

FINNFARE



AUGUST 2010



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Opening shot: Finns line up for a start in Split



President's Letter

Dear Finn Friends,
Dear Fellow Competitors,

The Finn Class is once again heading to North America with the Finn Gold Cup and the Junior World Championship (Jorg Bruder Silver Cup) being organised this August in San Francisco, California.

San Francisco is not only a great sailing area with strong winds and a magnificent geographical surrounding but the city and Silicon Valley are also among the leading high-tech hubs of the world that makes me think of the technology challenge the Finn Class has mastered in the recent past.

Besides the cutting edge but affordable technology used for the Finn as sailing equipment, the media presence of the class has been further strengthened.

With a new website: www.finnclass.org, event blogs for all major Finn Championships: <http://finnclass.blogspot.com>, class YouTube site: www.youtube.com/thefinnchannel, boat tracking, on-board camera footages, Twitter feed at: http://twitter.com/Finn_Class, and a Facebook page at: www.facebook.com/pages/Finn-Class/110408332633 we now have a great variety of media tools in our hands.

Today the sailing community starts to realise that media appeal is not only about what you broadcast but also about how you broadcast. By making footage and coverage on Finn races so comprehensive,

continuous, available and ground breaking, our association brings a message that the Finn is not only a great Olympic class showing close, tactical, fair competition for fit, healthy and heavier elite sportsmen at the top of their game but also that the sport of sailing is able to deliver the media requirements of the IOC and the broadcasters.

To promote sailing and make it more attractive and interesting to a greater number of people and nations is our common goal and responsibility, so the Finn Class is keen to play a significant role in showing the world how our sport works, and what is so great about spending time in a sailing boat on the water.

According to Robert Deaves, IFA Marketing Director, beyond the content of the above media platforms, this year Finn media output will consist of more than 60 individual reports totalling more than 50,000 words sent to more than 400 (and growing) media sites, magazines, reporters and authorities worldwide. It gets the Finn noticed and it gets the sport of sailing noticed.

So keep Finn sailing or follow the Finn action online and feel like sailing.

Regards

Balazs Hajdu
HUN-1
IFA President



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FINNFARE is a non-profit publication that is distributed free of charge to all IFA members and interested parties connected to the International Finn Class around the world. For extra copies, or if you have addresses of people who you think should be receiving FINNFARE, please contact the IFA Office.

Articles, race results, photographs and reports from countries are always welcome. Please include FINNFARE in your mailing for newsletters, bulletins, press releases and race reports.

All advertisement enquiries should also be addressed to the Editor. A media pack is available on www.finnclass.org

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Finn news

Class news

World Masters 2012

Fons van Gent writes, "The Annual Masters Meeting 2010 in Split voted for the 2012 venue. After some discussions about Cannes (France) and Balaton (Hungary) it was decided to shift their candidacies to 2013. These candidacies will be made after my visit to both venues, probably after the holiday season of this year.

So for 2012 the venue will be Pwllheli in Northern Wales, UK. On www.finnworldmaster.com you will be able to read some preliminary information about Pwllheli, as well as my visit report of August 2009.

I noticed that Pwllheli already started their organisation. On July 19th there was a press conference in attendance of two Ministers of the concerning ministries. They already made their event logo and this will be shown on the Masters website a.s.a.p. The dates will be: May 25 – June 1, 2012."

Media statistics

Through the various media platforms including finnclass.org, YouTube, and various social networking sites, the Finn class is receiving upwards of half a million page impressions a year. The class media plan is being expanded over the coming year with more new initiatives to further promote the ultimate singlehander to a worldwide audience.

Future events

In 2011, for the first time ever, both major championships will be part of combined Olympic class regattas.

The Open European Championships will be a combined event with other Olympic classes in Helsinki, Finland. See www.helsinkiracing.fi. The 2011 Finn Gold Cup will be part of the ISAF World Championships in Perth Australia. See the article later in this issue and also check out the great website at www.perth2011.com

In addition, the 2012 Finn Gold Cup will be part of the 'Finn Festival' in Falmouth, UK. The organisers have a stunning event planned to showcase the Finn in an Olympic year.

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Pata Finns Africa, mark rounding in Split.
Photos: IFA, K Umrikhin, Tosca Zambra

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BACK ISSUES: Back issues are available through the Finnshop on the IFA website at GBP 1.50 each including postage.

IFA WEB SITE

www.finnclass.org

FINN SHOP

www.finnclass.org

FINN MASTERS

www.finnworldmaster.com

THE FINN CHANNEL

www.youtube.com/thefinnchannel



Italian invite

Marco Buglielli, Italian Finn Class Secretary writes. "Next September and October in Italy there will be an intense period of Finn activity and the Italian class would like to invite everybody to participate in its regattas, writes The programme is the following:

- September 3-5 - Grado (north-east Italy) - Italian Master Championship - www.classefinn.it
- September 23-26 - Formia (150km south of Rome) - Italian Open Olympic Classes Championship - www.cico2010.com
- October 8-10 - Malcesine (Lake Garda) - International Finn Cup - www.fragliavela.org

Russian invite



The organising committee is pleased to invite you to the 2010 Open Russian Championship and the Open Russian Finn Masters Championship. The event will be held on Klyazma and Pirogovo Lakes in Moscow during September 5–10, 2010.

Schedule

- September, 5-6 - registration • September, 7-9 - racing
- September, 10 - spare racing day, closing ceremony
- September, 11 - special events, presentations, Finn show.

Entry fee is 50 Euro for senior sailors and free for Juniors. Devoti Finns can be provided by Moscow Sailing School for charter on demand. Charter fee is 40 Euro per day/damage deposit of 300 Euro. You are invited to bring sails and personal equipment only. Accommodation: Moscow Sailing School hotel or at hotel Elit Krous near the racing area.

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'Once a Finn sailor, always a Finn sailor'

The 1996 Finn Bronze medalist Roy Heiner jumped back into a Finn at the 2009 Dutch Open. He won the event and is pictured here at the Delta Lloyd Regatta in Medemblik.



He said, "I hadn't touched a Finn since the last race in Savannah. I was not sure what to expect but it all came back to me, in fact it was still in me. The mechanism, the sensations, the feel for the boat...actually Finn sailing is far more enjoyable nowadays: no weight jacket, softer hull, the boat is more lively, easier to sail and so much fun. I am not a fast sailor, I am tactical, I love racing but I need much more training. The downwind techniques have evolved and I am slow especially when it is light."

Reflecting on his return to Olympic sailing, he said, "Hard to say now. I have to see how I sail against the new generation. Surely the Finn remains an amazing boat to sail. It is easy and fun."

'Men's Health' Finn Cup in Moscow

Vasily Kravchenko writes about a Finn promotion event which was organised in Moscow on July 17 2010.



"Moscow Finn Association organised a promotion regatta in the centre of Moscow with support from popular magazine 'Mens Health'.

The event took place in the frame of the exhibition 'Monaco Weekend' where different modern sport cars, including 'Formula 1', and small helicopters were represented. The racing area was located just in front of the Moscow Water Stadium, so everybody onshore had a chance to see every detail of the races.

Two professional commentators explained to spectators what was happening on the water and some histories about the sailors. In between the races our Finn veteran Valentin Danilov told a lot of interesting stories about the Finn class, the history of Finn class, the sport of sailing in Moscow and Russia and about the people of the class. During the day spectators could have a trial sail in the new Devoti boat.

The Open Russian Finn Association Championship, which will take place in September 6-10, was highly promoted among potential sponsors, and many useful contacts were acquired during the event. As result the event received very positive responses from spectators and we had good promotion of Finn class."

More photos at www.finnclass.org



Photos: K Umrikhin

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Fun for Finns in Australian summer

Thanks to the famous Fremantle Doctor, as the local seabreeze is known, the sailing conditions in Perth are as good as or better than anywhere in the world. The local sailors enjoy these conditions all year around in a large variety of boats but a Finn is a rare sight.

Later this year, for the Perth International Regatta (Test Event), and next year for the Perth 2011 ISAF Sailing World Championships, Finn fleets will be a regular sight on the waters off Fremantle.

Next year, between 3-18 December 2011, Perth will play host to more than 1,400 athletes, 4,000 officials and tens of thousands of visitors for the Sailing World Championships.

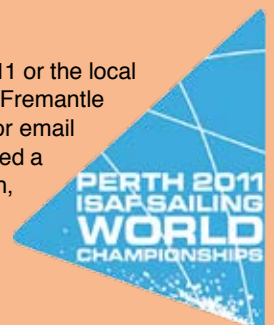
Sailors vying for a place for their nation in all 10 Olympic disciplines, including the Finns, will be heading to Perth to compete. Seventy-five per cent of nations to qualify for the London 2012 Olympic Games Sailing Competition will be decided at Perth 2011.

The main Test Event for Perth 2011, the Perth International Regatta, will run from 16-21 November 2010. This event not only provides Finn sailors with an opportunity to test the World Championship courses but also kicks off a fantastic summer of sailing for the athletes, who can then go on to compete in the Sail Down Under Series. The Australian sailing series includes Sail Brisbane, Sail Sydney and Sail Melbourne, the first leg of the 2010-11 ISAF Sailing World Cup.

Places at the Perth International Regatta are limited, including for the Finns. Therefore, Perth 2011 urges you to enter now to secure your place on the start line by visiting perth2011.com. Transport of your boat may be made through DB Schenker sportsevents by emailing lynette.fisher@dbschenker.com. Charter boats are also available.

For more information about Perth 2011 or the local weather (including the renowned Fremantle Doctor), please visit perth2011.com or email worlds@perth2011.com. Or, if you need a place to stay during your time in Perth, please visit the Accommodation section of the website.

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ISAF World Rankings (issued 7 July)

Pos	Name	Nation	Events	Previous	Best	Points
1	Ivan Kljakovic Gaspic	CRO	7	1	1	5163
2	Rafa Trujillo Villar	ESP	7	3	1	4949
3	Zach Railey	USA	7	4	3	4848
4	Edward Wright	GBR	7	2	2	4790
5	Giles Scott	GBR	7	7	3	4537
6	Peer Moberg	NOR	7	5	5	4461
7	Eduard Skornyakov	RUS	7	8	7	4437
8	Jonathan Lobert	FRA	7	12	8	4435
9	Rafal Szukiel	POL	7	6	4	4388
10	Marin Misura	CRO	7	10	3	4374
11	Deniss Karpak	EST	7	11	10	4354
12	Thomas Le Breton	FRA	7	9	7	4257
13	Tapio Nirikko	FIN	7	13	7	4238
14	Mark Andrews	GBR	7	14	14	4220
15	Giorgio Poggi	ITA	7	21	14	4219
16	Piotr Kula	POL	7	15	13	4191
17	Andrew Mills	GBR	7	16	11	4188
18	Pieter-jan Postma	NED	7	18	2	4139
19	Bryan Boyd	USA	7	22	19	3963
20	Michael Maier	CZE	7	24	2	3949



Photo: deltalloydregatta.org/Sander van der Borch

Going, going, gone...



Martin Pluto discovers the idiosyncrasies of downwind Finn sailing in 32 knots at the 60th Anniversary Regatta in Uppsala, Sweden in August 2009
Photos by Björn Hedin

New Finn Class website

With a professional web presence being now considered almost mandatory for International and Olympic classes, the International Finn Association is delighted to announce the launch of its new website, just in time to focus on the 2010 Silver Cup (Junior World Championship) and Finn Gold Cup (World Championship) in San Francisco.

Designed and developed by the International Finn Association with technical assistance from David McCreary (Scuttlebutt Europe, WMRT webmaster etc) the new site is a massive step forward in functionality and content display, using the versatile and powerful Joomla! content management system.

Speaking about the new venture, class President Balazs Hajdu said, "Today the sailing community starts to realise that media appeal is not only about what you broadcast but also about how you broadcast. By making the coverage on Finn regattas and Finn life in general so comprehensive, continuous, available and ground breaking through the new Finn website, we bring a message that the Finn is not only a great Olympic class showing close, tactical, fair competition for fit, healthy and heavier elite sportsmen at the top of their game, but also that the sport of sailing is able to deliver the media requirements of the IOC and the broadcasters."

