

FINNFARE



APRIL 2021



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Photo: Paul McKenzie



Opening shot: 2020 Finn Cup at Malcesine on Lake Garda

PRESIDENT'S LETTER

Dear Finn Sailors,
Dear Members of the International Finn Association,

Looking back at 2020 and the COVID-19 strained global sailing season, we were extremely lucky to be able to host the 2020 Finn Europeans in Poland. In the coming months in the move back to normality will we add in some more major regattas starting with the 2021 Finn Europeans in Vilamoura, Portugal, followed by the Finn Gold Cup in Porto, Portugal. I would like to take the opportunity and thank Hyères for all the work for that came eventually to nothing as the Europeans had to be cancelled there. I am sure the Finns will return to Hyères in the coming years. A big thank you also to Vilamoura for stepping in as a host at such short notice.

International spectators will be refused entry into Japan for this summer's Olympic and Paralympic Games, the Tokyo 2020 Organising Committee said in a statement earlier this month. However, the Games will go ahead, and Finn sailors will have a chance to race again for Olympic glory. This will be the 18th time the Finn is raced at the Olympics.

While the virus and lockdowns make life difficult around the world, it was good to see that some of our Finn sailor friends had a good time sailing the America's Cup in New Zealand. It proved again that Finn sailors, being tactically educated and physically strong, always have a place in any class of boat the oldest trophy in sport is contested in. Congratulations to Josh Junior and Andy Maloney for defending the Cup, and to Ben Ainslie, Giles Scott, Ben Cornish, Chris Brittle, Dean Barker, Enrico Voltolini and others for being a part of America's Cup history.

Over the last two years IFA and various Finn supporters from around the world have been working hard to showcase to the IOC the importance of a dinghy event for larger male sailors on the Olympic sailing programme.

At the December 2020 IOC Executive Board (EB) meeting, the IOC EB supported the introduction of the new mixed kiteboarding and the mixed 470 events but decided to further review the mixed offshore keelboat event in order to properly assess the key considerations around the cost, safety and security of the athletes. World Sailing is currently in talks with the IOC and the final proposal will be decided no later than May 2021. We at IFA strongly hope the IOC will realise the significant cost, safety, and weight discrimination issues with the keelboat event and disapprove such a change to the Olympic sailing events.

Finally, something that is becoming a piece of history itself. FINNFARE is 60 years old this issue. The first issue was Spring 1961. I am sure there will be many more to come to document our Finn future.

I wish the best of luck to everyone trying to qualify for the Tokyo 2020 Olympics in Porto and hope we will have a full as possible 2021 Finn sailing season around the world.

Keep safe and stay healthy.

Kind regards,

Dr. Balazs Hajdu
HUN-1
IFA President



2021 IFA AGM

The 2021 International Finn Association Annual General Meeting will be held on Friday 7 May at 10.00 at Clube We Do Sailing, Porto, Portugal.

As required by the IFA Constitution, please send any submissions or proposals to the IFA office before April 2 to allow the agenda and supporting papers to be published before April 7.

IFA NEWS

BIDS FOR FUTURE EVENTS

Clubs and organisations wishing to bid for an IFA major championship in the coming years can now download the latest Event Manual from the IFA website.

A printed booklet containing all IFA rules is also available on request to office@finnclass.org.



2022 EUROPEANS – KIEL

The 2022 Open and U23 European Championship will be held in conjunction with the "Olympic Games in Kiel 1972 I 2022", 50 years after the 1972 Olympic Games. The Organising Authority is the Kieler Yacht Club. It will be a unique event with the old and new Olympic classes and part of a wider celebration with the Olympic cities of Munich and Augsburg. The dates will be 15-21 August, with five days of racing from 17-21 August.



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Cover photo: Alex Kokumai leads Luke Muller in Enoshima in 2019. Inset: Joan Cardona at the 2020 Europeans in Gdynia





FINN NEWS



AWARD FOR JOSH JUNIOR

2019 Finn World Champion Josh Junior was recognised at the Volvo Yachting Excellence Awards in New Zealand in November 2020 to win the Sailor of the Year award.

He created history when he became the first Kiwi to win the Finn Gold Cup. Junior wasn't the only New Zealand sailor to win a world title over the previous 12 months despite the impact of Covid-19 and he edged fellow Emirates Team New Zealand sailors Peter Burling and Blair Tuke, who won two 49er world titles in that time, for the top award.

Along with the Orbit World Travel Sailor of the Year Award, Junior was also named the Zhik Male Sailor of the Year and his coaches, Andrew Murdoch and John Cutler, won Yachting New Zealand Coach of the Year.

OLYMPICS 2020

The final two Tokyo 2020 Olympic continental qualification places available will be decided at the Finn Gold Cup in Porto, where one place is available for Europe and one for Africa. As this issue goes to press confidence is high that the event will go ahead without problems.

It will complete the list of 19 nations that will be represented in Tokyo, though several nations are still to decide their own internal qualifications.

To ensure that the Games can go ahead safely, the IOC and the Tokyo 2020 Organising Committee have published a series of Playbooks for federations, press and athletes. They can all be found here: <https://www.olympic.org/tokyo-2020-playbooks>.



2021 MASTERS MAGAZINE

The 2021 Finn Masters Magazine and Yearbook was published in February and is available at finnworldmaster.com and at issuu.com/finn-class. It contains interviews with four Masters: Philip Baum, Rolf Elsässer, Phil Chadwick and Andreas Bollongino and well as previews for upcoming events and changes to the RRS, by Chris Watts.

FINN TV

Finn TV is back on the class website with an integral player at finnclass.org/finn-tv.



DIDIER POISSANT – 1923-2021

After competing in the 1956 Olympic Games in Melbourne, Didier Poissant stopped Finn sailing for 40 years, but returned at the age of 73 in 1996 when the Finn World Masters first came to La Rochelle. Since then he has been a youthful inspiration for Finn sailors worldwide, sailing the Finn well into his 90s.

Sadly his voyage has come to an end. He died in February 2021 at the age of 97.

He joined the French Finn team in 1953, in the run up to 1956, when he was one of 15 sailors battled for selection. His first race in the Finn was in 1953 in St Jean de Luz. His best result was a second place in the 1956 Europeans in Loosdrecht, while he

won selection to Melbourne at the Olympic qualifiers in Maubuisson and La Baule.

He stopped racing the Finns at the age of 33 because he thought he was too old, and then reinvigorated his Finn career 40 years later at the World Masters in La Rochelle in 1996. He became a legend in the Masters fleet.

He wrote: "I love racing in the Finn. I love the competition. I love the feeling of freedom it gives me when I pack my car and my boat to go to a regatta to join my friends from France and overseas. I hope the future generations will enjoy racing the Finn as much as me."

RIP Didier Poissant





HOME ADVANTAGE?

WE SPOKE WITH TEAM JAPAN FINN SAILOR HAJIME 'ALEX' KOKUMAI ON FINN SAILING, LOCKDOWN, TRAINING ALONE IN ENOSHIMA, THE FAST APPROACHING FINAL JAPANESE TRIALS EVENT AND THE OLYMPICS.



The Japanese Finn team have perhaps been more affected by the pandemic than most sailors, as they have been limited to training individually, or when allowed in a group of three or four in Japan, separated from the rest of the Finn world. While they have the advantage of sometimes being able to train on Olympic waters in Enoshima, they have few ways to measure up against the world's best Finn sailors.

Until March 2020, the group of four had been training hard, with several of them spending prolonged periods in Australia and Europe. At the 2019 Finn Gold Cup in Melbourne there were four Japanese sailors: Yuki Nishio, Yoshiko Sato, Yuji Fukimura and Hajime 'Alex' Kokumai.

While one of the group, Yuki, has travelled to Europe in 2021 to gain competition experience, and Sato has given up, the others have been left to train alone in Japan. However, the group has since been joined by another sailor, ex-Laser sailor Kazumasa Segawa. The four of them are preparing for the final selection regatta.

