NED

Sep 7-8, Dragør Open, Dragør, DEN
 Sep 7-8, Challenge J Martin 2019 Étape 4, CV Centre, FRA
 Sep 7-8, Challenge YL Pinaud 2019 Étape 4, Bauduen, FRA
 Sep 7-8, Untersee-Pokal Reichenau SW-Meisterschaft, Untersee/Bodensee, GER
 Sep 7-8, Herbst-Cup Schwerin, Schweriner See, GER
 Sep 7-9, Open Belgian Championship (Sea), Oostende, BEL
 Sepr 5-8, Polish National Championship, TBD, POL
 Sept 6-8, Lithuanian National Championship, Nida, LTU
 Sep 11-14, Italian Championship - Coppa Italia, Garda - Gargnano, ITA
 Sep 11-15, Finn European Masters, Schwerin, Germany, GER
 Sep 12-19, Russian Championship, Toliatti, Samara area, RUS
 Sep 14-15, Weinlese Neusiedl, UYC Neusiedler See, AUT
 Sep 14-15, Scottish Championship, Solway YC, GBR
 Sep 14-15, Finnregatta Plobsheim, Plobsheim-Elsaß Rhein, GER
 Sep 14-15, Sola Cup, Karlstad, SWE
 Sep 14-15, Finnregatta Unterhavel, Unterhavel, GER
 Sep 14-15, Ranking, Rauma/ Pori (?), FIN
 Sep 18-22, Schweizer Meisterschaft Kreuzlingen Bodensee, Bodensee, GER
 Sep 18-22, Swiss Championship, Kreuzlingen, SUI
 Sep 19-22, Hungarian Nationals, Alsóörs, Balatoni Yacht Club 1912, HUN
 Sep 20, Czech Championship 2019, Nové Mlýny, CZE
 Sep 20-22, ONK, Medemblik, NED
 Sep 20-23, Federation Cup, 3-Rd Stage, Moscow area, yacht-club Gals, RUS
 Sep 21-22, Finn Est Tour 2019 Étape 4, ACAL, Plobsheim, FRA
 Sep 21-22, British Inland National Championship, Oxford SC, GBR
 Sep 21-22, Internationale Kehrausregatta Steinhude, Steinhuder Meer, GER
 Sep 27-29, Finn Cup - Trofeo Andrea Menoni, Fraglia Vela Malcesine, ITA
 Sep 28-29, Challenge Aquitaine 2019 N°3, Socoa YC Basque, FRA
 Sep 28-29, Finn Open, Highcliffe SC, GBR

Oct 2-6, IDM-Finn Flensburg, Ostsee, GER
 Oct 4-5, Herbstregatta, Romanshorn, SUI
 Oct 4-6, Xxix International Regatta Autumn Wind, Kaunas, LTU
 Oct 4-6, KSSS Olympic Class Regatta, Stockholm, SWE
 Oct 5-6, KSSS Olympic Class Regatta, Saltsjöbaden, SWE
 Oct 5-6, Challenge J Martin 2019 Étape 5, CV Centre, FRA
 Oct 5-6, Warsaw Championships, Zegrze, POL
 Oct 5-6, Builders Cup, Agárd, Velencei-tavi Vízisport Iskola, HUN
 Oct 8-14, Russian Junior Championship, Sochi, RUS
 Oct 19-20, Goldener Oktoberpokal Tutzing, Starnberger See, GER
 Oct 12, Bacon Cup, Veddelev, DEN
 Oct 12-13, Kurt Czajka Memorial, WYC, Alte Donau, AUT
 Oct 12-13, Challenge YL Pinaud 2019 Étape 5, Cannes, FRA
 Oct 12-13, Finn Ouest Tour 2019 Étape 5, YC Carnac, FRA
 Oct 12-13, Finn Open & Masters Championship, Warsash SC, GBR
 Oct 12-13, Dümmer-Finn-Cup, Dümmer See, GER
 Oct 12-13, Herbst-Cup Silbersee, Silbersee, GER
 Oct 12-13, Finn-Finale Wörthsee, Wörthsee, GER
 Oct 12-13, Coppa Italia, CV Portocivitanova, Civitanova Marche, ITA
 Oct 12-13, Boerenkoolcup,, NED
 Oct 12-13, Finnmania, Biel, SUI
 Oct 18-20, Finn Coupe De Canet 2019, CN Canet en Roussillon, FRA
 Oct 18-20, Zemun Cup, Zemun, SRB
 Oct 19-20, Marlin Sxpiké Ruhm Cup, Galg, BEL
 Oct 19-20, Finn Ouest Tour 2019 Étape 6, CN Arradon, FRA
 Oct 19-20, 38 International Winter Criterium, Rapallo, ITA
 Oct 19-20, Criterium Internazionale, Circolo Nautico Rapallo, ITA
 Oct 26-27, Rheinstes Finnish, Mittelrhein, GER
 Oct 26-27, Eispokal Tegeler See, Tegeler See, GER
 Oct 26-27, Trofeo Bertacca - Coppa Italia, Club Nautico Versilia, Viareggio, ITA