The website is part of a wider Finn Class media platform including social networking sites such as Twitter, Facebook, Blogger, Picasa, Issuu and YouTube as well as a free newsletter and press release subscription service. During the year this platform receives upwards of 500,000 page impressions from more than 35,000 'absolute unique visitors'. Traffic increases by threefold or fourfold during major events such as the European and World Championships.

Features of the new website include:

- RSS feed for news articles and race reports
- 'LEARN' section featuring coaching advice, technical articles and resources
- Free access to the class magazine FINNFARE online as a page turning eBook
- Instant translation to more than 50 languages using Google Translate plugin



- Finn Class Newsletter and Press Release sign up
- Full searchable archive of news articles and results
- Finnshop with Paypal shopping cart
- Archives of all results back to 1952
- Extensive photo and video galleries
- Access to full range of Finn class media platforms
- Range of advertising positions and opportunities throughout the website
- New integrated bulletin board for discussion and sailor interaction.
- as well as much more to follow over the coming months.

The new website will spearhead the Finn classes media and publicity programme over the next few years as it seeks out additional ways to innovate its already substantial media presence and brings Olympic Finn sailing to many thousands of enthusiasts and readers worldwide.



ISAF Sailing World Cup 2009-2010



The 2010 ISAF Sailing World Cup started in Melbourne in December 2009, then moved to the Miami in January and then onto Palma. Over the summer the series took in Hyeres, Medemblik and Kiel and will end up at the Sail for Gold Regatta in Weymouth. Going into the final event last years winner Ed Wright has a six point lead over both Rafa Trujillo and Jonathan Lobert.

4. Semaine Olympique Français, Hyeres

Semaine Olympique Français, Hyeres 2010 – Final Results

1	CRO 25	Misura Marin	13	5	1	8	4	4	1	11	5	44
2	FRA 115	Thomas Le Breton	17	4	2	3	14	14	2	9	2	52
3	CRO 524	Ivan Kljakovic Gaspic	9	1	7	12	8	6	3	2	dne	58
4	FRA 112	Jonathan Lobert	26	20	4	7	1	3	6	18	1	61
5	SLO 5	Gasper Vincec	3	9	5	14	16	8	4	1	9	62
6	GBR 11	Edward Wright	4	26	8	1	5	9	29	3	4	64
7	POL 7	Rafal Szukiel	bfd	16	3	13	2	1	9	25	3	75
8	ESP 100	Rafael Trujillo	8	11	18	2	9	16	24	17	6	93
9	USA 4	Zach Railey	1	bfd	14	9	12	10	17	20	7	97
10	RUS 9	Eduard Skornyakov	44	2	27	4	6	26	13	7	8	101

Light winds plagued Hyeres this year and again a Finn event started with no racing on day one. And then only one race was sailed on each of the next two days. On day four and five the fleet got in three races each, though the wind came and went and Marin Misura took a narrow overall lead. True to form the start of the medal races was delayed to allow time for the wind to build and stabilise. Out of the start, Kljakovic Gaspic looked to be in control. But he fell into a hole and Misura lifted off with pressure to gain the advantage. There was drama on the finish line as Le Breton pipped Szukiel by less than a metre to take second place and put enough boats between himself and Gaspic to take Silver, knocking the Croatian into third. However Kljakovic Gaspic also picked up a third yellow flag to score DNE. Misura crossed the line in fifth place to win the week

11	EST 2	Deniss Karpak	97
12	SLO 573	Vasilij Zbogor	98
13	NOR 1	Peer Moberg	103
14	ESP 7	Alejandro Muscat	110
15	USA 1	Bryan Boyd	112
16	GER 771	Jan Kurfeld	113
17	GRE 77	Ioannis Mitakis	117
18	ITA 117	Giorgio Poggi	117
19	RUS 1	Alexey Selivanov	135
20	POL 17	Piotr Kula	135
21	ESP 10	Ero Pons	136
22	NED 83	Timo Hagoort	138
23	CZE 1	Michael Maier	146
24	CZE 52	Tomas Vika	146
25	POL 12	Milosz Wojewski	169
26	EST 11	Lauri Vainsalu	171
27	HUN 6	Gasztón Pal	171
28	TUR 7	Akif Muslubas	181
29	NZL 10	Matt Coutts	182
30	ITA 123	Filippo Baldassari	184



Above: Medalists • Below: Thomas Le Breton, Ed Wright, Marin Misura and Ivan Kljakovic Gaspic
Photos: Guillaume Durand

31	AUT 3	Florian Raudaschl	193
32	BUL 24	Mihail Kopanov	195
33	USA 40	Luke Lawrence	201
34	BUL 855	Dimitar Vangelov	205
35	USA 619	Caleb Paine	217
36	RUS 57	Egor Terpigorev	228
37	RUS 707	Egor Larionov	231
38	NED 810	Simeon Tienpont	232
39	FRA 89	Benjamin Montagut	233
40	CZE 81	Tomas Hrnca	235
41	TUR21	Alican Kaynar	237
42	UKR 5	Andriy Gusenko	237
43	FRA 99	Marc Allain Des	246
44	SUI 5	Christoph Christen	259
45	NED 844	Gert Van Der Heijden	267
46	HUN 8	Marton Beliczay	279
47	RUS 91	Sivenkov Vyacheslav	284
48	SUI 63	Thomas Gautschi	298
49	UKR 55	Pavlo Chystiakov	311
50	POR 310	Rodrigo Quina	323
51	GER 81	Jan-Dietmar Deltas	335
52	HUN 7	Graham Douglas	339



5. Delta Lloyd Regatta, Medemblik

Medemblik finally broke the curse of losing opening days at major regattas. This was the first major regatta that the fleet managed to race on day one, and also perhaps the windiest racing day of the year so far.

Rafa Trujillo took the early lead on the first day after two physically testing races in perfect conditions, rising to 12-14 knots for the second race of the day with a typical Medemblik chop running.

On day two the fleet got in one early evening, race in 6-8 knots. Ivan Kljakovic Gaspic took the race and the overall lead. Friday again brought perfect conditions with

solid winds up to 20 knots and two tough races. Kljakovic Gaspic shared the lead with Trujillo. The final qualification races in a mixed up, shifty day set up a five way battle for the title in Sunday's medal race.

The medal race was very exciting with drama, comebacks, wind and rain. Kljakovic Gaspic fought back from the tail end of the fleet to retain the overall lead and win his first Sailing World Cup event of the year. Trujillo also fought back after being out of the medals for a while to retain the silver medal position while Marin Misura led the race from start to finish to snatch the bronze away from Zach Railey

and Ed Wright who both had their chances during the race.

The European champion said, "It was a typical medal race, always complicated, especially in these shifty and gusty conditions I knew it was going to be a long and exhausting race so it was just about being patient, waiting for my moments, and I finally got them. Everything except the first beat was really good for me."

"You can't say do anything special in these conditions, you have to sail in the wind that you have and make the best of the conditions that you have, and it's not easy for anybody, so I knew it was going to be tough, so I was prepared for that. I like sailing in these shifty conditions."

Photos: deltalloydregatta.org/Sander van der Borch



Delta Lloyd Regatta 2010 - Final Results

1	CRO 524	Ivan Kljakovic Gaspic	3	6	1	8	1	7	2	3	26	39	GER 500	Philippe Fischer	234
2	ESP 100	Rafael Trujillo	1	2	20	5	3	2	12	4	33	40	TUR 21	Alican Kaynat	235
3	CRO 25	Marin Misura	11	5	7	4	20	4	4	1	37	41	USA 619	Caleb Paine	236
4	GBR 111	Edward Wright	4	3	8	6	10	1	8	5	40	42	NED 787	Nanno Schuttrups	247
5	USA 4	Zach Railey	5	1	22	11	8	3	1	7	43	43	GER 772	Ulli Kurfeld	261
6	GBR 41	Giles Scott	6	7	18	1	5	49	10	2	51	44	AUT 3	Florian Raudaschl	263
7	SLO 5	Gasper Vincec	2	17	3	2	13	9	19	9	64	45	POL 12	Milosz Wojewski	272
8	GBR 88	Mark Andrews	10	8	37	3	4	17	16	6	70	46	RUS 73	Rozhkov Vitaly	275
9	FIN 218	Tapio Nirkko	7	16	14	7	6	16	22	8	82	47	NED 888	Luuk Kuijper	276
10	SLO 573	Vasilij Zbogar	21	9	2	15	7	13	50	10	87	48	HUN 8	Marton Beliczay	282
11	AUS 1	Brendan Casey	82	25	POL 17	Piotr Kula	162	49	IRL 4	Ross Hamilton	290	50	GER 108	Sebastian Munck	296
12	NED 842	Pieter-Jan Postma	86	26	HUN 6	Gaszton Pal	174	51	GER 501	Fabian Lemmel	303	52	TUR 35	Efe Kuyumcu	311
13	GER 771	Jan Kurfeld	90	27	NED 64	Wietze Zetzema	186	53	NED 81	Gerko Visser	334	54	ESP 10	Ero Pons	354
14	ITA 146	Michele Paoletti	94	28	NED 927	Roy Heiner	189	55	NED 8	Rodrick Casander	356	56	NED 55	Eddy Huisman	357
15	EST 2	Deniss Karpak	101	29	TUR 7	Akif Muslubas	190	57	AUS 260	Chris Caldecoat	362	58	GBR 595	Edward Thorburn	364
16	USA 1	Bryan Boyd	103	30	UKR 5	Andriy Gusenko	190	59	NED 22	Peter Hubregtsen	364	60	NED 933	Arthur van Son	417
17	RUS 9	Eduard Skorniyakov	106	31	BRA 109	Jorge Zarif	196	61	GER 611	Kilian Wucherpfennig	419	62	RUS 1	Alexey Selivanov	438
18	ESP 7	Alejandro Muscat	109	32	NED 844	Gert van der Heijden	198	62	SWE 11	Daniel Birgmark	438				
19	NED 83	Timo Hagoort	120	33	AUS 2	Rob Mcmillan	202								
20	GBR 85	Andrew Mills	122	34	CAN 1	John Romanko	202								
21	ITA 123	Filippo Baldassari	124	35	CAN 26	Paul Brikis	214								
22	POL 7	Rafal Szukiel	131	36	AUS 235	Tim Castles	216								
23	UKR 1	Oleksiy Borysov	155	37	NED 41	Karel van Hellemond	217								
24	USA 40	Luke Lawrence	159	38	GER 64	Lennart Luttkus	229								

6. Kieler Woche

For the second year running Kieler Woche threw its worst weather at the Olympic classes. For the Finn class, day one brought cold stiff winds and three tough races. Jan Kurfeld won the opening race while a mix up with the course resulted in several boats getting average points. Rafa Trujillo won the next two races in his new boat.

Then the fleet sat on shore for two days while the wind meandered around with no particular direction.

Two more races on Tuesday made it an almost respectable series with Rafa Trujillo taking a four point lead over Ivan Kljakovic Gaspic into the medal race with Deniss Karpak another four points behind.

The medal race was another light and shifty affair in an offshore breeze of 3-6 knots with a lot of different pressure over the course area, and lots of place changes during the 30 minute race.

Having sailed the regatta of his life, Oleksiy Borysov led at the first mark. The fleet was pretty evenly split on the first upwind and Trujillo looked to have the race and the series under control in third place with his main opposition some way back.

However all that was about to change. Railey moved in front to win another medal race while Trujillo slipped back to ninth place and dropped to third overall. A fourth for Kljakovic Gaspic gave him his third straight

title in a row while second in the race for Borysov brought him back to second overall and his best result in a Finn major.

Trujillo said, "I made poor decisions. I was not thinking clear. I positioned myself to the left of the fleet and had less wind so lost a lot of ground. But without counting the medal race I am pretty happy this week."