With the 2020 Olympic Games being hosted in Japan, they get a guaranteed slot in all events. The Finn is the only class that had not concluded its trials before the pandemic hit, so all of them continue training as and when they can for when those trials come to a conclusion.

Alex Kokumai has remained in Japan since last March, often training alone on the waters off Enoshima.

"After the Finn Gold Cup I went back home to take a quick break but came back to Melbourne in January for Sail Melbourne with Yuki (JPN 7). After that I went back home again and came back to Sydney in February for another training camp before the Princess Sofia, which was supposed to be our last qualification race. We had a lockdown from March until May and after that we started sailing again."

Since then, "I've been doing a lot of keelboat racing and match racing in Japan to keep my head in racing. All the Japanese Finn sailors live far apart and it wasn't easy to move around last year."

He hasn't travelled outside Japan since, "...my passport is covered in dust now..."

"There wasn't a specific rule about

going sailing, but Team Japan sailors keep a log on where we went, body temperature each day. We also sent messages in a group chat about what time we would go to the club so we don't bump into each other."

Alex started sailing again at the end of May so has now sailed a lot in Enoshima.

"Last year I sailed by myself a lot because all the Finn sailors in Japan live far from Enoshima. It was hard to stay focused. All the other classes had finished their qualification just before the pandemic and we were the only class left. What kept me motivated is looking at other Finn sailor's Instagram and Facebook posts. It really motivated me because it made me realise we are all in this difficult time together and everyone is doing their best to keep sailing and keep their head in the game. Later, when things got a lot better we did a training camp in Wakayama National Sailing Center in November and December 2020. We also had another training camp in Enoshima this January."

The final qualification regatta for the Olympics will be in Hayama from May 7-14.

"We will race with four boats for seven days. I don't know how many races we are

going to do but the tension is getting really high because of this qualification.”

“There’s a new guy that was in the Laser class and because he didn’t qualify for the Laser so he started in the Finn. We still do training camps together and try to get better and keep each other motivated. To be honest it’s not easy because in the end we are going to race against each other, but the best option we have now is to work together in Japan.”

On his chances, “I think everyone has a chance to go to the games. It will all come down to who is the fittest, and races better.”

TRAINING

Australian Finn sailor, Rob McMillan has been a key part of their development as a group, coaching them worldwide and becoming a critical member of the team. So it was hard for them to train alone in Japan, while Rob was locked down in Australia.

“Team Japan helps the Finn class with training. I sometime go around the marks with the Lasers. I also send some videos of sailing and get advice from Rob. He really takes care of us even out of Japan by giving advice through phone calls.”

“We do a lot of speed tests, pump offs and racing. It’s hard to know if we are getting better compared with the other top class Finn sailors but we are doing our best.”

For Alex, staying in Japan was a conscious decision, while Yuji decided to travel.

“I was planning on going to Europe mid February but since the Princess Sofia got postponed it was better to stay in Japan and wait for instructions from JSAF about what will happen to our qualification. It was too risky to go to Europe with the information at that time. We still have to quarantine for two weeks when we come back to Japan and two weeks for me is too long.”

“Yuji rolled the dice with his decision and I respect that. In the end the sailor that goes to the Games will be the guy that made the best decision.”

BELOW: YUKI NISHIO



OLYMPICS

In the meantime, Alex has had the Olympic waters almost to himself while everyone else is unable to travel.

“It’s special for sure. Last year when I was sailing during when the Olympics was supposed to be, I thought about what it would have been like and what kind of drama was going to happen.”

“At first the postponement was shocking, but at the same time I thought it was a good decision. Japan is now working hard to make the Olympics possible.”

Normally sailors would expect to spend a significant amount of time at the Olympic venue, but because of the pandemic, this time around that time will be severely impacted – apart from the Japanese sailors of course. Does he believe that will provide a home advantage? “I think it will. It gives me confidence with the course.”

The Tokyo Olympics has certainly raised interest in the class in Japan, with a revitalised national class association and growing interest. Will that remain after the Games?

“I hope it will grow. Actually the Finn class was big in Japan back in the day, even before I was born. It was even one of the classes in the National Sports Festival of Japan where we compete against 47 prefectures every year in Japan. A lot of sailors over 40 in Japan have sailed the Finn before. I think there is still chance the Finn will make a come back. And to start that, us Japanese Finn sailors have to lead the way.”

And for the future?

“I think Finn should stay in the Olympics. I believe sailing and Olympics is something that connects people and Finn class is one of the sailing classes that all ages can sail and race together on the same course. I agree that sailing is changing and it needs too, but I like to sail in the class that I can sail when I get older and race against young future sailors.”



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US FINN FOUNDATION NEW BUILD PROJECT

DURING THE 1970s AND 1980s NORTH AMERICA WAS THE LEADER IN FINN BUILDING WITH, AMONG OTHERS, THE EPOCHAL VANGUARD HULL DOMINATING THE WORLD REGATTA CIRCUIT FOR MANY CYCLES. TODAY, FORTUNES ARE REVERSED WITH HULLS BEING IMPORTED FROM EUROPE FOR MANY YEARS. HOWEVER, A NEW PROJECT, LED BY THE FINN FOUNDATION INTENDS TO PUT THAT RIGHT. PETER FRISSELL REPORTS.

Due to the efforts of some North American Finn sailors, the class is experiencing a renewed interest. As a result, it is lending boats to people so they can give the Finn a try. Both young and old people are enjoying sailing the boat, but become discouraged when they compare the cost of a Finn, either new or used, to the alternative dinghy classes in the USA. The costs of importing a new boat can increase 35-40 per cent due to extra charges such as tariffs and shipping.

In the past few years, people have purchased new boats from Europe and Brazil, because they're finding new or used competitive, affordable boats unavailable in the USA. The shortage of Finns in the USA may keep some potential sailors, especially young, and future class members, out of the Finn Class. Purchasing a used boat from overseas has also proven to be unreliable, where a few boats have arrived damaged, and shipping delays often take months.

The regatta attendance for most traditional one design classes in North America have been on a decline for many years, though some classes have declined less than others. We looked at the differences between the classes that are succeeding and those that are disappearing, (not including manufacturer-sponsored classes) and found the attributes of the succeeding classes are:

- A strong community
- Racing clinics and sharing of knowledge
- Availability of affordable new and used boats
- A boat builder in the US.

To find a boat builder in North America, the Finn Foundation began researching potential builders early last year. The Foundation contacted several large builders, but they were only interested in building in large volumes.

On the recommendation of the Thistle Class (www.thistleclass.com) I called Alex Venegas, owner of Beacon Composites, and was



impressed with Venegas' professionalism, technical skills, and his production of high-quality boats. Beacon Composites builds high quality, competitive boats on a semi-production basis. Darrell Peck and Rodion Mazin spoke with Venegas as well, which prompted Mazin to meet with Venegas upon his return from the 2020 US Finn Nationals. Rodion reported the shop to be clean, efficient and well organised.

As the Finn Foundation owns both the Vanguard and the Lemieux molds, we made the decision to have Beacon Composite begin manufacturing the boats. However, the US Finn Foundation does not have the drawings for the original Lemieux or information regarding the building process, parts and materials. An extensive effort is being made to recover and document all relevant information. Due to the lack of current build information and the desire to modernise the design the build became different than we expected.

I contacted the University of Michigan's Naval Architecture Department and they have a professor leading a team of students helping us with some of the more technical aspects of the project. An engineer and member of the Finn community created CAD drawings of Finn specific parts ranging from mast partners to dollies. Additionally, three companies, Columbus Controls LLC, Link Engineering (www.linkeng.com) and TruePoint Laser Scanning (www.truepointscanning.com) have donated their time, unique skills and resources to the project. Everyone involved in the project is learning and teaching through this process of developing a US Finn.

The United States Finn Foundation has just put in motion a fundraising campaign to raise funds to cover the initial start-up costs and production of the first boat, thus reducing the price of future boats. There is still an immense amount of work to be done before we start construction on first US Finn but progress is being made. We welcome donations of any amount to help move this project forward. Scan the QR code for further details.