Nov 1-3, Grand Prix De L' Armistice, Canet en Roussillon YCCR, FRA
 Nov 2-3, Finn-Finale Rupenhorn, Unterhavel, GER
 Nov 2-3, Lebkuchenregatta, Oberhofen, SUI
 Nov 9-10, Coppa d'Autunno - Invernale - Zonale, Lega Navale Anzio, ITA
 Nov 17, BEL Cup, Galgenweel, Antwerp, BEL
 Nov 23, Campionato Invernale, Lega Navale Anzio, ITA
 Nov 23-29, Russian Cup, 11th Stage, Sochi, RUS
 Nov 30-Dec 1, Nikolausregatta Töppersee, Töppersee, GER
 Nov 30-Dec 1, Boterletter, Kralingen, NED

Dec 7, Campionato Invernale, Lega Navale Anzio, ITA
 Dec 13-21, Finn Gold Cup, Melbourne, AUS
 Dec 18-22, Christmas Race, Palamos, Spain, ESP





BERMUDA 1969 50 YEARS ON



Fifty years ago the Finn Gold Cup was sailed in Bermuda, the first time it went outside Europe.

It became legendary in Finn sailing chronicles for many reasons: Hurricane Inga stopping racing for four days, the victory of 22 year old Thomas Lundquist, the return at age 41 of Paul Elvstrøm, the beauty contest, Andy Zawelja paddling his boat ashore from a Polish freighter, missing Russians, the East and West German sailors staying in the same resort.

This fascinating collection of photos was taken from the photo and cuttings album of Dr. Egbert Vincke, one of the German competitors, who kept a detailed record of everything that happened during the regatta.





AUSTRALIA



David Bull writes: The sailing season in Australia has now concluded although many clubs, especially those in the warmer climates continue to sail.

The Finn Class in Australia continues to grow with over 50 sailing regularly. Queensland has shown exceptional growth with 13 boats now on the register. Considering there were only 3 boats just over a year ago it is a great result.

In South Australia the Adelaide Sailing Club has a strong fleet of Finns with 11 boats sailing regularly and more expected soon as the Ronstan 2020 International Finn Australian Championships will be held there in January.

The past season has been a particularly busy one commencing with the Queensland mid winter State Championships in July at Royal Queensland Yacht Squadron. This



was followed by a succession of events with Sail Sandy at Sandringham Yacht Club, Victoria in October, NSW State Championships at Cronulla Sailing Club in November.

Then there were a series of regattas, Sail Brisbane, Sail Sydney and Sail Melbourne all held late November and during December. The Victorian State Championships were held at Royal Brighton Yacht Club in February.

Sail Sydney

1	NED 89	Nicholas Heiner	19
2	NZL 2	Josh Junior	20
3	GBR 11	Ed Wright	22
4	AUS 1	Jake Lilley	28
5	NZL 1	Andy Maloney	34
6	AUS 261	Oliver Tweddell	37
7	GBR 71	Henry Wetherell	41
8	CHN 1	He Chen	52
9	CHN 6	Luwen Shen	64
10	AUS 41	Lewis Brake	78



Photos: Lara Blasse

FINN SAILING FROM AROUND THE WORLD





GREAT BRITAIN



UK Northern Championship

Hector Simpson writes: The UK Northern Championships at Yorkshire Dales Sailing Club on 13-14 April marked the start to the 2019 Travellers Trophy series. 17 Finn sailors ventured from all corners. The sailors were greeted by a chilly easterly wind of 15 knots. The weekend brought a novel format with five short races on Saturday with a further two on the Sunday that included a double point non-discardable race.