Railey said, "I was able to get out in front and round with the top group at the first weather mark. Behind us the fleet was really changing all the time with the shifts and puffs and I was glad to have been ahead as there were some big gains and losses for guys. I feel good about the race win. I had a tough race in first one yesterday so to bounce back and come back strong with the last race yesterday and medal race today feels good."



Photos: @segel-bilder.de/Kieler Woche

Kieler Woche 2010 – Final Results

1	CRO 524	Ivan Kljakovic Gaspic	3	4	3	5	(17)	8	23	35	RUS 91	Vyacheslav Sivenkov	124
2	UKR 1	Oleksiy Borysov	9	3	2	6	(25)	4	24	36	GER 712	Christoph Froh	129
3	ESP 100	Rafael Trujillo	8	1	1	1	(19)	18	29	37	GER 21	Anian Schreiber	130
4	USA 4	Zach Railey	2	8	16	(22)	2	2	30	38	GER 165	Meid Dirk	132
5	FRA 112	Jonathan Lobert	4	2	10	(36)	4	11	31	39	TUR 35	Efe Kuyumcu	132
6	EST 2	Deniss Karpak	5	9	4	(10)	1	14	33	40	RUS 57	Egor Terpigorev	133
7	SWE 6	Björn Allansson	10	(13)	6	7	10	6	39	41	AUS 235	Tim Castles	134
8	CZE 1	Michael Maier	8	7	(23)	4	12	11	42	42	CZE 52	Tomas Vika	139
9	ITA 117	Giorgio Poggi	4	6	5	12	(24)	20	47	43	DEN 46	Andresen Kaspar	143
10	AUT 3	Florian Raudaschl	15	5	(41)	19	5	16	60	44	CZE 21	Jan Cajcik	147
11	GER 771	Jan Kurfeld	45	23	NED 83	Timo Hagoort	81	46	RUS 73	45	DEN 262	Bo Teglers	148
12	POL 17	Piotr Kula	46	24	ITA 123	Filippo Baldassari	83	47	GER 800	46	RUS 73	Vitaly Rozhkov	148
13	ITA 146	Michele Paoletti	53	25	NED 841	Hein van Egmond	87	48	CZE 81	47	GER 800	Wolfgang Höfener	152
14	USA 1140	Bryan Boyd	53	26	GER 500	Philippe Fischer	92	49	IRL 4	48	CZE 81	Tomas Hrnal	162
15	DEN 2	Jonas Høgh-Christensen	58	27	HUN 8	Marton Beliczay	102	50	RUS 1	49	IRL 4	Ross Hamilton	163
16	POL 9	Tomek Kosmicki	63	28	TUR 7	Akif Muslubas	103	51	GER 108	50	RUS 1	Alexey Selivanov	167
17	NED 927	Roy Heiner	68	29	HUN 6	Gasztón Pal	105	52	HUN 212	51	GER 108	Sebastian Munck	175
18	SWE 33	Max Salminen	69	30	POL 1	Jakub Dumara	111	53	NOR 1	52	HUN 212	Richard Hirschler	181
19	USA 40	Luke Lawrence	69	31	POL 12	Milosz Wojewski	114	54	GER 81	53	NOR 1	Peer Moberg	189
20	GER 193	Thomas Schmid	70	32	GER 772	Ulli Kurfeld	119	55	GER 114	54	GER 81	Jan-Dietmar Dellas	190
21	USA 619	Caleb Paine	75	33	GER 64	Lennart Luttkus	122	56	BRA 103	55	GER 114	Kalinski Jacek	201
22	NZL 10	Matt Coutts	79	34	UKR 5	Andriy Gusenko	123	57	GER 17	56	BRA 103	Mosquera Luis F	214
								57	POL 7	57	GER 17	Kai Schrader	236
										57	POL 7	Rafal Szukiel	236

Björn Allansson – Quick profile

Name: Björn Allansson

Age: 23

What is your home town? Gothenburg

When did you start sailing? At the age of 6 (1993)

Summary of sailing career to date: A lot of fun, hard work and gaining experience and knowledge.

Why did you take up sailing? Because of my father's big interest in the sport, I continued because of the love I have for competing and the joy when you are in the groove.

What was your first boat? Optimist

What was your favourite boat and why? The Finn, because my big idol from the very start of my sailing career, Fredrik Lööf, was sailing the Finn.

When did you take up the Finn? 2006

Why did you take up the Finn? Two reasons. It is the boat I have always aimed to sail, second, it's the boat that I can sail without starving myself.

What is your favourite event? The championships

When was your first major win/best results so far? Winning Swedish Championship of 2008 [and 2010. Ed] and finishing 14th at the Europeans in 2009.

How much time do you spend on the water? 500 hours a year

What are your strengths and weaknesses in sailing? I'm structured, which is both my strength and weakness.

What job would you be doing if you were not sailing? Business Management

Describe a typical training day. 0730 Wake up • 0740 Morning gymnastics • 0820 Breakfast • 0850 Gym • 1030 At the club • 1130 On the water • 1530 Debrief after sailing • 1630 Biking

What's your main focus when you are training? To do my very best and to keep a high focus 100% of the time.

Who do you train with on the water and what do you learn from them? Florian Raudaschl, a sailor that always has great speed. Tapio Nirikko, a sailor with great belief in himself and Daniel Birgmark, with experience from 20 years at the circuit

What is the single most important piece of sailing advice you could give to an aspiring sailor? Compare your performance against yourself, not others.

What do you think is the most overlooked part of making the boat go faster? Feeling it rather than pushing it.

What do you think are the Finn class's greatest assets? It's the Heavy weight class, We are liberal to change, the attitude of the class is great.

What do you think about the format of the current Sailing World Cup circuit? It



is still way to anonymous, and the problem with shipping the boats first to Australia, then to the US and then back to Europe, is today a disaster and that's way we have no good turnout of the sailing world cup. Maybe ISAF should help organize transportation for the top 10/20/30 boats at the world ranking so people would actually go to all the events, and give a bigger time spread between the world cup events in AUS and USA

How do you think sailing can improve its media image (or does it need to)? Like the Finn class already does, With a GPS tracking, together with cameras on the back of the boat. But this should be together with a TV-team filming the event

How do you think the media can improve presentation of sailing races? A TV-team filming and a good commentator, it would be the perfect TV-attraction

Do you think sailing can ever be made TV friendly enough to attract large audiences? Yes, and I think the Finn class is good at doing this.

A dynamic and competitive class

The 1978 Gold Cup winner and 1984 Olympic Silver Medalist John Bertrand is back, this time coaching US Junior hopeful Luke Lawrence. We caught up with him at the European Championship in Split and this is what he had to say.

About being back on the Finn scene after so long? "It's great. I've got back into the Olympic scene just by doing some coaching and working with some sailors for three of four years – mainly Laser sailors and so this is my first opportunity to really get back and see what's going on with the Finns. I am coaching Luke Lawrence, a young kid from the United States and it's exciting. I didn't realise how much I really missed it until I came back."

"It's a very dynamic class. The sailors are just incredible. They are tall, they are fit, it looks like everyone is going really fast out there. So it's exciting for me to come back and see it."

The differences. "The biggest difference, like I said, is that everyone is fit now, everyone is tall, and it seems like the equipment with the new boats and new

construction and new carbon masts seems to have brought some unity in terms of the overall speed in the fleet. Back in my day with the aluminium masts you had to go through 10 or 15 of them before you actually found one that you liked. It looks like they are sailing the boats very aggressively and that probably starts in the Opti and goes through the Laser and then into the Finn. The overall competitiveness is a lot higher now."

"The Finn needs to stay an Olympic class. It's very physical and it suits a heavier sailor. If you look at the competition, it's great competition, it's spread out – not one person is dominating and you have to be fit and tactically smart. I think it's one of the ultimate Olympic boats so it needs to stay."

Best memories. "Coming to Europe and travelling around and meeting all the sailors from different countries. Even today I have friendships based on that and now I am coming back, a lot of the coaches here are those I sailed against, so that's kind of fun." Comeback? "I am giving it more and more thought. As you can see I am still pretty



small. I was small when I sailed the boat back in the late 70s and early 80s, but it seems like with the new equipment, it might make it possible. I am going to sail the Laser Masters Worlds this year so if that goes well, I might try the Finn as well."

"I will be coaching Luke in San Francisco for the Silver and Gold Cups. He's very aggressive in the boat, and he seems to learn quite quickly. It's great to see these young kids coming in and taking to the class so well. Luke loves it. It's perfectly suited to him. He's quite a talent. He has a lot to learn and we have a lot to learn in terms of getting the right equipment for him. But he has some great potential. Just watching him in the boat and seeing his body movements, he's kind of image wise at the same level as the top guys."



European Championships 2010, Split, Croatia

Split in Croatia could be regarded as one of the Finn classes' favourite venues. In recent times, this picturesque Adriatic port has staged the Europeans in 1997, the World Masters in 2002 and the Finn Gold Cup in 2006.

In May 2010 the YC Labud hosted two major Finn events – The European Champions and the Finn World Masters. The Open Senior and Junior European Championships from 8-16 May attracted a record entry of 97 boats from 27 nations. In both the Junior and Senior fleets, the defending champions retained their titles. Ivan Kljakovic Gaspic won the senior title for the second year running and Ioannis Mitakis took the Junior title again.

Day one – covers stay on

For the fourth time in a row at a major Finn event this year, the first day was lost with the fleet held on shore because of not enough wind.

Day two – long day, one race

Despite attempts to get the racing back on track, day two was again saddled with uncooperative and unusual weather conditions with the wind playing games with the race officer and the sailors all day. More than 10 starts were attempted, two races were abandoned, and just one race stood, with the win going to Finn newcomer Mate Arapov from Split.

Arapov said, "The first race was very nice for me. I got a good start right on the pin and I made a good decision on the middle half of the first upwind. The left side was good and I rounded the first mark

in the lead. On the first downwind I didn't lose my advantage and I chose the right gate which gained me 50 metres and then during the second upwind I was just covered the fleet. Rafa put me under pressure but he went on the left side downwind and lost out a bit."

A second race was attempted but was abandoned on the downwind as the wind disappeared.

Day three – one more race

Split spat everything at the sailors on Thursday, except enough wind to complete more than one race. Jonathan Lobert won the only race sailed to bring the total tally of races sailed to just two after three days.

Racing was postponed on shore again as first the wind died and then the rain came. That cleared and the sun came out and everything began to heat up. At about 13.00 the race officer sent the fleet out in hardly any wind, but by the time race two was started at 14.45, a stable 6-7 knot breeze was in. The course was laid to the north of the club alongside some stunning scenery and for the first time this week, the cloud lifted behind Split to leave a spectacular backdrop to the racing.

Lobert said. "I had a good start at the pin end so then I was on the left hand side of the fleet. I tacked and kept going to the right and rounded about fifth or sixth and then I had a very good downwind. I was catching the waves nicely and managed to gain a bit of distance, but I rounded the wrong gate mark and Marin was leading again. On the last downwind Marin and I had a big fight together and he got a



2010 European Championship - Final Results

1	CRO 524	Ivan Kljakovic Gaspic	18	3	2	6	(19)	2	4	35
2	GBR 11	Edward Wright	10	(11)	10	2	4	3	6	35
3	SWE 11	Daniel Birgmark	14	4	1	3	9	(19)	10	41
4	ESP 100	Rafael Trujillo	7	9	(16)	1	5	5	14	41
5	CRO 25	Marin Misura	(27)	2	3	5	13	18	8	49
6	CRO 2	Mate Arapov	1	19	14	9	7	(37)	2	52
7	GBR 41	Giles Scott	6	10	5	10	(20)	11	12	54
8	FRA 112	Jonathan Lobert	17	1	4	4	(21)	6	dnf	54
9	NOR 1	Peer Moberg	2	13	13	(15)	1	12	16	57
10	FRA 115	Thomas Le Breton	8	8	8	11	(16)	4	dnc	61

yellow flag, but then he kept coming back at me and got close to me and we were just gybing for the finish when his sail caught my boom, so he did more turns and I won the race. I was a little bit lucky to win.”