Above and Top: University of Michigan naval architecture department doing deflection measurements while a boat is 'twisted'

Left: Peter and his wife Dee taking the molds to be laser scanned and then off to the builder.



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THE WIRED FINN PART 2

By MIKKO BRUMMER
WB-SAILS

In part one (*FINNFARE*, August 2020), we looked at the test setup for analysing Finn mast behaviour while sailing through fibre optics. In this second part, we look at some results we obtained.

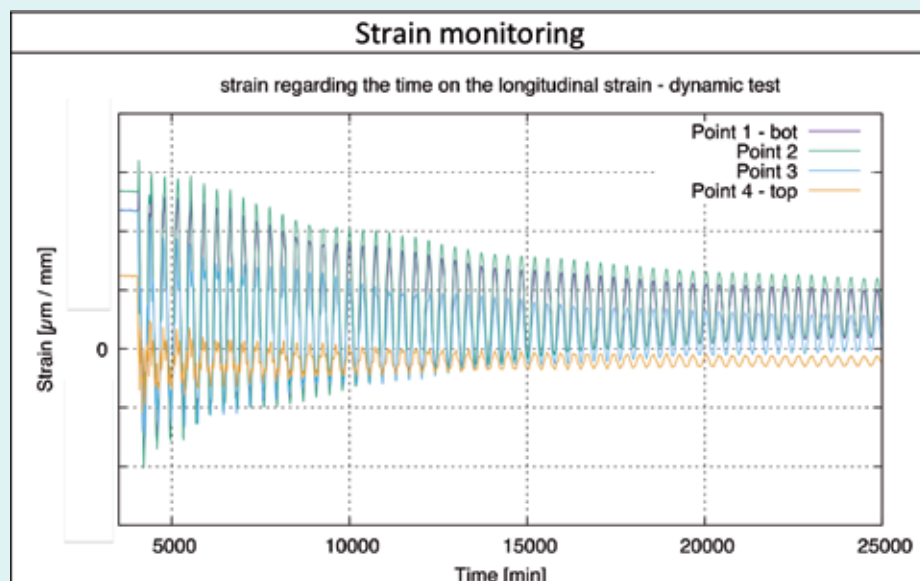
MAST DYNAMICS

The mast dynamics come into play whenever a gust hits, but especially when sailing in waves and a chop. The dynamic behaviour of the Finn mast can be measured in a test bench similar to that used for the static tests. The mast is loaded from its tip, the load is released, and the

time it takes for the oscillations of the mast to die out is representative of its dynamic properties.

The real-world sailing conditions, however, are quite different. The sail is supporting the mast and its aerodynamic dampening is so strong that the bench test numbers may be of little value. From practice, we know that the dynamics of the mast are important since two masts with similar static bending numbers can feel quite different when sailing in a severe chop. Through the fibre optics test and simulation, we hope to understand better what lies behind this.

ABOVE: JONATHAN LOBERT ACTED AS OUR LIVE SENSOR IN THE TESTS PERFORMED IN THE PERTUIS OF LA ROCHELLE. WE HAD TWO RIBS FOLLOWING THE FINN, WHOSE BOAT SPEED AND ATTITUDE WERE RECORDED USING A GPS AND INCLINOMETERS, ALONG WITH THREE VIDEO CAMERAS CAPTURING SAIL SHAPE AND CREW ACTION, ALL SYNCHRONISED IN TIME WITH THE FIBRE OPTICS DATA. NOTE THE GoPro IN THE AFT CORNER ON THE DECK, AND SIMPLE MARKERS ON THE SAIL, TO CAPTURE ITS SHAPE.

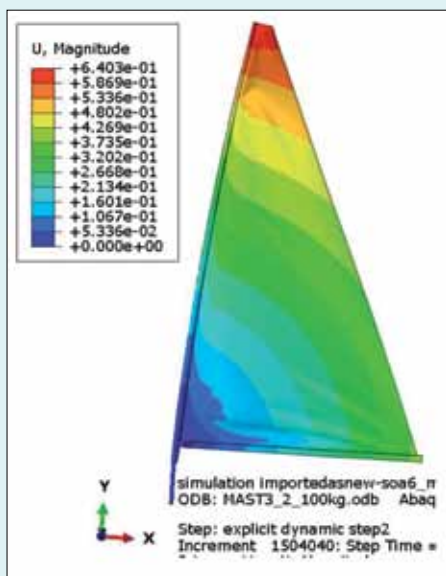


EXAMPLE OF A DYNAMIC MAST TEST. THE DAMPENING OF THE VIBRATION OF THE MAST, AS MEASURED IN 4 POINTS ALONG THE FRONT EDGE.

UP AND DOWN AND UP AGAIN SAILING IN WAVES

We can read from the fibre optics what happens when the bow of the boat hits a wave. In the low part of the mast, the strain of the front side of the mast vanishes instantaneously. Sensors in the upper part show no change. This tells us that as the boat is slowed down by the wave, the mast goes on moving forward with its inertia, relieving the strain in the lowest part. The feeling of the boat in the passing of the wave – the pain in the sailor's knees – is thus mostly related to the bottom part of the mast.

Primarily due to the boat's pitching, the load on the sail and mast can vary extremely within a period of 1.5 seconds. With the bow pitching up, the topmast pitches backwards, reducing the apparent wind speed but increasing its angle. When the bow pitches down, the opposite is true: The increased apparent wind in the sail's head tends to heel over the boat. Our simulations show that if the Finn mast



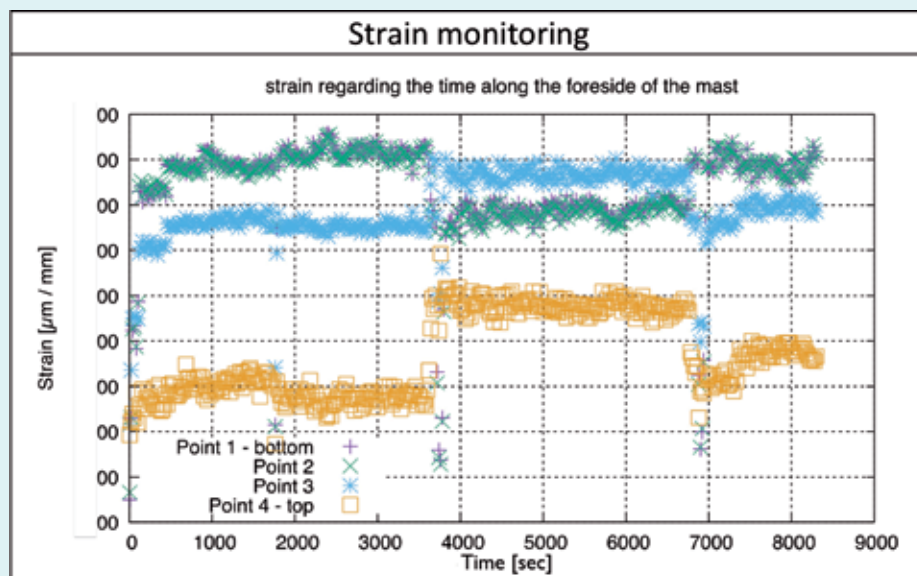
SIMULATING THE INITIAL BEND OF THE MAST IN DASSAULT ABACUS, WHEN PULLING THE BOOM DOWN TO THE DECK. THE COLOURS SHOW THE DISPLACEMENT OF THE MAST/SAIL COMBINATION: THE TIP DISPLACEMENT IS 640 MM, 605 MM IN LONGITUDINAL, AND, INTERESTINGLY, 203 MM IN LATERAL AS WELL. YOU CAN COMPARE THIS WITH THE TYPICAL 515 MM "TIP" IN THE BENCH TEST.

was absolutely stiff, and the sailor would not alter the heading at all, the variation in the heeling moment would be as much as $\pm 57\%$ during the 1.5 seconds wave passing.

With a bendy mast, increasing the twist and flattening the sail under loading, and some steering, this variation is cut down to ± 28 per cent. Even this is a lot, but so much less than with the stiff case. The mast should work in phase with the loading variation due to the waves, and here the dynamics play a major role.