Ivan Burden got off to the best start in race 1, taking advantage of the pin end bias to cross the fleet and lead around the top. But Andy Couch, after arriving fashionably late, sneaked past to take the bullet. Martin Hughes led Race 2, however, it was to no avail as he was OCS. Greenwood took the bullet, and also took the third race.

John Heyes fought back in the fourth race with an impeccable start and playing the shifts to nail the race. Race 5 turned out to be a war of attrition with energy levels running low. Crouch benefitted from a good lift off the start and hooked inside the fleet to grab a lead and take the win..

Greenwood got off to a good start on Sunday, taking the first win and closing to within a point of Crouch. Greenwood just had to beat Crouch in the final race and led Crouch around the first mark and covered him to win the race and the Northern Title by 3 points.

Hector Simpson had scheduled in a pumping clinic for the afternoon, but with the extreme weather, long journeys and tired sailors a unanimous decision was made to opt for the classroom instead.

1	GBR 5	John Greenwood	11
2	GBR 774	Andy Couch	14
3	GBR 750	Ivan Burden	31
4	GBR 41	Graham Tinsley	34
5	GBR 61	John Heyes	48
6	GBR 93	Tim Simpson	54
7	GBR 33	Kieron Holt	58
8	GBR 78	Robert Temple	58
9	GBR 77	Stewart Mitchell	60
10	GBR 761	Guy Cokill	64



Sail Melbourne 2018

1	NED 89	Nicholas Heiner	25
2	AUS 1	Jake Lilley	29
3	NZL 1	Andy Maloney	30
4	GBR 41	Giles Scott	31
5	GBR 71	Henry Wetherell	39
6	GBR 91	Ben Cornish	41
7	CHN 1	He Chen	47
8	GBR 11	Edward Wright	48
9	NZL 2	Josh Junior	56
10	AUS 261	Oliver Tweddell	60

The major regatta of the 2018/2019 season, the **2019 Ronstan International Finn Australian Championships** was held at Black Rock YC on Port Phillip, Melbourne with a record 40 entries.

We were fortunate to have a terrific contingent of 12 overseas sailors. GBR included Giles Scott, Ed Wright and Henry Wetherell. NED included Nick Heiner, Pieter-Jan Postma. CHN, He Chen, Wir Li and Shen Lumen. Bermuda with Rockal Evans, NZL with Andrew Maloney and Josh Junior and Japan with Alex Kokumai.

Socially, we celebrated the birthday of PJ from Holland at a local restaurant. We have adopted him as an Aussie.

Giles Scott was outstanding, winning the championship with a professional display of sailing in big winds and

waves. Jake Lilly won the Australian Championship Trophy.

A big thank you to Mark Jackson and Robert Deaves who jointly provided daily updated comments and results via Finn Focus.

1	GBR 41	Giles Scott	14
2	NED 89	Nicholas Heiner	28
3	AUS 1	Jake Lilley	42
4	GBR 11	Ed Wright	43
5	GBR 71	Henry Wetherell	49
6	NED 842	Pieter-Jan Postma	52
7	AUS 261	Oliver Tweddell	52
8	CHN 1	He Chen	89
9	AUS 32	Jock Calvert	93
10	AUS 41	Lewis Brake	94

The 2020/2021 season commences with the Queensland State Championships at RQYS in July.

The high point of the coming season will be the Finn Gold Cup at Royal Brighton Yacht Club in December. This will be followed in January by the Ronstan 2020 International Finn Australian Championships to be held at the Adelaide Sailing Club.

We welcome any overseas visiting Finn sailor to join any of our future events. We will supply a boat if possible, just bring your sails.

DENMARK



Richard Berg-Larsen writes: The Danish Finn fleet is now spread somewhat more than 'normal'.

We now have four nests with 8 boats in the smallest and 13 plus in the three other ones.

We have not managed to persuade all to become members yet, but we do now have the highest number of paying members for at least 10 years, and are aiming at another 7-10 later this year.

Five boats went all the way to Torbole and two went to Berlin, with one getting a podium place the following weekend. Members are getting ready for World Masters in June, with two local regattas in May

and early June in the same waters.

The open Danish nationals, one week before Masters, will also attract record numbers and give the foreign sailors a taste of the water off Skovshoved, so we are all looking forward to lots of great sailing this summer on the Sound between Denmark and Sweden.

The water temperature is expected to be higher than normal this spring, due to a very mild winter, with no ice at all this year and we have in fact sailed through the winter when the wind allowed, and not as normal, when temperature allowed.