After two races Peer Moberg was leading from Giles Scott and Rafa Trujillo.

Day four – two late races

Split's city lights were coming on as sailors returned home after two late races on day four, but it didn't matter, as that meant it was now a valid championship, something that earlier in the day looked highly unlikely. The fleet was held on shore again due to light winds and thunderstorms earlier in the day until 12.30 but racing didn't start until 16.55 when a solid breeze gradually filled in and the fleet enjoyed two great races.

Race three winner Daniel Birgmark led from the first downwind to the finish, having a hard downwind tussle with Kljakovic Gaspic into the finish. The second race of the day was won by Rafa Trujillo as the sun was setting against impressive shoreline of the Croatian coast.



Above: Juniors

Caleb Paine, Ioannis Mitakis, Luke Lawrence



Above: Seniors

Daniel Birgmark, Ivan Kljakovic Gaspic, Ed Wright



Top to bottom: Jonathan Lobert, Deniss Karpak, Andrew Mills, Ivan Kljakovic Gaspic, Ed Wright watches Kljakovic Gaspic, Kljakovic Gaspic arrives at medal ceremony

A third for Birgmark in race four left him in the overall lead with Lobert in second and defending champion Kljakovic Gaspic in third. Kljakovic Gaspic said, "I think they made a really great effort to get us sailing. The races were really fair, in really nice conditions and I can just say thanks to them because they really did a great job and it paid off."

Day five – very close tight fleet

Saturday started with thunderstorms, heavy wind and rain and a two hour postponement, but race five was important to get in as five races were needed to be able to hold a medal race.

Race winner Peer Moberg said, "It was really exciting. I had a good start and the wind turned a bit to the left. I was in the middle left and come up to second and fought with Ioannis Mitakis all the way to round the top mark second."

The second race of the day went to Andrew Mills after another lengthy postponement to wait for the wind to stabilise. It ended in a thunderstorm and torrential downpour. He said, "I started in the middle of the line, went left, which looked good for a bit then everyone came in from the right. I rounded about 20th and had a nice run."

"I went down the left and had more pressure and rounded the bottom in first. I chose the other gate to Ivan and had good numbers out to the left so kept going. I went quite a long a long way and then tacked and the wind picked up and I crossed ahead. I am quite fast in that stuff. And the last run was quite good fun. I enjoyed it a lot, especially with that much of a lead. Ivan was going quite quick, but it was too much of a gap for him to catch up."

In the juniors, after two more solid races on Saturday Mitakis had retained his title with a race to spare, while in the seniors, Rafa Trujillo took a two point lead into the medal race over Ed Wright and Birgmark. He summed up, "It will be tight, like it always is in the Finn class."

11	NZL 1	Dan Slater	9	18	(24)	14	3	7	13	64
12	GRE 77	Ioannis Mitakis (J)	24	14	(27)	26	2	15	2	83
13	POL 7	Rafal Szukiel	(23)	12	15	12	10	22	21	92
14	GBR 88	Mark Andrews	11	(33)	9	28	27	14	5	94
15	SWE 6	Bjorn Allansson	4	(37)	19	17	22	8	27	97
16	SLO 573	Vasilij Zbogar	5	16	6	24	(30)	21	25	97
17	GBR 85	Andrew Mills	44	15	(bfd)	8	28	1	7	103
18	ITA 117	Giorgio Poggi	32	(40)	23	18	11	17	9	110
19	RUS 9	Eduard Skornyakov	29	7	11	16	52	(55)	6	121
20	ESP 7	Alejandro Muscat	21	5	(36)	21	31	30	14	122
21	CRO 7	Karlo Kuret	31	20	18	20	(45)	16	17	122
22	AUT 3	Florian Raudaschl	12	(bfd)	35	33	42	13	1	136
23	FIN 218	Tapio Nirrko	54	17	7	13	23	23	(dns)	137
24	POL 17	Piotr Kula	15	22	34	29	(dnf)	25	23	148
25	EST 2	Deniss Karpak	3	32	(dsq)	dsq	6	10	4	153
26	NED 83	Timo Hagoort	22	42	29	35	14	(50)	11	153
27	POR 5	Frederico Melo	(51)	34	22	27	12	39	19	153
28	GER 771	Jan Kurfeld	(37)	26	32	23	37	27	15	160
29	RUS 1	Alexey Selivanov	16	6	45	48	(59)	38	8	161
30	USA 40	Luke Lawrence (J)	(39)	28	33	36	17	33	16	163
31	SWE 33	Max Salminen	19	30	17	(40)	25	36	37	164
32	ITA 101	Riccardo Cordovani	45	(47)	20	30	39	9	22	165
33	CZE 1	Michael Maier	41	38	26	34	(44)	26	3	168
34	USA 1	Bryan Boyd	38	24	38	19	29	20	(dns)	168
35	SLO 5	Gaspar Vincenc	13	(bfd)	12	7	8	41	dns	169
36	ITA 123	Filippo Baldassari	30	23	37	(dsq)	32	29	34	185
37	UKR 1	Oleksiy Borysov	(72)	39	21	46	46	24	12	188
38	CZE 52	Tomas Vika	20	31	43	22	43	(65)	29	188
39	EST 7	Harles Liiv	25	41	28	54	18	(62)	32	198
40	USA 619	Caleb Paine (J)	(60)	25	31	37	40	28	54	215
41	GER 711	Andre Budzien	33	21	39	41	(65)	42	43	219
42	ITA 40	Marko Kolic	36	(56)	52	39	15	53	36	231
43	CYP 19	Haris Papadopoulos	58	(68)	30	32	61	32	24	237
44	CRO 11	Josip Olujic (J)	47	67	41	(raf)	38	31	26	250
45	HUN 6	Gaszton Pal	26	(53)	47	51	51	40	38	253
46	GER 712	Christoph Froh (J)	43	29	68	50	(79)	48	18	256
47	GER 772	Ulli Kurfeld	28	54	66	44	35	(84)	30	257
48	POL 12	Milosz Wojewski (J)	(57)	57	25	52	24	51	53	262
49	RUS 707	Egor Larionov (J)	50	45	58	61	(69)	35	20	269
50	NED 844	Gert van der Heijden	64	(73)	61	45	26	45	41	282
51	RUS 57	Egor Terpigorev (J)	(bfd)	43	56	38	57	60	28	282
52	GER 127	Julian Massler (J)	53	52	54	43	(60)	34	57	293
53	UKR 5	Andriy Gusenko	63	46	57	(68)	53	49	33	301
54	HUN 8	Marton Beliczay	40	51	44	49	(85)	56	68	308

Day six – successful defence

Not many sailors get the chance to sail a major championship in their home town and even fewer get a chance to win one. But for Ivan Kljakovic Gaspic that dream came true as he placed second in the medal race to retain the title he won in Varna in 2009. He said, “This has been one of the toughest regattas of my life.”

The two Croatians, Mate Arapov and Kljakovic Gaspic jumped out of the start on the first few shifts and were never really challenged for the lead. Arapov led throughout with Kljakovic Gaspic just behind. The chasing pack was led mainly by Wright and Birgmark, while regatta leader Trujillo rounded the first mark last and with too much to do.

Third place for Ed Wright secured him the silver medal while fifth for Daniel Birgmark left him with the bronze. For the first time in the whole regatta, racing started on time, first time. It was all about the shifts and they came through at frequent intervals with large gusts mixed in. It was a fantastic test of sailing skill.

In the Junior European Championship, Ioannis Mitakis had already retained the title he won in 2009 with a race spare, and with a second place in the final race he ended up an impressive 12th overall. The two Americans, Luke Lawrence and Caleb Paine went into the final race in silver and bronze positions. A 16th for Lawrence and a 54th for Paine left them in 30th and 40th overall and well clear of fourth paced Josip Olujic from the host club.

Kljakovic Gaspic concluded, “It’s been hard this week, but even though we have only had six races, they have been reasonably fair, and they have been good races. Winning the event at home is I think impressive because it’s one thing to win a race somewhere else as there is always some pressure, but it’s just on you. But back home you have thousands of people looking at you and everyone’s interested in this. But I managed to stay cool with good consistent sailing and not make too many stupid mistakes and in the end I did really well and am so proud I won another Europeans back home because this was really big pressure event for me.”

55	UKR 9	Anton Sadchikov (J)	(91)	48	65	62	77	47	10	309	
56	EST 11	Lauri Vinalu		34	82	64	25	(88)	74	321	
57	TUR 7	Akif Muslubas	(69)	35	53	53	49	43	dne	321	
58	DEN 46	Kaspar Andresen		48	76	40	72	(83)	46	322	
59	POL 45	Jakub Pasik		35	(bfd)	62	60	47	59	326	
60	BUL 24	Mihail Kopanov	(78)	60	67	57	34	66	44	328	
61	RUS 91	Viacheslav Sivenkov (J)		67	66	63	47	41	(78)	334	
62	AUT 7	Michael Gubi		66	72	(74)	42	67	52	338	
63	TUR 35	Efe Kuyumcu		59	69	48	(74)	58	57	338	
64	BUL 855	Dimitar Vangelov (J)		49	44	78	67	54	(81)	341	
65	FRA 99	Marc Allain des Beauvais		76	27	42	56	(82)	82	350	
66	TUR 21	Alican Kaynar		81	71	50	(dsq)	74	54	361	
67	GER 108	Sebastian Munck		52	(bfd)	49	59	80	77	362	
68	ITA 985	Federico Laici	(86)	59	59	71	64	61	52	366	
69	GER 64	Lennart Luttkus (J)	(88)	49	80	63	71	75	35	373	
70	CZE 3	Rudolf Lidarik		73	79	55	31	78	58	(dns)	374
71	CRO 52	Nikola Baric (J)		46	86	(89)	75	36	71	375	
72	CZE 11	Patrik Deutscher (J)		56	55	71	55	75	(88)	377	
73	POL 11	Artur Ponieczyski (J)		42	50	(87)	83	62	87	379	
74	GER 500	Philipe Fischer	(70)	61	60	58	70	69	62	380	
75	RUS 3	Ivan Izmestyev (J)		65	(80)	51	64	63	64	381	
76	RUS 17	Vasily Kravchenko		61	87	(92)	65	50	67	396	
77	GER 27	Matthias Wolff	(92)	75	75	70	48	70	59	397	
78	GBR 65	David Potter		62	(85)	70	69	56	85	400	
79	GRE 71	Panagiotis Davourlis		87	77	82	(dsq)	72	44	408	
80	CZE 81	Tomas Hrnca (J)		68	63	69	(78)	73	68	412	
81	GRE 4	Panagiotis Kotsovos		84	36	79	(dsq)	81	83	414	
82	HUN 212	Richard Hirschler (J)		79	89	77	(dsq)	68	63	424	
83	GRE 21	Antonis Tsotras (J)		55	74	83	66	76	(89)	424	
84	HUN 270	Geza Huszar		90	64	46	(dsq)	91	73	433	
85	ITA 106	Federico Gattuso (J)		83	58	84	73	66	(93)	436	
86	USA 60	Iain Woolward	(bfd)	62	76	77	55	80	dns	438	
87	HUN 728	Elemer Haidekker (J)		95	70	72	(dns)	33	dns	445	
88	RUS 7	Alexander Novikov		80	65	(90)	76	87	76	460	
89	RUS 41	Felix Denikaev		75	83	81	82	(86)	86	467	
90	GBR 68	John Mackie		71	92	86	(dns)	84	79	476	
91	SWE 721	Mikael Brandt		77	78	85	79	89	(90)	483	
92	UKR 55	Pavlo Chystiakov (J)	(93)	84	88	80	92	72	73	489	
93	SWE 111	Torsten Jarnstam		82	91	91	81	(93)	92	493	
94	GER 165	Dirk Meid		74	(bfd)	73	dns	90	dns	521	
95	RUS 95	Vladimir Udartsev		85	90	(dns)	dns	94	91	546	
96	HUN 972	Gyula Monus		89	81	(bfd)	dns	dns	dns	552	
97	POR 310	Rodrigo Quina		94	88	93	(dnc)	dns	dns	559	

Masters news



First of all I hope all Finn Masters with their families and friends returned home safely after a fantastic Championship in Split.