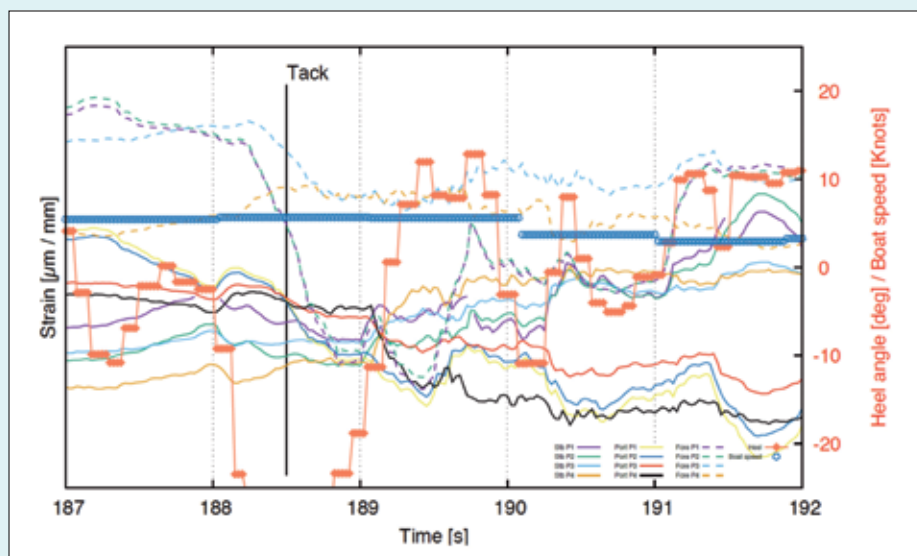
A CLOSER LOOK AT THE MAST BEND

A somewhat peculiar finding would be that while sailing upwind, mid-mast sensors on the leeward side indicate hardly any compression or downward tension. With the loading added to the top of the mast only, like in the standard bench test, the



ABOVE: SOME STRAINS MONITORED DURING A TACK. RATHER A "BUSY" GRAPH, SHOWING THE VARIATION OF DIFFERENT STRAINS IN 8 POINTS ON THE SIDES OF THE MAST AND 4 POINTS ON THE FRONT SIDE. SOLID LINES ARE ON THE SIDE, DASHED IN FRONT. IN ADDITION, ON THE RIGHT HAND SIDE SCALE, THE BOAT SPEED AND HEEL. WHEN PASSING THE WIND EYE, JONATHAN IS HEELING THE BOAT 20+ DEGREES TO WINDWARD (THE ORANGE CURVE WITH DIAMONDS, -20 ON THE SCALE).

BELOW: A SAMPLE OUTPUT FROM THE FIBRE OPTICS DATA, SHOWING STRAIN (VERTICAL AXIS) AS A FUNCTION OF TIME. THE STRAIN IS PLOTTED ON 4 POINTS ON THE FORESIDE OF THE MAST, MEASURED AT 50 Hz. THE STRAIN VALUES CAN BE DIRECTLY COMPARED TO THOSE SIMULATED IN THE STRUCTURAL SOFTWARE ABACUS, AND THE MAST BEND CAN BE DEDUCED FROM THEM.



windward side shows tension, and the leeward side compression, equal in magnitude, as should be according to beam theory. The sail luff, pulling the mast backwards and to the side, is supporting it enough to eliminate almost all or all compression at the mid-mast leeward side. The Cunningham tests show clearly how very important this trimline is. Lots of Cunningham tends to bend the topmast, mainly sideways, to flatten the sail and to open the leech considerably. Again, the outhaul has little effect on the upper part but tends to add some bend in the lower part of the mast.

Let's look a little closer to the mast bend evolution as the wind picks up.

At first, when the sail is sheeted to pull the boom down to the gunwale, we put a pre-tension in the mast and the leech of the sail. At this point, all the tension is transmitted in a straight line from the clew to the head of the sail. The mast bend is similar to the tension measurement, with a line running down from the top shackle to the end of the boom. It differs from the traditional bench test, where the mast is only loaded downwards with the 12 kg weight. The leach's pull has also a vertical component, bending the mast about 15 per cent more than it would in the bench, even more so in the top but also some in the middle and less low down. In the bench test the bending



MONITORING THE TEST DATA IN REAL TIME FROM THE RIB, ON THE IPAD SCREEN. USEFUL TO MAKE SURE ALL WIRES ARE WELL CONNECTED AND WORKING THE WAY THEY SHOULD.

curve is nearly symmetrical up and down. This behaviour is lucky, as the extra bend in the head eats up some extra luff curve of the sail, needed there for sailing efficiently in medium and heavier winds. The sail shape is very sensitive both to the luff curve and the mast bend in the upper part, where the sail is narrow: A three millimetre difference in the luff curve at the top makes all the difference, while down low, with the sail so much wider, it will go almost unnoticed.

With increasing wind pressure on the leach, the mast keeps on bending, mostly from the top. The bend is flattening the sail and moving the centre of effort downwards, until the starving luff curve in the head starts to pull firmly on the mast. This shifts the point of maximal leach load progressively downwards along the mast. With further increase in wind strength, the mast now



CHECKING THE MAST RAKE/TENSION, FOR CALIBRATING THE FIBRE OPTICS. BACKGROUND IN THE MIDDLE, PAUL IACHKINE, PhD IN SCIENCE AND TECHNOLOGY AND HEAD OF RESEARCH AT ENVSN IN QUIBERON.

bends more in the middle until the mid-luff also starts to support the mast with a firm grip, and prevent it from bending further. This was highlighted in the fibre optic test, as already mentioned above. In the end, in heavier winds much of the bending will happen low in the mast, below the boom and under the deck, where it is unsupported by the sail. It accentuates the importance

of the mast characteristics below the boom, very little revealed in the 12 kg bench test. During the tests, we gathered masses of data, both in video and numerical format – enough to analyse and validate against simulation for quite some time. A closer analysis of sailing in waves is particularly interesting; we can hopefully look at that in a future article.

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FINNFARE AT 60 THE OLYMPIC GAMES

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FINNFARE, NOW 60 YEARS
OLD, HAS COVERED THE
OLYMPIC GAMES SINCE 1964*

FINNFARE has been part of Finn class culture for 60 years. First published in 1961, it has consistently brought Finn sailors the news and views from around the world.

However the role of FINNFARE is not just reporting the news, it is a record of history. In 1961, the arrival of FINNFARE was often the first news of major races, and the only place that Finn addicts could read about their heroes and see what they looked like. FINNFARE also became a classroom, teaching Finn sailors new techniques, gear selection and training techniques.

But FINNFARE is also much more – it is the legacy of the class. While digital data comes and goes and much is lost over time, the paper copies of FINNFARE endure and remain intact in thousands of collections worldwide. The early issues are often collector's items.

FINNFARE has also documented the history of the class at the Olympic Games and these 14 covers shown here illustrate the evolution of that coverage. The first Olympics covered in FINNFARE was 1964 in Enoshima. The cover features the gold and silver medallists Willy Kuhweide and Peter Barrett on the tow back to the harbour after the final race. However, inside there was scant mention of that epic battle, with a few small paragraphs and no results.

The 1968 issue features gold medallist Valentin Mankin on the cover, and on the pages inside readers are treated to seven pages

of critique and photos, including mark by mark analysis of each of the seven races.

The 1972 edition shows the three medallists in Kiel with another lengthy report inside. The Olympics took a back seat on two of the covers on the next three Olympic editions only appearing in 1980, featuring Andrei Balashov, the bronze medallist in Tallinn, though coverage inside that issue was limited to listing the top six places, and no report.

From 1988 with improved access to photos, the Olympic editions all featured Olympic imagery on the covers, with the move to colour covers in 1992. The Autumn 1992 issue was almost completely used for the Olympic reports with 16 out of the 24 pages covering the action in Barcelona. The more recent Olympic issues have become ever more lavish with colour images and interviews.