Looking forward to meet many of you in Skovshoved in June, and do not forget the sunblock.



Brazilian National Championship

Luis Mosquera writes: The Finn Nationals of 2019 marked the biggest event in the history of the Finn Class in Brazil. A total of 29 sailors from Rio de Janeiro, Niteroi, São Paulo and Brasília travelled to Guarapiranga Lake to compete in the week of the famous Brazilian carnival from 7-10 March at Yacht Club Santo Amaro. This year we had two very special guests competing in the woman's category. Paola Prada Lorenzi, the sister of the multi champion Bruno Prada and Georgia Bruder, the daughter of the unforgettable legend and three times world champion Joerg Bruder, sailing the beautiful and vintage BL 3. The championship also marked the return of the former Finn Class Secretary and current president of the Brazilian Sailing Federation Marco Aurelio Sá Ribeiro to the sailing course. This was a special event for Jorge Zarif since he was recently crowned Star Sailors League winner and Star World Champion, so the pursuit of his 10th Finn National Title was expected to seal the season in style.

The only race of the first one was difficult with strong winds from north-west and a heavy summer shower that caused a few capsizes. Zarif won, followed by Antonio Moreira and Gabriel Raulino from late Clube de Brasília. On the second day Zarif won three races in a row, followed by Ricardo Santos and Pedro Lodovici in the second race, Juliano Camargo Rosas from ICB and Arcelio 'Mareio' Moreira from Clube Naval Charitas in third.

On the third day, Mauricio Bueno from Yacht Club Paulista won the tricky race five followed by Antonio Moreira and Ricardo Santos. The six was won by Gabriel Raulino followed by Antonio Moreira and Jorge Zarif. The final day was dominated by Jorge Zarif with two bullets, followed by Antonio Moreira



and Ricardo Santos in race seven and Ricardo and Antonio in the final race of the championship.

In the overall standings, Jorge Zarif secured his 10th national title. Now the Zarif family owns 18 national championships, 10 to Jorginho and eight to his late father, Jorge 'Guga' Zarif.

1	BRA 22	Jorge Zarif	9
2	BRA 25	Antônio Carvalho Moreira	19
3	BRA 2	Ricardo Santos	21
4	BRA 17	Maurício Bueno	33
5	BRA 34	Gabriel Raulino	46
6	BRA 26	Arcélio Moreira	46
7	BRA 20	Robert Rittscher	47
8	BRA 9	Juliano Camargo Rosas	50
9	BRA 15	Pedro Lodovici	65
10	BRA 19	Luis Mosquera	72

South American Championship

Eleven sailors from Brazil and Argentina travelled to the beautiful Ilhabela, a sunny island off the coast of São Paulo also known as the Brazilian sailing capital to attend the 2019 South American Championship from 18-22 April. The mayor of Ilhabela and his staff were directly involved in the promotion and organization of the championship that took place at Lars Graef Sailing School.

The first day of racing

was sailed with 20 knot winds from south, blue sky, warm water and strong currents. The top three positions were settled in the first beat when Antonio Moreira from Clube Naval Charitas got the first shift to the right, followed by Ricardo Santos and Arthur Tutu Lopes, both from Yacht Club Santo Amaro. In the second race of the day, the conditions remained the same, and the top, and the athleticism of Antonio, Ricardo and Tutu became evident when they repeated the same finish positions of the first race.

On the second day of the championship the fleet got ashore at noon to enjoy the breeze from the south as in the first day. Right after the start half of the fleet chose the right side of the course to reduce the impact of the current and Antonio Moreira started to show his impressive dominance by setting an impressive pace and flawless strategy. The final results were Antonio Moreira in first, followed by Ricardo Santos in second and Arcelio Moreira, Antonio's father and coach, also veteran sailor from offshore races, Laser and Snipe Classes. In the fourth race of the championship Antonio and Arcelio started to write one of the most beautiful pages of the Finn Class in Brazil. Antonio got the bullet, followed



by his father in second and Ricardo Santos in third. For the first time in the week father and son were in the top three positions overall.