I will remember this year’s event as a very good one, because we had good temperatures, lots of sun, winds for everybody (except on the Tuesday, where pool billiard was more favourite than sailing) good food, good beer and wine and, very important, a professional Race Committee. Our International Race Officer, Mr Alen Kustic, did a great job, however sometimes we thought he was out of his mind, but in the end his decisions always appeared to be the right one.

We had a Championship where all sailors had the opportunity to meet their favourite wind forces: the ones who are very skilled in light winds and those who like to hike hard and fight the elements.

We also had a good meeting on the Wednesday, with good input from the sailors and with good discussions that were leading to, in my opinion, good decisions. You will be able to read the minutes of the meeting on the Masters website soon.

As I said during the prizegiving ceremony, I had discussions with the organisation in Split, but the result counts and I am very satisfied about this result.

Again I thank all people from Labud Sailing Club who made it possible for us to sail this Championship in Split and I hope they had as much pleasure in organising it as we had competing in it.

One thing I have to mention: I was impressed about the safety, communication and security plan. The organisation had sufficient rescue and medical boats on the water, complete with AED, medication, divers and doctors. It was very well organised. About communication: have you ever seen a huge cruise ship changing its course more than 90 degrees in order to avoid crossing our racing area? I never did, but now I know in Split it’s possible.

Keep your eye on www.finnworldmaster.com and you’ll stay informed about next year’s Finn World Masters in Punta Ala, Italy. My visit report of June 2010 can be read on our website as well.

Happy sailing for the rest of 2010,

Fons van Gent
NED 748
President Finn Masters Fleet



Charles Currey 1916-2010 by David Henshall

The recent death of Charles Currey has not only robbed dinghy racing of one of its great characters, it has also broken one of the last remaining links back to the days when the sport was a Corinthian activity enjoyed by an elite few.

Charles Norman Currey was a wartime baby, as he was born in February 1916 into what was very much a nautical family. His father was a Captain in the Royal Navy and it had been decided that Charles would follow in his footsteps by joining up at a young age to be a cadet. During his first year in the Navy Charles was laid low by a bout of pneumonia, that eventually saw him discharged and returned home. The Navy's loss was dinghy sailing's gain, as Charles was soon busy working in the boatbuilding business at Itchenor. As well as learning the art of boatbuilding, Charles was able to perfect his skills as a very competitive helm. One of his chief attributes was his ability to 'nurse' a boat through the worst of conditions. In these early days, before self bailers and transom flaps, a capsized boat could well end a race for a crew, at the very least recovery would be a slow process.

By the late 1930s Charles was involved in building and racing the newly formed National 12 class, but his first love was the International 14. Development was crucial and here Charles excelled, as he had a keen eye and a good practical understanding of what was needed to make a boat perform. He was instrumental in exploring the possibilities to moving the crew's weight outboard and though the first ever public use of the trapeze was in the 1938 Prince of Wales Cup Race at Falmouth, there is pictorial evidence that Charles and Austin 'Clarence' Farrar had been experimenting with a trapeze for some time before that date. It is likely that Bobbie Currey, Charles's wife, was the first person to ever properly use a trapeze, sailing on a Sharpie in Chichester Harbour.

However, war was once again threatening and once hostilities had started, Charles left Itchenor to join the Royal Naval Reserve. With his boat handling skills and knowledge of the water, he was a natural choice for the Coastal Forces Group, the parent unit for the Motor Torpedo and Motor Gunboats. Many of these were powered by large aircraft engines and were capable of some impressive top speeds. During the war Charles would rise to the rank of Lieutenant Commander in charge of a Motor Gunboat where it is said that he enjoyed a 'colourful' career! At the end of the war in 1945 most of the Coastal Forces boats were recalled to their home base at Harwich, but Charles was able to bend the rules and finish his time in the Navy by taking his boat to Portsmouth. On the way there he decided to call in at the shipyard at Itchenor and in doing so raced into Chichester Harbour at full speed. Past Sandy Point (home today of Hayling Island SC) then following the channel up past East Head, it was full throttle all the way. Luckily, the majority of the yachts that would normally be moored in the channel had all been laid up for duration of the war; even so this must have been an impressive sight and not one that can be repeated.

Back in civilian life, Charles did not return to the boatyard at Itchenor but instead took up a Sales Manager's position with Fairey Aviation at Hamble. Faireys were just in the process of winding down the aircraft side of the business, with the intention of using the Hamble factory to produce boats for the leisure market. The arrival of Charles Currey at Hamble was to create something of a stir, as the factory still employed a number of female workers, who were more than happy to welcome the newcomer. Hazel Davies, who had spent the war years cutting and sewing the fabric wing panels for the iconic Fairey Swordfish Torpedo Bomber, recalls her first impressions of Charles. She said that he was tall, good looking with

incredible blue eyes and looked like a Viking god. Hazel would go on to work closely with Charles, as she made not only boat covers but the famous bright yellow Fairey 'buoyancy bags' that became such a part of the early dinghy scene.

The first task at Hamble was to launch the new 12ft dinghy, the Uffa Fox designed National Firefly, with the hull being hot moulded in the steam ovens that had been built at Hamble to facilitate the construction of wooden aircraft wings. Charles though wanted to build a faster, stable, more modern design, one with a fuller, flatter hull that would see the more of the beam carried aft to the transom. In the aftermath of the war resources were extremely limited, plus there was the added complication that the market for sailing dinghies was nowhere near as sophisticated as it is today. Fearful that two competing dinghy designs would limit the growth of both, Charles was over ruled and the Firefly went into production as designed.

The new class got an almost immediate boost when it was selected to be the single handed dinghy for the 1948 Olympic Regatta at Torquay. Selection Trials were arranged around the country but missing from these was the one top sailor who probably had more hours in the boat than anyone else – Charles Currey. Within the UK Sailing Authorities were a number of autocratic 'old sports', who saw Charles as a professional in what was an amateur sport. Charles was therefore ruled out of competing for the chance to represent his country at the Games, a decision that rather backfired on the YRA when their chosen representative finished a lowly 10th. Charles, in company with his wife and family, did make it to Torquay, as from somewhere Charles had obtained an old bus, which was converted into an early version of a motorhome, allowing the whole family to travel to the Games together.

Away from the Olympics, Charles continued to build his reputation for being able to get a boat through to the finish irrespective of the conditions. In the 1948 Itchenor Gallon, the Race Committee let the fleet start, only for the International 14s to encounter winds close to gale force out in the main channel. In these conditions the crew was kept busy with a long handled bailer, normally a saucepan lashed to a broom handle. Crewing for Charles again that day was Austin Farrar, who kept the boat afloat as Charles skilfully kept the 'hull under the rig' despite the run back up channel to the finish requiring 3 gybes.

Fairey Marine now started on a programme of rapid expansion making them Europe's largest dinghy builder. To the Firefly was added the Duckling, Swordfish, Jollyboat, Flying Dutchman, Gannet, 505, Finn, Albacore and International 14 – and Charles would find himself sailing them all. Once again though, it was the Olympics that had his attention, with the Finn now the chosen singlehander for the Regatta at Helsinki. Charles had joined a select group in the UK that had purchased the first of these boats in the UK and was now one of the top helms, only for some of the 'old guard' who still ran the sport to once again raise the question of his status as a professional. However, memories of the failure in 1948 were still strong and in the end it was Charles who qualified and was sent to Finland. The decision was vindicated when Charles won the only UK medal of the Olympic Regatta, finishing with the Silver behind the reigning Gold Medallist, Paul Elvstrøm.

More international duty would come his way the following year as the IYRU (now ISAF) started the search for a new two man performance dinghy with a set of Selection Trials being held at La Baule. The works entry from Fairey Marine was a much modified International 14 called 'Fleetwind', that had been both decked

and fitted out with a self draining cockpit. Fleetwind was rigged with even more sail area than the normal 14 and had also been equipped with a trapeze. The package clearly worked in the skilled hands of Charles and Austin Farrar, as time after time they showed the bigger boats the way to the windward mark. Downwind it was another matter as the longer waterline lengths of the Coronet, Flying Dutchman and Osprey helped the bigger boats to the front and the FD to International selection.

Charles was savvy enough to see how the dinghy world was changing, with the realisation that the tried and tested Uffa Fox designs had reached the limit of their development. Boats from Jack Holt and Ian Proctor, cheaply built in either plywood or GRP were the future for the sport and even in the 14s, new designers were now established at the front of the fleet. This didn't really worry Charles, as already his work was changing, with Fairey Marine starting to move away from the dinghy scene towards the newer and more lucrative market for small powerboats. In the first Daily Express Cowes –Torquay powerboat race, Charles showed that his ability to coax a boat to the finish line in the worst of conditions wasn't just limited to sailing boats. In the smallest and lowest powered boat in the fleet, a 23ft Fairey Huntress, Charles worked his way westwards in foul weather to win the 'Index of Performance' Prize and in doing so establish the race pedigree of the Fairey Powerboat range.

The powerboat market was just as volatile as the dinghy scene and Fairey Marine were starting to struggle to keep pace with the competition, eventually moving away from the hot moulded

construction to the use of GRP for the hulls. Later on they would leave the leisure boating scene completely, allowing the company to concentrate on the growing demand for military vessels. Around this time Charles took his retirement, but was still very much a part of the Solent scene, as he drove around in his open topped Morris Minor, the family vehicle of choice for many years. Freed from the pressures of work Charles was able to enjoy a long retirement by the water at Bosham, where he could enjoy the continued success of the Currey family in boats as diverse as the Firefly and 470. Sadly though, the long years hiking out hard, then the pounding when driving powerboats, had ruined his knees and hips and despite repeated operations, mobility became an increasing problem for him. Then, towards the end, the sharp and incisive mind that had made Charles such a formidable competitor started to wander, even then, an afternoon in his company was still rich in information. Yet despite the lost use of his legs and the confused memories, Charles retained an incredible force of personality, with an open cheery frankness that marked him out as one of life's great 'good guys'. We live today in an era of where celebrities expected to be feted but despite his many achievements, this was not the way for Charles Currey. He could have enjoyed early superstar status but instead preferred to be known as one of the best sailors the UK has produced.

Charles Norman Currey 1916-2010

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Don't call it a comeback

Having competed in the 2008 Olympics as one of the favourites for a medal in the Finn class, the 2006 World Champion Jonas Høgh Christensen from Denmark went home with nothing, and very disappointed. He didn't perform well by his standards and on returning home he virtually stopped sailing for a year. But after a little bit of practice the following summer he came back relaxed and fast and beat all the odds to take his second world title on home waters in Vallensbaek, Denmark.

Most people were somewhat stunned by his performance. They had all been training and competing week in week out for a year, while the experienced Dane had done a few weekends of practice...and beat them all. He is hoping to defend his world title in San Francisco.

Kieler Woche was his first regatta since 2009. Though Høgh Christensen is back in a Finn for the moment, he is not exactly viewing it as a comeback. "Comeback is a big word. I decided to go to Kiel as it was close to home and didn't force me to take too much time off from work. I am trying to get to San Francisco but my shipping plans are a bit compromised at the moment. I am working on it and still hope that it will happen. I really want to go. I never really left the Finns, but I have other priorities in life today that makes full time sailing impossible. So don't call it a comeback. I've been here for years."

"Defending a title is something that I have always admired in sports in general. I hope I get to do it. If I push hard in the next two months working on my fitness I might even have a chance of keeping it. But the last year has been hard on my body."