2021 OLYMPIC ISSUE?

So what will this year's Olympic issue hold and more importantly who will feature on the cover? We will know soon enough.

FINNFARE has been the mainstay of the Finn world for so long it is now an essential part of the experience. It is also a record of history. To find out what happened a certain year, the first port of call is always FINNFARE. For historians, researchers and chroniclers it is a valuable resource of information and results that have largely disappeared from other mediums.





FUTURE PROJECT

In its sixtieth year though, there are other ways to preserve this class legacy and an ambitious project “when there is more time” is to digitise all previous issues and make them available online or in journal form for modern day sailors to live the history of the class through the old pages. Maybe by the time we get to the 200th issue or the 70th anniversary, this will have finally come to reality.

This edition is the 167th issue since it was started in the USA by Fred Miller in 1961. Over those six decades 11 editors have

brought you just shy of 4,000 pages of fun filled Finn pages, and more than half a million individual copies have been printed. Since 2010, FINNFARE has also been available as an online page turning edition, notching up tens of thousands of extra reads.

While many have called for FINNFARE to become 100 per cent digital, in recent surveys the majority have steadfastly stuck to the desire to receive it through their letter box three times a year, something tangible, to be read at their unadulterated leisure.

Long may that continue.



AUSTRALIA



David Bull writes: The Australian summer sailing season has recommenced after most clubs cease club racing over the Christmas-New Year period. This occurs as the majority of sailing classes hold their National Championships around Australia during late December through to the middle of January.

We have been very fortunate in Australia as we have not been affected by the Covid pandemic to the same extent as other countries. Having said that there were some community outbreaks in Melbourne, Sydney and Brisbane which resulted in State Governments closing borders for various periods. We have been able to sail most of our summer season and currently have no or very few restrictions.

Unfortunately the border closures occurred during the Christmas New year period, which resulted in the Australian Championships, which were to be held at Woollahra Sailing Club in Sydney being cancelled because interstate competitors were unable to attend. There were many other classes who had to make the same difficult decision.

This is now well behind us and there is a flurry of activity happening around the country with many regattas being organised.

2021 New Year Regatta, WSC

1	AUS 1	Jake Lilley	8
2	ESP 100	Rafa Trujillo	21
3	AUS 221	Anthony Nossiter	25
4	AUS 2	Rob McMillan	29
5	AUS 110	Marcus Whitley	35
6	AUS 68	Jay Harrison	44
7	AUS 296	James Bevis	50
8	AUS 326	N. Armstrong-Smith	65
9	AUS 302	Peter Wallace	76
10	USA 6	Andy Buick	80

The first major regatta after Christmas was the Envy Scooters Summer Regatta held at the Royal Queensland Yacht Squadron, Brisbane. Racing was over the

weekend 16-17 January. Six races with 18 Finn entries made for some great sailing.

1	AUS 11	Brendan Casey	11
2	AUS 3	Larry Kleist	12
3	AUS 75	Phil Chadwick	13
4	AUS 270	Grant Hudson	17
5	AUS 73	Joshua Torpy	25
6	AUS 93	Tristan Perez	38
7	AUS 85	David Turton	39
8	AUS 77	Mick Patrick	41
9	AUS 277	Rod Molkentin	43
10	AUS 23	Todd Anderson	47

Hervey Bay Sailing Club, near the world famous Fraser Island and whale watching capital, held a two day regatta over the weekend 20-21 February. Four hours drive north of Brisbane this is a lovely part of the world. Beautiful beaches, golden sand, warm water (26°C) makes for a great location to sail. Four Finns from Brisbane entered and were rewarded with wonderful sailing and nice waves.

This would be a great venue for a Masters. Perhaps the South Pacific Finn Masters? We will work on it and possibly next year when we all can travel, especially from overseas.

Further information about all these regattas and other information regarding Finn sailing in Australia can be found on our website www.finnsailing.com.au



FINN SAILING FROM AROUND THE WORLD



CHILE

Compeonato Nacional Finn

The Chilean Compeonato Nacional Finn was held from December 5-8, 2020 at the Yachting Club La Herradura, Coquimbo. 10 races were sailed over the four days with Antonio Poncel winning seven, while Ike Gaete, Felipe Gil and Francisco Rompeltien won one each.

1	CHI 12	Antonio Poncel	12
2	CHI 5	Ike Gaete	21
3	CHI 21	Felipe Gil	29

4	CHI 24	Francisco Rompeltien	31
5	CHI 112	Matias Poncel	36
6	CHI 29	Guillermo Contreras	59
7	CHI 10	Marco Montalbetti D	59
8	CHI 6	Marco Moltabetti	69
9	ARG 6	Martin Nash	71



DENMARK

Richard Berg-Larsen writes: There have been no races this year, but we have had an unusually mild winter with lots of activity from several clubs, apart from a few weeks when the happy owners of DN Iceboats took over our lakes and fjords.

The open waters could be reached except for 10-12 days, however just on a few occasions. See the picture of an icy deck, and some frozen bailers after an hour or 2 at sea.

The Danish Finn fleet is once again growing, and we took a gamble when we

increased IFA membership to 50 for 2021, and we are nearly there, and are now about to set another goal of 60 for next year, which would make a new record, up from 56 some years ago.

Several clubs have experienced growth,



and even old boats from the late 1960s and early 1970s have been activated as starter boats, awaiting newer imports of second boats.

NETHERLANDS

Peter Aukema writes: After the disappointment of not having a World Master in the Netherlands in 2020 we had a few fantastic events during the lockdown pause from August to October. One of the oldest events in the Netherlands that did take place was the Randmeerrace over the last weekend of August. Around 45 competitors, including the top 10 masters of the Netherlands, enjoyed a typical Inland Summer sailing event with big shifts and gusts. Long days on the water of course but under the supervision of local competition leader Gert Woodenmountain we sailed six fantastic races all under the O flag, so hard work downwind for the fleet at average age of 50 years. After a sailing break of three months the start timing was highly affected among a couple of favourites. Old Olympic medalist Roy Heiner took three black flags and stayed out of the prizes this time. The top three consisted of the usual suspects but the racing was close and they were all, despite

the long breaks between the starts, more than worth waiting for.

1	NED 148	Peter Peet, GM	26
2	NED 64	Wietze Zetzema, S	31
3	NED 703	Eric Bakker, GM	33
4	NED 29	Bas de Waal, GM	40
5	NED 1015	Thierry van Vierssen, GM	40
6	NED 73	Ronald Ruiter, M	44
7	NED 7	Cees Scheurwater, GM	44
8	NED 43	Ronald van Klooster, GM	55
9	NED 40	Peter Aukema, GM	56
10	NED 995	Arjan Vos, M	57

Another event under epic conditions was the Dutch Masters at Medemblik in September. The organisation expected a record number of competitors but in the end only (again) 43 made it to the start. Maybe it was due to this timing of year that a lot of sailors were not attracted by the idea of an hour tacking back to Medemblik in heavy south-westerly winds after three long days on the water. But.... Aeolus showed its best smile with easterly winds between 15 and 20 knots and sunny conditions. A lee shore at Medemblik is always fun and so were the races. This time the youngsters were king and our national pride Nicholas Heiner took victory in a unbeaten series of seven races. Wietze Zetzema took the runner up award and old dad Roy Heiner, this time with only one black flag was third. It was a top event with a lot of swimming fun for the 'leeward' IJsselmeer downwind rookies.



1	NED 89	Nicholas Heiner, S	7
2	NED 64	Wietze Zetzema, S	18
3	NED 189	Roy Heiner, GGM	34
4	NED 148	Peter Peet, GM	37
5	NED 841	Hein Van Egmond, S	47
6	NED 94	Tijmen Van Rootselaar, S	53
7	NED 41	Karel Van Hellemond, M	64
8	NED 1015	Thierry Van Vierssen, GM	65
9	NED 98	Nanno Schuttrups, S	69
10	NED 7	Cees Scheurwater, GM	71

During the Lockdown from November to now the Dutch fleet kept in shape with for sure around 40 boats training every Sunday. Also the fleet keeps growing. Finn Club Holland welcomed 30 extra members over the past year, all hoping for the World Masters event. We keep our fingers crossed and hope to see you all in Medemblik.