The third day was a bit tricky for the fleet, since the day started with a postponement and later on a light wind race sailed at São Sebastião Channel with winds from south. The winner of the fifth race was Antonio Moreira again, followed by Robert Rittscher from Yacht Club Paulista in second and Ricardo Santos in third, then the wind died completely to return one hour later from east, so the fleet headed to Ponta das Canas for the sixth race of the day. This time half of the fleet tacked to the right side of the course immediately after the starting sign and jumped ahead. After two tricky downwind legs, Antonio Moreira sailed well to win the race followed by Ricardo Santos and Luis Mosquera from late Clube do Rio de Janeiro. At night all sailors attended the pizza party offered by the Class Council at the yacht club with plenty of beer, wine and good stories.

The final day of the championship started with a 14 knots wind from south and blue sky. Antonio Moreira won the seventh race in a row followed by Ricardo Santos in second and Arcelio Moreira in third. For the final race, already with the title secured, Antonio decided to stay and after an impressive performance he won the race and the championship, dropping a first, to become the 2019 South American Champion. Ricardo Santos and Pedro Lodovici were second and third in the final race.

In the overall standings Antonio was crowned the champion, Ricardo Santos was the silver medalist and the veteran Arcelio Moreira was the bronze medalist in third. The prize giving ceremony was held after the race to crown father and son as first and third overall, Ricardo Santos as second overall and Rubens Sabino from Yacht Club Santo Amaro as Grand Grand Master Champion.

1	BRA 114	Antônio Carvalho Moreira	7
2	BRA 97	Ricardo Santos	15
3	BRA 1	Arcélio Moreira	25
4	BRA 32	Pedro Lodovici	29
5	BRA 111	Arthur Lopes	34
6	BRA 11	Robert Rittscher	37
7	BRA 81	Fernando Saux	52
8	BRA 103	Luis Mosquera	54
9	BRA 108	Cristiano Ruschmann	54
10	BRA 10	Rubens Sabino	64
11	ARG 8	Martin Nash	76

ITALY

Coppa Italia 2019

The first event of Coppa Italia 2019 took place in Anzio at the end of March. Two sunny and warm days allowed the fleet to forget about winter. Wind was light but all the five scheduled races were sailed in regular conditions.

The first race was dominated by 18 years old Paolo Freddi from Ancona, who recently jumped on the Finn directly from the Laser Radial. He trained all winter in Ancona and has showed his pace in light winds, and will be ready for the Finn Silver Cup in July in Anzio. The second race went to Giacomo Giovanelli and third to Roberto Strappati.

On Saturday evening a copious dinner was served at the Club in a nice and friendly atmosphere.

On Sunday the wind arrived later and was irregular at the beginning, with a few starting attempts abandoned by the Race Committee because of shifts causing the line to be biased. When the wind settled two nice races were sailed. Enrico Passoni dominated the first race only to find at the finish that he was OCS. Roberto Strappati snatched first place with Giacomo Giovanelli trailing. The last race saw Giacomo and Roberto tied on points and Giacomo went on to win the race and the event while Roberto was second overall followed by young Paolo Freddi. Enrico Passoni, who switched this year to Grand Grand Master was fourth and Francesco Cinque was fifth. The Trophy dedicated to Nostromo Giorgio was awarded to Giacomo Giovanelli.



The next event will be in Caldaro lake on 27-28 April for the classic Dr. Schaer Trophy and this year also the Italian Championship on lake Garda in September will be valid for Coppa Italia rankings.

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

Provisional ranking

1	ITA 202	Giacomo Giovanelli	38
2	ITA 115	Roberto Strappati	37
3	ITA 89	Paolo Freddi	36
4	ITA 6	Enrico Passoni	35
5	ITA 5	Francesco Cinque	34
6	ITA 1071	Matteo Iovenitti	33
7	ITA 70	Francesco Lubrano	32
8	ITA 2	Marco Buglielli	31
9	ITA 52	Franco Martinelli	30
10	ITA 234	Tommaso Ronconi	29

Italian Masters Championship

This year the Italian Master Championship will take place on beautiful Ischia island, in the gulf of Naples, from May 24 to 26. The championship is open and all Masters are invited. Notice of race, news and other documents can be found on www.classefinn.it/master

NEW ZEALAND



NZ Finn Week 2019

This year it fell to the North Island Finn sailors to host the 2019 Finn Week. Ten sailors from South Island combined forces with the generous support of Pacifica to ship their boats on trailers within containers to Auckland.

They were joined by four sailors from Auckland and one from Wellington for what proved to be two extremely challenging regattas.

North Sails Auckland Champs

Raced from Tamaki YC on March 4-5, the regatta comprised 6 windward/leeward courses races of 40 minutes duration. The course was situated between Bean Rock and the club house and raced in S/SW winds of 10-20 knots.