"Since the Gold Cup in Vallensbæk I have done no Finn sailing at all. I have been working hard on my career. I work as a marketing partnership manager for the world's largest live entertainment company called Live Nation. We do big concerts, festivals and shows all over the world. It is good fun and I get to go to a lot of shows. So I have been sitting in an office all day, going to a lot of parties and concerts at night and have not seen the inside of a gym since last year."



Photo: François Richard

What did he learn from his 2009 world championship win? "I look back at the Gold Cup last year with great memories. Winning on my home ground and as an underdog was very cool. Sometimes the best preparation is not to prepare too much. It gives you freedom to do what you want and focus on the basics. Having a fresh mind and a new perspective was for sure a great lesson."

"I'm not sure if that win gave me the feeling that I should start sailing again, but there is no doubt that you start thinking about your purpose in life. I have had a lot of people telling me that I am wasting my talent, but when it comes down to the end, for me it is about having fun and at the end of my last Olympic campaign the personal costs were too great to have fun and what then happens is that you don't do well in sailing either. So it was time to bail and do new things."

In Kiel, "After the first day of racing I was in a lot of pain - it was fun but painful. In the first race I got a good start and I was second at the windward mark, then I passed the German who was leading and I thought to myself, "If you win this race you better sail in and pack up and wait for the Games, ha ha." Seconds later I tried to gybe in to the mark and rusty as I am I went straight into the soup."

Does he have his eyes on another Olympic campaign for Weymouth in 2012? "2012 is also a good question. Everybody who has a chance of going to the Games and even winning should give it a try. London is very appealing, but it will be a life changing decision and therefore I need to be motivated. Kiel and the Worlds is my way of figuring out if I want to make that change again. So it is still undecided."

A book about the Finn

Photo FINNish is an extensive collection of photographs which is complemented by personal memories from many of the sailors that have passed through the class over the past six decades.



This unique book is presented as a chronological photographic history, with a gallery of images for each and every year from the earliest beginnings of the class in 1949 (as well as a special chapter on the Finn's designer Rickard Sarby) right through to 2009, and covers most of the races and events that have defined the history of the ultimate singlehanded racing dinghy.

More information on www.finnclass.org or email robertdeaves@yahoo.co.uk



224 pages, A4 landscape format

More than 1,000 photos, half in colour

Personal accounts from 68 sailors including 21 Olympic medalists and 18 World and European Champions
Softback GBP 25; Hardback GBP 60 - plus postage



Contributors include: Paul Elvstrøm, Jacques Rogge, Paul Henderson, John Bertrand, Hubert Raudaschl, Hans Fogh, Valentin Mankin, Jochen Schümann, Cam Lewis, Peter Harken, Peter Holmberg, Stig Westergaard, Luca Devoti, Iain Percy, Ben Ainslie and many, more



'Photo FINNish' includes hundreds of previously unpublished photos taken from the archives of the International Finn Association and from the work of many of the world's leading yachting photographers over the past 60 years



Technical report by Richard Hart

Last year there was concern that vast amounts of money would be spent on producing "Superboats" for the Olympics, and I was charged with leading a Class Commission to look into the matter, and to take any steps that would prevent the problem. Among other actions I consulted with representatives of another Class where in 2008 there were rumours of some sailors having "Superboats" that were not generally available. The replies suggested that, although the other Class may have light weather and heavy weather boats within their tolerances, most of the rumours were caused by psychological warfare involving competitors and their coaches.

It is not within our authority to make special provisions for the Olympic Games: Any changes have to be proposed for our Class Rules in the usual way. Clearly our most effective actions remain as ever:

- to ensure that our Class Rules prevent undesirable developments
- to convince sailors that everybody is in a Finn and that nobody has a magic boat

So far as the Class Rules are concerned, we control the shape and in particular we control the weight distribution to much closer limits than most classes – and the sailors know what the limits are and know how their own boats compare with those limits.

One way to convince ourselves that "everybody is in a Finn" would be to make the measurements of all our boats public. As it happens, we have been looking at the idea of putting our measurements onto an accessible database. The original aim was to enable regatta authorities to check the measurement and certification paperwork, but sailors could also have (read only) access. We need to know what you the sailors feel about this idea.

Occasionally over the years, boats have been found to be out of class on hull shape at check measurements during regattas. This means that the original measurement did not pick up the problem. To prevent this sort of problem, some builders ask our Chief Measurer to visit periodically and in particular when new moulds are commissioned. Jüri can check things over with the local Official Measurer, and everybody can be reassured that things are being done properly. Last February, I was very pleased to accept an invitation to the Devoti factory in Poland, where I could see the benefits of this arrangement. We believe that the procedure should be extended to include all major Finn builders, and also builders starting to build Finns.

Our Chief Measurer Jüri Saraskin has been to the new builder in Brazil, where new Templates have been commissioned, the prototype boats were measured and a local measurer was trained. He also carried out prototype measurement at two builders in Poland and liaised with measurers at these manufacturers.

Below is a list showing proposals for Class Rule changes. Some have come through TC, someone originated elsewhere. The AGM is the place where you should have input, through your National Secretary (or his nominee) at AGM. Please look at the proposals and help us with your opinions.

Top: Richard Hart leads Andre Budzien round the windward mark at the Finn World Masters in Split • Photo: Tosca Zambra

No	Interested	What	Why, How etc	Progress
1	ALL	C.1.1(2) Amend Free Pumping Wind Speed from 12 kts to [10 kts] or [8 kts]	Discussions at AGM.	Discussions continue. This is a "Sailing" issue more than a "Technical" matter!
2	ALL	new C.1.2 The Finn Class recommends that race committees do not start races in wind speeds below [5 kts]		
3	ALL	new C.1.3 At SWC and major events where equipment limitations apply, the maximum shall be: 1 hull with 1 centreboard, 2 masts, 2 booms, 2 rudders, 2 sails	To ensure consistency in the permitted equipment for major regattas that may not be under the authority of the Class Association.	In our Standard Format Class Rules, there are places in the Hull, Appendages, Spars and Sails sections covering "Limitation", but it seems sensible to put together all the bits that a Regatta Committee will want when making the NOR and SIs
4	Editorial	C.1 Title "Racing Rules of Sailing". Alter to "Race Management".	To reflect content and assist Race Officials.	
5		Allow Angle of Heel Measurement & Display on Digital Compasses	Commercial proposal, suggested as a simple cheap add-on. Amend part C.5.1(b) to "If electronic, the compass may have only Heading, Timing and Heel functions." and add to display items "• angle of heel indication".	DO YOU SUPPORT THIS SUGGESTION? IT HAS NOT ORIGINATED FROM TC.
6	Editorial	C.5.1 (a)(second 3) renumber C.5.1 (a)(4) and add to list paddles, hand bailers and buckets	Clarity and brevity.	
7	Editorial	C.5.2 (a)(2) Delete entirely (requirement for hand bailer on single bottom boats).	Removes verbiage applying only to very old boats.	
8	Editorial	C.5.2 (b) Delete entirely	Brevity. The hand bailer or bucket lies within the range of "other equipment and fittings normally carried in boats" and is therefore optional under C.5.1(a)(3) to be renumbered C.5.1 (a) (4)	
9	BUILDERS, MEASURERS (G Currey)	D.9.1 Hull Dimensions: Thwart thickness alter "16mm...26mm" to "16mm...50 mm"	The thwart dimensions were specified for straight wood thwarts and intended to help control weight distribution, now done directly by the Lamboley Test. The thwart is now curved and carries the mainsheet traveller. The proposed alteration would allow better avoidance of stress concentrations and restore tolerances to a more reasonable value, without causing any obsolescence.	
10	BUILDERS, MEASURERS (Jüri)	D.9.1 Hull Dimensions: Thwart aft side forward of Station 4 alter "-10mm ...+50mm" to "-50mm... +50mm".		
11	Editorial (Stefan Kreiß)	Lack of clarity in E.3.4: Not clear that trailing edge must conform to Template below point "k".	Amend first two measurements of E.3.4 dimensions to Distance from leading edge to the rudder template above point "k" and Distance from edge to the rudder template below point "k"	
12	ALL	Introduce Database of Certificate Information.	Paper Certification to be retained for start. Do we remove owner information from the Certificate? Issues of Record Keeping and Official Sail Number (A.10.2).	Quote available. Devoti willing to operate it.
13	Jüri and ALL	Remove requirement that Chief Measurer attend Class Championship	We have a number of IMs who need to be Equipment Inspectors at major regattas in order to retain validity. Jüri needs to be able to optimise attendances.	
14	Jüri and ALL	Introduce recommendation or requirement that series producers have prototype inspection.	Several major builders do this. Others do not – and have had problems. Should we allow builder's advertising to say "Prototype Inspected by Class Chief Measurer"?	PLEASE COMMENT
15	ALL	There is a proposal from within the Executive that National Flags be required on sails at SWC and Major Class Regattas		
16	Those affected by ADVERTISING	Current C.4.1 LIMITATIONS Advertising shall only be displayed in accordance with Category C of the ISAF Advertising Code.	Proposed C.4.1 LIMITATIONS Advertising shall only be displayed in accordance with Category C of the ISAF Advertising Code. (See ISAF Regulation 20).	Category C is out of date, and proposals are progressing to alter the Code (ISAF Regulation 20).



Finn World Masters 2010, Split, Croatia

Two weeks after the Europeans, 167 Finn sailors from 25 nations also descended onto YC Labud for the 2010 Finn World Masters. This was the second time the Masters had chosen Split for its venue and as before the fleet had a great time, though the weather proved as difficult as for the Europeans. Photos by Tosca Zambra and François Richard (above).

Finn World Masters 2010 – Final Results

1	CZE 1	Michael Maier, M	1	2	1	1	1	1	(dns)	7
2	GER 711	Andre Budzien, M	7	5	(11)	2	2	1	1	18
3	SUI 5	Christen Christoph, M	(35)	3	3	5	7	3	1	22
4	AUT 7	Michael Gubi, GM	3	4	6	(21)	6	4	2	25
5	HUN 211	Attila Szilvassy, M	(23)	5	1	3	8	6	3	26
6	GBR 2	Allen Burrell, M	11	3	5	4	(15)	2	2	27
7	ITA 2	Marco Buglielli, GM	2	1	2	(11)	6	10	7	28
8	SVK 1	Peter Mosny, M	(27)	1	2	6	9	10	3	31
9	DEN 6	Lars Hall, GM	2	8	7	8	3	7	(10)	35
10	CRO 6	Armano Zekan, M	5	11	(20)	1	8	8	4	37



With such a large number of boats the fleet was split into red and blue divisions, sailing an inner and outer loop of a trapezoid course.

Day one

Racing started after a short postponement to allow the sea breeze time to build, and the first races got under way in 8-10 knots of breeze. Local Luksa Cicarelli, who had been practising in the waters off Split for months, realised the reward for all his hard work with a win in race one in red group. In the second red race, Christoph Christen led round the top mark, but it was Peter Mosny who took the lead on the first downwind to lead throughout.

However Marco Buglielli and Michael Maier shared the points lead after the first two races. With the sea breeze providing great sailing conditions, the two sailors took a first and a second each in the blue fleet.

Day two

There was a late breeze and a late start on day two but it was all to no avail as the wind failed on the second lap of the only race started and the fleets were sent home with no more races on the board.

Day three

On Wednesday the 167 sailors sat onshore until 17.00 before finally going out to sail just one race. Race wins for Maier and Attila Szilvassy left Maier with



a one point lead over Buglielli, who picked up a second. A sixth for Michael Gubi left him in third overall. The fleet sailed in after 8 pm as the sun was setting.

Day four

In sharp contrast to previous days there was finally some solid wind with two tough races with a 'Jugo' blowing up to 20 knots. The RC called the fleet out at 10:30 and tried to set the course Alpha just outside the harbour, but a 20+ knot wind and steep waves forced them to move the



Grand Masters (50-59yr): 1. Michael Gubi, 2. Marco Buglielli, 3. Lars Hall



Grand Grand Masters (60-69yr): 1. Luksa Cicarelli, 2. Wouter Molenaar, 3. Marin Mrduljas



Legends (70+): 1. Richard Hart, 2. Viktor Kozlov, 3. John Ulbrich



Ladies: Brigitte Devillers, Ane Zielinski



course to the protected channel between Ciovo island and the land.