NEW ZEALAND



2021 New Zealand Nationals

Karl Purdie won the 2021 New Zealand Nationals from Ray Hall and Mark Perrow after dominating the event once again. The fleet of 23 boats lost the first day to strong winds gusting to 37 knots and then had 7 races in the light to moderate over the next two days. Purdie had also won the South Island Championship earlier in the week.

In the nationals, race wins went to Purdie, Dave Hoogenboom, Ray Hall and Alistair Deaves.

The event was superbly hosted by Naval Point Club in Lyttelton on the Covid Free South Island. Many boats travelled from Auckland, Wellington and Picton to join the sailors from the host club. Prizes were sponsored by North Sails, Vanahiem and Art of Racing.

1	NZL 111	Karl Purdie	9
2	NZL 2	Ray Hall	15
3	NZL 4	Mark Perrow	18
4	NZL 10	David Hoogenboom	24
5	NZL 112	Alistair Deaves	37
6	NZL 81	Paul Bamford	39
7	NZL 20	Chris Wells	43
8	NZL 14	Paul Ryland	46
9	NZL 265	Michael Pearson	50
10	NZL 19	Denis Mowbray	53



Burnsco New Zealand Masters

A few weeks later the Burnsco New Zealand Masters was held at Waiuku, south-west of Auckland. Purdie again won but didn't have it all his own way in the tricky conditions, only winning three of the nine races sailed. Russell Wood, Mark Perrow, Ray Hall, David Hoogenboom and Tom Dodson all took a win apiece to keep it close in the light winds.

The races were run in a variable 3-8 knot southerly to south-easterly, by the usual professional Waiuku crew.

Consistency was key with race leaders at the top mark often being swallowed by the pack by the time they reached the next bottom mark. Connecting gusts was vital on the snakes and ladders courses. It was Waiuku at its finest producing some of the most exciting and mentally challenging conditions a Finn sailor could hope to find anywhere.



Photos: Bushy

1	NZL 111	Karl Purdie	17
2	NZL 1	Tom Dodson	28
3	NZL 4	Mark Perrow	31
4	NZL 10	David Hoogenboom	35
5	NZL 2	Ray Hall	40
6	NZL 12	Alistair Deaves	40
7	NZL 28	Russell Wood	41
8	NZL 22	Dirch Andersen	46
9	NZL 17	Ilia Ovsiiiko	68
10	NZL 193	Gerrit Bearda	71

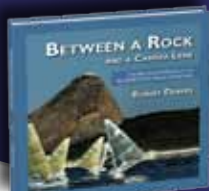


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www.finnclass.org/shop



SPAIN



Lanzarote Olympic Winter Regatta

Joan Cardona won the Lanzarote Olympic Winter Regatta, held by the Real Club Náutico de Arrecife at Marina Rubicón from January 21-24. The competition attracted a group of some of the best Finn sailors in the world to Lanzarote, to race in a fleet of 23 boats from 17 countries.

The week started cloudy and with light winds, with the second day lost with too little wind, following by two final days of glamour conditions in sunshine and moderate breezes.

Canada's Olympic representative Tom Ramshaw made the best of the first day, to lead overnight but then slipped back when racing resumed on Saturday. Three races on a fresh breeze on Saturday suited Turkey's Alican Kaynar to move to the top, but eventually consistency paid for Cardona.

A long delay waiting for wind on the final day was rewarded with a freshening breeze and then the final fleet race was followed by the medal race for the top 10. Cardona took third in the fleet race and then just had to finish top 4 to secure the title. Berecz led throughout and with Cardona rounding the top in seventh, there was still work to do, however he pulled up to third at the finish to win by four points.

Current European Champion, Berecz, had a slow start to the week but had the best on the final two days to move up to



second, while Kaynar had a tough final day to drop to third.

Cardona was the U23 World Champion in 2018 and World and European Under 23 Champion in 2019, and is current Under 23 European Champion and World Champion of Virtual Regatta (e-sailing). He is one of many sailors chasing the final Olympic place in Tokyo, which will take place on Porto, POR, in May.

Final results (medal race in brackets)

1	ESP 26	Joan Cardona	19 (3)
2	HUN 40	Zsombor Berecz	23 (1)
3	TUR 21	Alican Kaynar	28 (6)
4	CRO 10	Nenad Bugarin	38 (4)
5	NED 89	Nicholas Heiner	42 (5)
6	FRA 112	Jonathan Lobert	48 (2)
7	SUI 1	Nils Theuninck	50 (7)
8	CAN 18	Tom Ramshaw	53 (10)
9	CRO 1	Josip Olujic	57 (8)
10	ESP 7	Alejandro Muscat	60 (9)

XVI Andalusian Olympic Week 2021

Many sailors had come direct from training in Lanzarote to compete in a fleet of 14 Finns at the traditional Andalusian Week in Cádiz. Four race wins was enough for Nenad Bugarin to take the win. Zsombor Berecz had dominated the start of the regatta but didn't sail the final day.

1	CRO 10	Nenad Bugarin	8
2	CRO 369	Milan Vujasinovic	23
3	HUN 40	Zsombor Berecz	25
4	ESP 17	Pablo Guitián Sarria	26
5	VEN 17	Andres Lage	31
6	ITA 1071	Matteo Iovenitti	36
7	POR 51	Filipe Silva	46
8	JPN 3	Yuji Fuyimura	57
9	ARG 1	Facundo Olezza	59
10	POR 73	Nuno Espírito Santo Silva	64



Photo: YEPA Photography

SWEDEN



Torsten Jarnstam writes: Due to the ongoing pandemic, the Swedish Sports Confederation and the Swedish Sailing Federation have announced that no sports competitions are allowed from 1 March and applies until the infection situation improves. At the time of writing (28/2), we do not know what the situation will be when the Sweden Cup is expected to take place. But we still have to plan for it to be possible to carry out our races during the coming sailing season. If the pandemic situation has improved and we get the go-ahead to hold competitions.

The Sweden Cup 2021 for Finn is planned as follows:

Sweden Cup No. 1 - will be arranged by De Tio Öarnas Segelsällskap with Hönö



as base. The spring regatta on Hönö will be sailed on Saturday and Sunday 22-23 May.

Sweden Cup No. 2 - The USS regatta sailing in Uppsala 19-20 June.

Sweden Cup No. 3 - Open Swedish Championships for OK Dinghy and Finn sailing August 20-22 in Sandviken (near Gävle). This regatta also a qualifier for the World Championship and European Championships in 2022. On Friday 20 August, after the first day's SM sailing, the Swedish Finn Association will hold its annual meeting.

Sweden Cup No. 4 - Sola Cup / Sweden Cup final / Masters championship in Karlstad on

18-19 September. This regatta also a qualifier for the World Championships and European Championships 2022.



SWITZERLAND



Dominik Haitz writes: The last race scheduled in 2020, the Gingerbread race on Lake Thun, was again a victim of the Corona pandemic. So the season ended as it begun, with a cancellation. The beginning of the 2021 season was not better, with the first race in Cannes getting cancelled as well ...

At the end of February Spring started slowly in Switzerland, the first sailors crawled out of their hiding places and



went on the lake for a first sailing session.

The regatta season in Switzerland will start mid April with the Capman Cup on Lake Thun. Let us hope that we will be in a better Covid situation by then.



USA



2020 North Americans

Charles Heimler writes: The 2020 Finn North American Championship was held December 17-20 at Coconut Grove Sailing Club in Miami Florida.

The first day brought winds in the upper teens, the second day in moderate strength, and the third day there was not enough wind to complete any races, although the adept and excellent race committee made two attempts but had to abandon both.

Luke Muller, who will represent the USA in the Finn at the Olympics in Tokyo, won all the races from Jack Jennings in

second and Caio Gervassi in third.

Luke is from nearby Fort Pierce, and spent much of his early sailing career in Optis and Lasers on Biscayne Bay.