Ray Hall charged out of the gate to score three well sailed firsts. Karl Purdie scored three seconds with Dave with three thirds. Day 2 was sailed in similar conditions with Karl winning race 1 to briefly keep the series alive before Ray slammed the door shut with an emphatic race 2 victory.

1	NZL 2	Ray Hall	6
2	NZL 111	Karl Purdie	8
3	NZL 10	David Hoogenboom	17
4	NZL 5	Brendan Hogg	21
5	NZL 19	Denis Mowbray	24
6	NZL 265	Mike Pearson	26
7	NZL 20	Chris Wells	32
8	NZL 11	Hans van der Wal	35
9	NZL 28	Nick O'Neil	44
10	NZL 30	Andrew Miller	47



Barfoot and Thompson 2019 National Championship

Upon completion of the Aucklands the fleet retired to Maraetai for two days of final boat maintenance and practice making the most of the hot, sunny weather and light sea breezes. Racing was held from March 8-10.

Ray Hall picked up where he left off, winning the first race, but that was his only victory, Purdie took the second, Denis Mowbray the third and then `Purdie closed out with four race wins to take the title. Hall put together a string of seconds while Mark Perrow ended up third overall.

1	NZL 111	Karl Purdie	8
2	NZL 2	Ray Hall	11
3	NZL 4	Mark Perrow	17
4	NZL 19	D Mowbray	27
5	NZL 10	David Hoogenboom	34
6	NZL 5	Brendon Hogg	34
7	NZL 20	Chris Wells	38
8	NZL 265	Mike Pearson	47
9	NZL 11	Hans van der Wal	52
10	NZL 14	Paul Ryland	53



SOUTH AFRICA



Finn sailing is on the rise in South Africa. Pretoria Sailing Club is probably the largest Finn fleet in the country and is very active with 34 Finns.

Tim Addison writes: The Charity Regatta (in aid of the National Sea Rescue Institute), incorporating the Finn Highveld Championships, was held at Pretoria Sailing Club.

2019 is PSC's 60th anniversary year, and the Club was resplendent with flags and banners. The bright red National Sea Rescue team was in attendance as usual, with their immaculate and very effective RIB rescue boat. There was also a good turnout of racing boats, including 23 Finns.

This regatta is always held in January, and sometimes in the past the event has been more like a big party with a bit of light weather sailing included. However, this time it was different; a cold weather system in the south of the country whipped up a fresh breeze on both days, and nine races were completed, all of them in full hiking conditions.

The Finn fleet was an interesting mix of new boats, upgraded DP's and Classics. Some new equipment was on show, including a few of Rob de Vlieg's superb WB sails, and some of the latest local and imported North sails. Small differences in performance became quite critical in several of the races.

On Saturday the wind was north-westerly, gradually swinging more to the west. Two races were completed in the morning, with three more in the afternoon, and it proved to be a real test of stamina as well as boat speed. David Humphrey had a blinder, hardly making a mistake, finishing the day with a four-point cushion at the head of the fleet. He was followed by Tim Addison, Dave Kitchen, Rob Mathot and Chris Moreton.

On Sunday the wind had shifted to north-easterly, although it became more northerly towards the end of the first race. Four back-to-back races were completed, one on course 15,

SPAIN



Three races wins in some exceptional conditions was enough for Milan Vujanovic to take the 43rd Christmas Race in Palamos. Joan Cardona also took three race wins but didn't fair as well in the other races. Alex Muscat monopolised second place to end up second overall.



1	CRO 369	Milan Vujanovic	8
2	ESP 7	Alejandro Muscat	11
3	ESP 26	Joan Cardona Méndez	12
4	IRL 9	Oisín McClelland	22
5	UKR 4	Andrii Husenko	24
6	GBR 38	Callum Dixon	25
7	GBR 81	James Skulczuk	32
8	GER 595	Simon Gorgels	33
9	ESP 161	Miguel Fernandez Vasco	40
10	ESP 71	Federico Colaninno	43



and the remainder on course 14.

This time the beats were across the narrowest part of the dam, creating tricky conditions, with almost everyone recording up-and-down results. David Humphrey was not able to repeat Saturday's performance, but Tim Addison and Dave Kitchen were more consistent, and moved up the leader board. Rob Mathot claimed two first places, and was actually the winner of the second day's racing. Chris Moreton also had a good session, and was unlucky to miss a podium spot, finishing up tied on points with Rob. The nine races produced six different individual winners.