In red group, race leaders included John Mackie and Cees Scheurwater but Armano Zekan led across the line. In race five Marc Allain des Beauvais was the early leader, though he was overtaken by Scheurwater on the second upwind.

Maier was sailing in the blue group and led from start to finish in both races to win by a large margin, clearly enjoying the increased wind. Maier now had a seven point lead over Buglielli going the final two races. The much lighter Buglielli, who placed 11th in race four, struggled in the windier conditions.

Behind the leading pair, the fleet really mixed it up with just 10 points separating the next 10 boats. Third placed Michael Gubi placed 21st and sixth to drop to seventh. The big climber of the day was defending champion André Budzien who moved up to third overall.

Day five

On the final day, the last two races were sailed in an ESE wind in front of Sustipan hill, close to shore on course Alpha. The wind increased during first race from 10 to 12 knots, and later in race 7 to more than 12 knots so Oscar was displayed for free and fun pumping. One race was all he needed and that was the way it turned out. A fifth race win for Maier gave him his second Finn World Masters title, after first winning it back in 2006. Silver went to the defending champion André Budzien and a last minute charge from Christen Christoph gave him the bronze.

The final red group race was critical as it was here that the bronze medal and the Grand Masters title was decided. Of the five sailors fighting for the bronze, Christoph came off the best leading round the first mark to take his first win of the championship to secure the bronze medal. Gubi's third place was enough to take the Grand Masters title from Marco Buglielli at the last possible moment. Until the final day Buglielli had never been below second overall and finally had to settle for seventh overall and second Grand Master.

One gold medal and Grand Grand Master title (60-69 years old) stayed in Croatia. Luksa Cicarelli from YC Labud picked up a sixth in the final race to take the title from Wouter Molenaar, who had also led for most of the week.

Richard Hart capped a remarkable week with a 9-23 to end up 44th overall and take the Legend category (70+) by a country mile. Second Legend Victor Kozlov finished in 101st place with more than twice Hart's points total.



The prizegiving held outside YC Labud on Friday evening brought to an end the Finn classes long and fruitful occupation of Split. With the Europeans and then the Masters, the club had been a Finn base for almost a month. YC Labud was the perfect host and put on some great and fair racing in perhaps some trying and unusual conditions.

In the end it turned into a week of two halves. The start of the week was light and favoured one part of the fleet, while the end of the week was windier and favoured the heavier and stronger sailors. With sailors of Maier's calibre now a fixture at the regatta, the standard is improving all the time.

Budzien continues to make records – he has now taken the podium eight years running – four times second, three times winner and now silver again, while Christen Christoph takes the bronze at his first Finn World Masters. This year, as ever, there were many new and old faces and the nature of the competition is that more sailors qualify every year just by being a year older. Next year the championship is being held in Punta Ala in Italy and that is sure to be a very popular venue.





Bryan Boyd interview

After placing fourth in the 2004 US Olympic trials, winning the pre-trials in 2006 and then placing fourth again in the 2008 trials, what made Bryan Boyd decide to do it all again, aged 34?

"This has been building up in me for years. In 2004, I got a good first hand look at what it takes on and off the water to succeed. Kevin Hall basically made mincemeat of the rest of the US sailors with a talented, funded, and professional program. I knew then that it would be difficult to move forward without all three of those components, and I only had talent going for me at the time. For the 2008 quad I was a glorified weekend warrior."

"I was working hard to grow my construction business at home, and Finn sailing was just for fun. Enter the 2012 quad, and suddenly the US Sailing Team Alphagraphics has built a program to provide the funding and the professionalism. I think knowing and believing that the USSTAG would support me in bringing my absolute best effort to the game was the key component that lured me back."

Is Boyd distracted by going up against a national hero? "Zach and I have an excellent training relationship. Part of that comes from the coaches coming to all of the sailors early in the quad and selling the benefits of the team culture. Another part is a by-product of our shared pragmatism about the whole thing. I firmly believe that the best way to prepare for our Trials selection is to prepare myself for winning a medal against the best sailors in the world, not to focus on how I can beat Zach in a regatta. 2008 was 2008. There is no other class that pushes forward as hard as the Finn in raising the game."

Clearly the change in focus for the US Sailing Team has been instrumental in enabling Boyd – and many others – to take on the challenge of an Olympic campaign, as well as the added benefit of corporate sponsorship. "The US Sailing Team Alphagraphics is my primary sponsor. They've developed great sponsor relationships with a number of great companies who believe in the direction the team is headed and have put their money where it counts. The whole team of athletes works together now, and you can feel it palpably when you get close to the team. I think our sponsors are excited to be a part of the team, and they can quite rightly feel a part of the medals we are going to win in 2012."

"I love being a part of the Olympic Movement. I think a lot of people assume that the Olympics is just about one competition every four years, but a closer look shows that it's really much more. Being in this world is about the hours and hard work spent finding all the best parts of yourself through sport and expressing them in that one moment which is the Olympics. Doing so while gaining the friendship of other athletes from all over the world is the greatest takeaway of this whole experience. A medal in London is just going to be the icing."

"I've committed fully to the Finn and to winning a medal at the Games in 2012. I've put my business into hibernation, so there will be no distractions. It's going to be an intense two years ahead of me."



Junior chat

The bronze and silver medals in the Junior Europeans in Split were won by the American sailors Caleb Paine (right) and Luke Lawrence (below). This is what they had to say.



Paine, "I started in a Finn last year through the guys in the US, especially Scott Mason and Peter McDonald who helped me out a lot. Basically they realised I was too big for the Laser and said, "Here, try a Finn". So I tried it and loved it. I signed up and bought a boat and here I am. I did the Finn Gold Cup in Copenhagen last year and the OCR in Miami this year. I am going to try and do the circuit this year and if I can get funding from Alphagraphics for next year it would help me a bunch."

Talking about his long term goal to represent the US in the Olympics he said, "For me it's extremely important to have a boat for heavyweights in the Olympics. If I don't have a boat to sail in the Olympics it sort of takes that dream away from me. And from many other people as well. At the moment the Finn is the ideal boat for that. The physical aspect of sailing the Finn is more important than other boats I have sailed in the past where training was more focussed on specific gym work, rather than on the sailing."

Lawrence, "I started off back in January. I was training for the OCRs in the Laser and in the process of going to the gym I put on about 10 pounds, which made me too heavy for the Laser so I decided to take the next step with the Finn. So I found a boat and sailed the OCRs. I did pretty well, so decided to stay with it. I made the US Sailing development team and they shipped my boat over here and I have been doing all the events since."

"I love sailing the Finn. I have also been sailing the 505 for a few years. It's different to the Laser. Technically it's more my thing. I enjoyed the Laser but I got a bit bored with it after a bit. The Finn is constantly a new challenge every time I go sailing. My long terms goals are the 2012 and 2016 Olympics. Right now I am working with John Bertrand full time. He's a really good coach. We work well together."

"The best part so far is the learning curve. I got a second in the Youth Worlds and I had fun with that, but I got to a point in the Laser where I was once I got too heavy I was just starting to suffer a lot and didn't want to just eat salad to sail my boat. For me, I like sailing singlehanded boats at the moment and I definitely want to go for the Olympics."



"The best part of the Finn for me is that it's very different from the other boats I sailed. It's a really cool class because you get lots of different types of people - it's in a league of its own. And it's great sailing."



A Finn for Africa

For the first time in nearly 25 years, competitive Finns are now available in South Africa, a country with a long and proud history in Finn sailing. Pata Finns Africa built its first prototype in June after extensive collaboration with Pata Boats in Hungary and with financial assistance from the South African Finn Association and through the International Finn Association's FIDeS programme (Finn International Development Support).

For the project coordinators, Philip Baum and Greg Davis, sailing at the Olympic Games was a long held dream, but, sailing Finns in South Africa, it always remained a dream as the political situation precluded them taking part in their youth.

Now all that has changed and the two have teamed up with Pata Boats in Hungary – one of the leading builders of Finns worldwide – and have started to build competitive hulls and masts in South Africa using moulds from the Pata boatyard. Not only do they hope to rejuvenate the South African Finn fleet, but they also have ambitious plans to revive Finn sailing right across the African continent.

Heritage

In the 1950s South Africa was represented in both the Naples and Melbourne Olympics and held its first Finn National Regatta in Durban in 1958, won by Paul Elvstrøm. The class exploded over the next 10 years with 400 Finns being built and imported. The names of Helmut Stauch and Bruce McCurrach were predominant over this period.

At the South African Finn Nationals in 1968, there were 77 Finns on the start line, won appropriately by Paul Elvstrøm again, with Willy Kuhweide second and Bruce McCurrach third. Unfortunately South Africa exited the Olympics in the same year. The growth continued, but at a lesser pace without the Olympic incentive. By 1980, boat numbers had reached 510. The last Finns built in South Africa were 24 years ago in 1986 with boat registrations at 542. Notwithstanding this, apart from one year, there have been Finn Nationals from 1958 through to 2009 with the 2010 championship being held in July. In 2008 the class celebrated its half centenary.



Landmark

Project director Philip Baum explains more about the landmark project. "The project comes about as a result of a dream of Greg Davis and myself to have South African youth compete in the premier class at the Olympic Games. There is also an ambition to rejuvenate South African Finn sailing."

Greg Davis has been building boats since he was a teenager. Having built a variety of youth boats when he was 19 he built a cold moulded wooden Finn which he sailed in the 1981 Gold Cup in Gromitz, Germany. Over the years since he has been involved in many other boat projects including ocean yachts. He has been National champion in the Finn class for a number of years and won many other National titles, including the prestigious Lipton Cup 10 times. In the Finn World Masters he has had numerous top 10 placings."

Baum continued, "Weak currencies and cost of import tariffs have been the biggest hurdle to getting Finn sailing going again on the Continent. Now that we are building in South Africa we bypass these hurdles. There are a number of bilateral preferential trade agreements between South Africa and other African countries. We will take advantage of these as well as lobby the relevant authorities for exemptions in support of Olympic sailing."

"The moulds arrived from Pata in South Africa on Wednesday, 26 May and the first boat was released from the mould on 9 June. We hope to have two boats sailing at the South African Finn National championships out of the Zululand Yacht Club in Richards Bay."

"The International Finn Association has been enormously supportive and encouraging of our initiative providing EUR 1,500 to assist with the shipping costs. The South African Finn Association also contributed EUR 2,500 to the exercise and, so, together met this burden."

As well as Greg Davis – who builds the boats - and Philip Baum – who financed the project - Barry Burton-Barbour has handled the legal work and applications for Government support, Manuel Mendez has provided boating industry expertise and Tim Addison has developed the Pata Finns Africa website.

Boatbuilder

The availability of a set of moulds came about through the Hungarian builder Pata Boats developing its products. Antal Gabor (aka Pata) spoke about the project, "It all started through my connections with South African Finn sailors, especially Greg and Philip. They always called me when they needed to rent a boat or something, so we became good friends."

"Over the years I have continuously developed my boats and masts, trying different ideas to make the boats faster, so then I had a mould I didn't need and to fund the new mould I decided to sell the old one. This is where they came in. I would sell and they would buy."



“The mould that we sold to Philip is a very successful one, with boats from it winning several big titles. The mast mould is also very close to my heart. We won two European titles with masts from that mould and also several other major titles. Now we have a new CNC machined mast mould that is more precise and I hope we can build perfect masts with it.”

“The advent of Pata Finns Africa is very exciting. In addition to the home base in Hungary, Pata Finns are now being built in two Southern Hemisphere countries – South Africa and Brazil – on two

different continents. This makes the Finn even more relevant as an Olympic class boat than ever before.”

“I wish my friends, Greg Davis and Philip Baum, great success with this new venture.”

Ambitious plans

Baum has ambitious plans for the fledgling project.