Jack Jennings, from Chicago, has sailed regattas in Europe and North America and is a champion in the Melges 24 and Star fleets.

Caio Gerassi, from Brazil, now works in Florida in the marine industry and is an avid Snipe sailor. When he lived in Brazil, he sailed against Jorge Zarif, the well-known Brazilian Olympian. This regatta was his first opportunity to sail the Finn since leaving Brazil.

Dave Martin, Rear Commodore of CGSC and a regatta organiser, claimed fourth

A.J. Pereira, the sole 20 something in the field, who sailed on the Lauderdale high school Laser team with

Luke Muller, arrived from Atlanta, Georgia for the event. He earned a fifth.

Hans Claesson from St Petersburg, Florida, at 77 years old, was the standout legend. He sailed his almost new Petticrow in the event.

The event was sponsored by AOR booms—the Miami distributor Fabiano Vivacqua sailed in the regatta and has AOR booms available for purchase. The event was also sponsored by Cran Sailing, which supplies Finn equipment and logistics support.

Luke Muller was hard pressed by the challengers in the lighter air races, but once the pumping flag flew, he won races by over a 100 metres, a testament to his training, equipment selection, and skillful progression.

He and training partner Eric Anderson spent the month of January training-in-earnest in the variety of sailing conditions offered by the Miami area—ocean waves, windy chop, and a five-day cycle of different weather conditions.

In the past two years, the Miami Finn fleet has grown from three boats to nearly a dozen, providing loaners and storage to experienced sailors keen on the Finn. This effort has led to several boats being sold to new prospects who have decided to join the fun.

Long-time Miami sailmaker, Tom Bremen (145 pounds) has joined the fleet, and has mastered the art of making sails from Dacron, which have proven to be fast for lighter sailors.

Coach Larry Suter has also used the fleet loaner to sail in this regatta. He also weighs in on the lighter side and is having success with the Dacron sails. Larry has coached scores of world and national champions in several classes.



1	USA 91	Luke Muller	5
2	USA 14	Jack Jennings	12
3	Ned 48	Caio Gerassi	14
4	USA 64	Dave Martin	21T
5	USA 71	A.J. Pereira	21T
6	BRA 44	Fabiano Vivacqua Jr	31
7	USA 5232	Tom Bremen	33
8	CAN 69	Charles Heimler	38
9	USA 99	Michael Parramore	43
10	USA 9	Larry Suter	46



2021 CALENDAR

WHILE EVERY CARE HAS BEEN TAKEN TO ENSURE

ACCURACY HERE, YOU ARE STRONGLY ADVISED TO CHECK WITH ORGANISERS BEFORE PLANNING AHEAD. A LONGER LIST OF EVENTS AND LINKS WILL BE AVAILABLE ON FINNCLASS.ORG, OR CHECK THE RESPECTIVE NATIONAL ASSOCIATION WEBSITES.

MARCH

27/3	28/3	NSW Masters	Woollahra SC	AUS
27/3	28/3	Coppa Italia 1	Napoli	ITA

APRIL

2/4	4/4	Easter All Boats Regatta	Noosa, Queensland	AUS
2/4	5/4	Easter Regatta	Lake Boga, Victoria	AUS
3/4	5/4	Easteregg regatta	Loosdrecht	NED
10/4	16/4	EUROPEANS	Vilamoura	POR
10/4	11/4	Bill Bell Regatta	Black Rock	AUS
17/4	18/4	Capman Cup	Oberhofen	SUI
17/4	18/04	Tulipraces	Loosdrecht	NED
17/4	18/4	Race Clinic	Aarhus (Egå)	DEN
24/4	25/4	39. Jollenregatta	Mammern	SUI
24/4	25/4	Sail Port Stephens	Newcastle, NSW	AUS
24/4	25/4	Coppa Italia 2	Caldaro	ITA
25/4	26/4	Open Meeting	Bosham SC	GBR
30/4	2/5	62 Nesselblatt Steinhude	Wunstorf	GER

MAY

4/5	12/5	FINN GOLD CUP	Porto	GER
8/5	19/5	Jungfrau Trophy	Thun	SUI
8/5	9/5	Tune-Up Races	Medemblik	NED
8/5	9/5	Refined Edge Mini Series	RPYC, Perth WA.	AUS
8/5	9/5	Season Opening Regatta	Poznań	POL
8/5	9/5	Coppa Italia 3	Gavedona	ITA
8/5	9/5	Southern Championships	Royal Lympington YC	GBR
15/5	16/5	Warsaw Cup	Zegrze	POL
15/5	16/5	Zellerbach/Elvstrom	St. Francis YC	USA
15/5	16/5	Ranking	Rauma	FIN
21/5	28/5	FINN WORLD MASTERS	Medemblik	NED
22/5	23/5	Sweden Cup No. 1	Hönö	SWE
22/5	28/5	Finn World Masters	Medemblik	NED
28/5	30/5	PYA Cup	Krynica Morska	POL

JUNE

2/6	6/6	Allianz Regatta	Medemblik	NED
3/6	6/6	Austrian Nationals	Neusiedlersee	GER
11/6	13/6	Open Dutch	Medemblik	NED
12/6	13/6	Sopot's Mayor Cup	Sopot	POL
12/6	13/6	Open Meeting	Solway SC	GBR
12/6	13/6	Ranking	Kotka	FIN
18/6	20/6	Italian Masters	Viareggio	ITA
19/6	20/6	Sweden Cup no. 2	Uppsala	SWE
19/6	20/6	Brotherhood's Cup	Czaplinek	POL
19/6	20/6	Open	Nyborg	DEN
24/6	27/6	Kieler Woche	Kiel	GER
24/6	27/6	US Nationals	Corpus Christi YC	USA
26/6	28/6	Nordcup	Gdansk	POL
26/6	27/6	Masters and Open	Mengeham Rythe SC	GBR
29/6	04/7	Championnat De France	SRSP	FRA

JULY

3/7	4/7	Niederhornkanne	Thun	SUI
3/7		Warm-Up Regatta	Helsinki	FIN
4/7	6/7	Finn SM/PM	Helsinki	FIN
9/7	15/7	FINN SILVER CUP	Tihany	HUN
9/7	11/7	Yachtshare Qld States	RQYS, Brisbane	AUS

9/7	11/7	National Championships	Royal Torbay YC	GBR
10/7	11/7	Great Lakes Championship	North Cape YC	USA
17/7	18/7	Segelwoche	Thun	SUI
17/7	18/7	Volvo Gdynia Sailing Days	Gdynia	POL
24/7	27/7	Travemünder Woche	Lübeck	GER
24/7	8/8	OLYMPIC GAMES	Enoshima	JPN
30/7	1/8	Fair Play Regatta	Szczecin	POL
31/7	1/8	Northern Championships	West Riding SC	GBR

AUGUST

7/8	8/8	Regatta	Flüelen	SUI
7/8	8/8	Charlotta Sailing Days	Ustka	POL
7/8	8/8	Toilet Bowl	Cazenovia, NY	USA
13/8	15/8	Open DK Championship	Aarhus (Egå)	DEN
13/8	17/8	North Americans	CORK, Kingston	USA
14/8	15/8	Aristo Regatta	Turku	FIN
20/8	22/8	Open Swedish	Sandviken	SWE
20/8	22/8	Polish Finn Masters	Zegrze	POL
25/8	30/8	Open Russian	Moscow	RUS
28/8	29/8	Randmeer Race	Harderwijk	NED
28/8	29/8	Yacht Club Rewa Cup	Rewa	POL
31/8	4/9	Swiss Championship	Silvaplana	SUI