In the end, Tim Addison was the winner of the regatta by two points (in spite of a careless OCS in the final race), followed by Dave Kitchen, David Humphrey, Rob Mathot and Chris Moreton, with Leon Ferreira in a very creditable sixth place. Oscar de Weijer won the Classic section, sailing in his first Finn regatta. Franci Girdlestone was the first Legend, winning Race 1 in some style; quite an impressive feat after his two-month break from sailing. A special award went to Gerd Bohnsack who was the only "Super Legend" (over 80) in the fleet.

1	RSA 587	Tim Addison	18
2	RSA 574	David Kitchen	20
3	RSA 590	David Humphrey	23
4	RSA 800	Rob Mathot	27
5	RSA 538	Chris Moreton	27
6	RSA 592	Leon Ferreira	42
7	RSA 5	Franci Girdlestone	45
8	RSA 547	Paul Thompson	53
9	RSA 56	Jeremy Coutts	69
10	RSA 38	Gavin	74

South African Nationals

Hosted by the Zeekoe Vlei Yacht Club at Club Mykonos in Langebaan in April, the top four overall shared all the race wins. Dave Shilton took four races, including the last three, while Leo Davis took three, Greg Davis two and Paul Allardice one.



1	RSA 594	Dave Shilton	12
2	RSA 82	Paul Allardice	18
3	RSA 11	Leo Davis	19
4	RSA 1	Greg Davis	24
5	RSA 577	Morgan Evans	40
6	RSA 51	Phillip Baum	42
7	RSA 777	Tony Norris	48
8	RSA 2	Ali Serritslev	59
9	RSA 574	David Kitchen	72
10	RSA 600	Arend van Warmelen	82

SWEDEN



Torsten Jarnstam writes: Many Swedish master sailors will participate in the Finn World Masters in Skovshoved in Denmark, June 7-14. In addition, some Swedish Finn sailors also intend to participate in the Danish, Finnish and Norwegian Championships. The season starts with a training camp in Karlstad April 27-28.

Our Swedish national team sailors Max Salminen and Johannes Pettersson 11 have participated in the World Cup regattas in Miami and Majorca. Max Salminen consolidates his position as the world's best Finn sailor winning gold in this year's first World Cup sailing in Miami, USA. It became a tactical triumph in the light winds. At the Princesa Sofia IBEROSTAR in Palma, Majorca, Johannes Pettersson finished in 13th place, which is a clear improvement. Johannes was up to fourth after very good sailing, but did not hang onto it in final races and ended up outside the podium. Max Salminen had it much heavier this time and placed himself a bit down in the results list. Our national team sailors, Max Salminen and Johannes Pettersson, and we other Swedish Finn sailors, look forward to an exciting competition season in 2019.



SWITZERLAND



Dominik Haitz writes: The sailing season in Switzerland is only about to start, but a few Swiss already went abroad to race. First stop was Cannes 19-22 February. Best of the Swiss was Oliver Wirz in 18th in his new Fanastica. Hans Fatzer was second legend. In Mid March, in Swiss boats participated at the Torbole Finn Cup, over three days. Best Swiss in this event were Christoph Burger in second place and Oliver Wirz, who came 15th.

The first event in Switzerland took place on the lake of Thun mid April, where it was still pretty cold: water was 9 degrees and the air about 6 degrees. This was nothing for wimps, so only 14 boats were on the starting line. Five races were sailed in very tricky conditions which Oliver Wirz mastered the best. By winning two races on Saturday and one Sunday, he clearly showed who the one to beat is for the season. In the first race he thought, after passing the finishing line on the downwind, that the race was over and started to eat his picnic. He noticed his mistake, continued and still won the race. Peter Kilchenmann came second and Franz Bürgi third.

At the end of March we had three days of training with Nils Theuninck on lake Como. The most important Swiss regatta, apart from the Swiss Championship in September, is the Niederhornkanne at Thun, which will take place at the end of June and where we expect quite a few foreign boats.

One Swiss guy who did not stop sailing in winter, is Nils Theuninck. Nils had hard training sessions in the gym and on the water. At the World Cup in Miami he started with a fifth place and at Princesa Sofia in Mallorca he was 13th. Nils has not yet qualified for the Olympics 2020, but he is very well on track.



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