SEPTEMBER

2/9	5/9	Hungarian Nationals	Tihany	HUN
4/9	5/9	Open	Dragør	DEN
4/9	5/9	Coppa Italia 5	Fano	ITA
4/9	5/9	Pacific Coast Championship	San Diego Yacht Club	USA
8/9	11/9	EUROPEAN MASTERS	Tihany	HUN
9/9	12/9	North American Masters	San Diego Yacht Club	USA
11/9	12/9	Südwest Meisterschaft	Reichenau	GER
15/9	19/9	German Nationals	Müritz	GER
18/9	19/9	Finn Mania	Grandson	SUI
18/9	19/9	Sola Cup	Karlstad	SWE
18/9	19/9	Open Dutch Masters	Muiden	NED
18/9	19/9	Inland Championships	Draycote Water SC	GBR
24/9	26/9	Polish Nationals	Gdańsk	POL
25/9	26/9	Herbstregatta	Romanshorn	SUI
25/9	26/9	Plobsheim	Strassburg	FRA
25/9	26/9	Open Meeting	Christchurch SC	GBR
25/9	26/9	Ranking	Pori	FIN

OCTOBER

1/10	3/10	Finn Cup	Malcesine	ITA
2/10	9/10	Trofeo SAR Princesa Sofia	Palma de Mallorca	ESP
2/10	3/10	Cheese Regatta	Alkmaar	NED
2/10	3/10	Warsaw Championships	Zegrze	POL
9/10	10/10	Boerenkoolcup	Loosdrecht	NED
9/10	10/10	Season Closing Regatta	Zegrze	POL
9/10	10/19	Open Meeting	Warsash SC	GBR
9/10	10/10	Gulf Coast Championship	Pensacola YC	USA
23/10	24/10	Coppa Italia 6	Anzio	ITA
30/10	31/10	Lebkuchenregatta	Oberhofen	SUI

NOVEMBER

30/10	01/11	Mémorial P. Mondétéguy	CV Bordeaux	FRA
6/11	7/11	Finn-Finale	Berlin	GER



BLOOD SPORT

OLYMPIC SAILING IS LUKE MULLER'S BLOOD. AS HE PREPARES FOR HIS FIRST OLYMPIC GAMES THIS SUMMER, WE TALK TO HIM ABOUT QUALIFYING, HIS TRAINING AND THE DECISIONS ALONG THE WAY.

Growing up in Fort Pierce, Florida, just down the road from an Olympic windsurfing medalist, Luke Muller was surrounded by people who loved being in and on the water. When he thinks about attending his first Olympics this summer, he says, “I guess it’s in my blood.”

In Tokyo this July, Muller, 24, will achieve a lifelong dream.

He got the call up to sail at Tokyo 2020 in July, actually from his sister, Meredith Muller Brody, who works at US Sailing as Olympic Manager. It was a special moment.

“It was an incredible experience. We were all crying tears of joy and there was a lot of celebrating.”

BACKGROUND

“I grew up in a beach town in Florida and my family spent their days surfing and windsurfing. When my older sister, Meredith, started a high school sailing team, the family warmed up to the idea of

racing dinghies, and my dad got my brother and I an Opti. After learning how to make the thing go where I wanted it to, we would travel three hours at the weekends to sail with the fast kids and I eventually qualified for a few international regattas which is when I fell in love with racing.”

“I continued to build my skills through the Laser, and made the switch to the Finn shortly before attending university.”

His claim to fame is that in 2013 he became the youngest ever US Laser national champion. Eventually he made the transition to the Finn mainly because of his size; he was getting too muscular for the Laser. His first major Finn regatta was in 2015.

“I spent the better part of two years figuring out the boat on my own and with friends but made a big jump in my abilities when Luther and Caleb invited me to Rio in preparation for the 2016 Olympics.”

Of course Caleb Paine went on to win the bronze medal in Rio, coached by Luther Carpenter.

“From that point on I was under the direction of a great coach and pinned against a very competitive and ruthless training partner.”

From being mentor, Paine soon turned into adversary as the two slugged it out in the



TOP LEFT AND TOP RIGHT: 2019 FINN GOLD CUP IN MELBOURNE

ABOVE: READY STEADY TOKYO, THE 2019 OLYMPIC TEST EVENT IN ENOSHIMA

LEFT: THE SECOND OF TWO RACE WINS AT THE 2018 WORLD SAILING CHAMPIONSHIPS IN AARHUS, DENMARK

RIGHT: RACING IN PALMA IN 2019

early stages of trying to qualify for Tokyo. Muller had come a long way, was gaining confidence at every regatta and was threatening the front of international fleets. He famously won two races at the 2018 Sailing World Championships in Aarhus, but inconsistency in the other races left him trailing Paine.

On those two races, which was the day was Finn course was live streamed, he explained, "I kept it simple and gave all my effort to those races. I knew I was fast in those conditions and trusted myself. It's as simple as that."

When the trials for 2020 started, it was almost too close to call. Muller got a jump on Paine with an eight-point advantage out of the Finn Gold Cup in Melbourne in December 2019. At the next event, the World Cup Series in Miami, Paine was dominant in the smaller fleet, winning five races and the regatta, to Muller's third place.

The stage was set for the showdown at the 2020 Finn Gold Cup in Palma, but then the pandemic hit and plans started to change fast.

AMERICA'S CUP

Both Paine and Muller were also heavily involved in the New York Yacht Club's entry in the 36th America's Cup, American Magic.

Then in June Paine, who had qualified the USA for Tokyo at the 2019 Europeans in Athens, Greece, announced that he was focusing on the America's Cup and ending his Olympic Finn campaign. Paine, then 29 had been the only American to win a sailing medal at the Rio Games. He was later named US Sailing's Rolex Yachtsman of the Year in 2016. He said it was a "very difficult decision".

In turn, Muller also walked away from the America's Cup to focus on Finn sailing.

"Of course it was hard to walk away from the only racing that was still on the schedule at the time but I used it as an opportunity to focus all of my efforts on Finns and therefore my sailing abilities."

The call to Muller from US Sailing followed a month later. He was heading to Tokyo.

"As a racer of course I wanted to win on the water, but this year has taught us all that things change and we have to adapt. Plus qualifying for the Olympics still felt great."

"I think I made plenty of mistakes but I was confident in myself and believed I could get the job done."

"I kept learning more and more and getting better and better until I won the selection series and was selected for Tokyo. With everything changing due to the pandemic I had to make some changes and we adjusted our team with a great training partner in Eric Anderson and



spent many hours trying to get the most out of the boat."

"I think this last year has been a huge opportunity to step away from the regatta schedule and purely focus on how to make a Finn go fast. That process has been gratifying and I am excited to apply those gains to the race course."

"The Finn is a demanding boat. Physically the Finn requires great effort to make it move as fast as possible, and the racing is top notch with many world class sailors in the fleet. Sailing in a team is fun but in single handed sailing you have to do everything and you are ultimately responsible for what happens during a race and I really like that."

"The Finn and the Finn class have made me a better sailor."

POSTPONEMENT

Though obviously concerned by the postponement of the Olympic Games, he was still looking for the positives from the situation.

"Honestly, I was a little worried at first, but in the end it was a huge opportunity to have more time to become a better sailor."

"I learned pretty quickly that it was not the best use of time to make guesses at the schedule. Even now I don't worry about what will happen. My mantra over the last year has been, take care of the days and the weeks/months will take care of themselves."

"I think I have an accurate sense of my abilities/weaknesses and I love to learn. I think sometimes I like to do too many other activities and that has hurt my Finn sailing in the past."

"Luther is the wise sage and Eric is the engineer. This whole year I was surrounded by people who were smart and loved being on the water. As sailors we all have a bit of the scientist in us and we all were able to do small experiments to make progress towards a faster boat."

For the immediate future, "I'm planning on attending the Europeans and the Worlds and keeping the progress through to the Games."

"I am most looking forward to being on the race course with some incredible athletes and working my racing process."

However he says it is important for him that the Finn is retained in the Olympics.

"I think that heavyweight sailors should remain a part of the Olympics and it is sad that the decision to remove the Finn also takes opportunity away from talented heavyweight sailors. I love to sail the Finn but I also love to sail, period."





Photo by Sten Mohr

Black is the new yellow

All WeBe Finn sails for 2021 are black: Our supplier Contender has revised their fibre selection. Better UV-resistance, less prone to OCS on the starting line, same **top performance.**

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