“We expect to have some 20 boats on the water by the end of 2011 and want to build some 50-100 boats for supply across the African continent and possibly India. South Africa and India have very good commercial and political ties as a result of the Struggle Years. The response to the limited publicity so far about the start up of production in Cape Town has been phenomenal.”

Baum hopes to make the new Finn available to other African countries as well. “We now need to market the availability of the boats extensively, especially in other African countries where we need to encourage Olympic sailing. It should be noted there are already many international yachtsmen in other parts of the Continent but a lack of affordable boats has been a barrier to Finn sailing.”

“We will need to embark on a marketing campaign as well as visiting other centres of sailing on the Continent. This remains work in progress. There have also been All African sailing events held with other classes and we are hoping to have Finns at the next.”

“There are many young South African yachtsmen and others from the other African countries who already compete and campaign



internationally in other classes. Access to internationally competitive equipment such as the Pata Finn will help enormously.”

“It is our ambition that African yachtsmen should be a force to be reckoned with at international events in the coming decade. We see ourselves assisting and promoting South Africa becoming an Olympic Class training centre in the European winter. Our summer weather and the fact that we are on the same time line makes us an ideal winter training venue and now we will be able to offer internationally competitive Finns domestically with a good resale market.”



Encouraged

Ian Ainslie, a three time competitor at the Olympic Games for South Africa in the Finn was very encouraged by the project. He said, “The class in South Africa has suffered in the last 10-15 years from not having a local builder. The perception has become that it is bit of an ‘old man’s boat’, as typically the only guys who could afford good equipment were masters sailors. This is an extremely generous gesture by Philip towards young guys that would like to sail seriously and could not previously afford the equipment.”

“The first step in producing an Olympic sailor from the country is to raise the level of the local fleet. With more Finns around, the many big kids will realise that there is more to life than rugby. On another level, I think this project can help with further transformation of South Africa. Black sailors have now won the South African Optimist and 420 nationals. We look forward to a black South African Finn champion in the near future.”

The President of the International Finn Association, Balazs Hajdu summed up, “There is large interest for Finn sailing around the world with a record number of entries and nations participating in the famous Finn Gold Cup and the continental championships every year. In addition, national fleets also keep growing with an unprecedented number of junior sailors joining the class every year.”

“In an endeavour to make the Finn available on all continents, IFA teamed up with the South African Finn Association (one of more than 50 national Finn associations worldwide) and helped design this great project. It is part of the Finn International Development Support (FIDEs) programme which has already supported the creation of our South American Finn manufacturing site in Brazil back in 2008.”

“With the world’s population getting heavier and taller, young athletes need an Olympic dinghy class allowing sailors heavier than 85 kg to sail competitively. And with this project our South African friends will have this opportunity and I am sure this will be a good example for other African countries.”

For more information and how to order a Finn from Pata Finns Africa see the company’s new website at: www.patafinnsafrica.com



Finn sailing from across the world

BELGIUM

Paul Goossens writes, Jan-Tjeerd Van Der Meulen dominated "Sailing for Ostend"

It always feels a bit weird to launch a Finn in a real port and then to depart to sea amidst fishing boats, dredgers and ferries. Nine Belgian and Dutch Finn sailors felt confident enough to leave their lakes behind and to go for the real thing.

We experienced good sailing conditions on Saturday: nice waves, F3 to 4 and a bit of sun in the afternoon. Four races were sailed shortly after each other. The

first race ended a bit chaotically as there was confusion around the finish line. Jan-Tjeerd (NED 895) won this race with Filip (BEL 8) and Joel (BEL 77) following. Also the other three races were won by Jan-Tjeerd, being chased by Paul (BEL 76). Filip learned that it is a best to keep a safe distance when waves come from behind – he punched a small hole in the boat of Jan (BEL 73).

Sunday was less fun. The day remained cloudy and rainy and we had to wait a long time for the first start. A thunderstorm passed by after the first race and the wind changed 180 degrees. No further races were sailed and the positions remained the same.

Unfortunately Maarten (NED 51) and Ad (NED 896) had to abandon racing because of injuries.

Results

1	NED 895	Jan Tjeerd V D Meulen	4
2	BEL 76	Paul Goossens	12
3	BEL 73	Jan Bourgois	12
4	BEL 5	Yves Verhofstede	14
5	BEL 77	Joel Gladly	16
6	BEL 8	Filip Verhaeghe	24
7	NED 896	Ad Hermus	30
8	NED 749	Dirk Hooijer	32
9	NED 51	Maarten Oberman	40

DENMARK

Richard Berg Larsen writes, "What a summer. First a very long wait for the spring to begin and then suddenly full Summer. We did manage to sail Kastrup Cup, which used to be Alu-Cup, and later changed name to Polyester Cup and now Kastrup Cup

Helleup Retro Cup together with the Laser class went totally wrong as we were told about the invitation very late and it was just one week before the yearly "Dragør Battle". We all showed up the following Saturday in Dragør to experience 14

meter plus wind just outside the harbour and we all decided to call it a day in the Club House. We had breakfast, coffee and Cake and lunch in four hours and we all went home ready for a nap.

The Danish nationals will be sailed the first weekend of August, and 11 Danish boats went to the Swedish nationals, which turned out to be a great event.

Polyester Cup 2010

Kastrup Sejlklub

1	DEN 9	Thomas Moerup Petersen	12
2	DEN 77	Michael Staal	17
3	SWE 739	Ole Lundqvist	26

4	DEN 231	Kenneth Bøgild	33
5	DEN 10	Michael Bæk	38
6	DEN 19	Johnny Aagesen	42
7	DEN 262	Bo Teglers	45
8	DEN 249	Svend Vogt Andersen	51
9	DEN 46	Kasper Andreasen	71
10	DEN 18	Richard Berg-Larsen	73
11	DEN 14	Jan Verner Nielsen	75
12	DEN 192	Ole Blichfeldt Madsen	77
13	DEN 246	Ane Zielinski Næstved	88
14	DEN 17	Lars Juel Christensen	92
15	DEN 13	Peter Mikkelsen	97
16	DEN 6	Lars Hall	101
17	DEN 190	Daniel Apel	101

FRANCE

French Nationals 2010

François Richard writes, While the whole french fleet now records 160 members the best 35 gathered to La Ciotat near Marseille to race their national event from 3-8 of July.

During the regatta the wind blew from 18 to 25 knots generating choppy conditions, while the final 3 races were sailed in light to very light airs.

Marc Alain des Beauvais was in peak shape and nailed not less than 5 wins plus one second and one 3rd to leave the others two victories to Laurent Hay the 2009 defending champion. Marc's domination was most times done with an impressive lead from his nearest rivals. For this event he just started using a brand new WB sail.

Results

1	FRA 99	Marc Alain des Beauvais	5
2	FRA 75	Laurent Hay	10
3	FRA 7	Stephane Alexis	25
4	FRA 8	Jean Paul Gaston	25
5	FRA 2	Pierre Mondeteguy	27
6	FRA 28	Sebastien Grall	27
7	FRA 61	Mickael Minos	32
8	FRA 57	Damien Boulan	34
9	FRA 66	Philippe Lobert	36
10	FRA 89	Bemjamin Montagut	38
11	FRA 117	François Richard	49
12	FRA 869	Regis Baumgarten	50
13	FRA 150	Pascal Tetard	53
14	FRA 43	Nicholas Winters	57
15	FRA 64	Orotz Iturralde	58



Photos: Claire Allain des Beauvais

ITALY



Coppa Italia 2010

Six out of seven events of Coppa Italia Finn were completed by July and only the final event at the International Finn Cup in Malcesine is left.

23 races were sailed with 81 Italian sailors participating. The events were in Anzio, Punta Ala, Caldaro (where also many German and Austrian Finns were racing), Livorno, Porto San Giorgio and Desenzano.

Conditions were mainly light which favoured the Italian secretary Marco Buglielli, who is leading the provisional scoreboard. Second is Marko Kolic who is leading Federico Laici, Francesco Faggiani and Michele Paoletti. One of the protagonists of the first races, the young and strong Enrico Voltolini left the Finn in May and started an Olympic campaign in the Star class, crewing for Diego Negri. Their beginning was a promising seventh overall at the Europeans in Viareggio.

The final event in Malcesine will see at least five potential winners, with an open battle for all podium positions.

Supporting sponsors of Coppa Italia are: North Sails Italia, HiTech Sailing, Bertacca Sail Equipment, Grappa Bertagnolli, Devoti Sailing, Essemarine, Rockport, Magic Marine, Lizard Footwear, Nordstudio and Residence Ca' del Lago.

1	ITA 2	Marco Buglielli	493
2	ITA 40	Marko Kolic	465
3	ITA 985	Federico Laici	452
4	ITA 4	Francesco Faggiani	425
5	ITA 146	Michele Paoletti	389
6	ITA 123	Filippo Baldassari	375
7	ITA 90	Emanuele Vaccari	362
8	ITA 981	Enrico Voltolini	348
9	ITA 70	Francesco Lubrano	343
10	ITA 52	Franco Martinelli	343

Italian Master Championship and Italian Open Championship 2010

September will be an intense month for Finn activity in Italy, with the Master championship in Grado from September 3-5 and the Italian Championship for all Olympic classes in Formia (150 km South of Rome) from September 23-26. Both events are Open.



Photos: Marina Prinziavalli, Antonio Costantini, Robert Nicolussi

GERMANY



Andreas Bollongino writes, Since March we have sailed over 25 regattas counting to our national ranking - just in Germany, even the smallest lakes are drawing usually over 20 boats to their events.

As usual on the small lake events, the occasional lack in wind and waves is compensated with outstanding on-land arrangements for the sailors and their companions.

The Finn Class in Germany is growing and since we have many lakes to sail, it is always a task in the beginning of the year to keep the amount of regattas to a reasonable size and not to disappoint too many Finnsters who want to invite the Finns to an event in their home club – but this is definitely a “luxury problem”.

At the end of April/early May we had the internationally well known Nesselblatt in Steinhude in Northern Germany with 74 competitors. Andre Budzien and Karel von Hellemond fought well with Karel finally winning with an advantage of four points after six races. We should not forget to mention the comeback of the 1988 Gold Cup Winner Thomas Schmid in 4th place.

Results (74 entries)

1	NED 41	Karel van Hellemond	9
2	GER 711	André Budzien	13
3	NED 787	Nanno Schuttrups	14
4	GER 193	Thomas Schmid	27
5	GER 165	Dirk Meid	28
6	GER 22	Martin Mitterer	35
7	NED 29	Bas De Waal	36
8	GER 120	Lennart Luttkus	37
9	NED 841	Hein Van Egmond	42
10	GER 8	Jürgen Eiermann	49

June and July is the Baltic Sea Weeks Season starting with Kiel, the event you all know about, followed by Warnemünde Week at the beginning of July and Travemünde Week at the end of July.

Warnemünde and Travemünde are always a little bit in the shade of the world famous Kiel Week, but they are also big sailing parties and a main tourist attraction for the arranging cities. With “Fun Miles” with thousands of visitors in “Oktoberfest” mood having fun/food and parties and watching the sailing events, it is always very special to take part in such regattas (and very easy to convince the family to join).

The Warnemünder Woche was held in tropical conditions, and just 3 sailed races due to lack of wind.



Our Finn youngster Jan Kurfeld won with one point advantage over Björn Allansson from Sweden. The regatta was dominated by the members of the German youth Finn sailing initiative Finn Team Germany taking four out of the top 10.

Results (49 entries)

1	GER 771	Jan Kurfeld	6
2	SWE 6	Björn Allansson	7
3	POL 11	Artur Ponieczynski	13
4	GER 711	André Budzien	13
5	CZE 52	Tomas Vika	22
6	GER 772	Ulli Kurfeld	23
7	GER 64	Lennart Luttkus	23
8	GER 500	Philipe Fischer	24
9	NED 83	Timo Hagoort	26
10	NED 841	Hein van Egmond	28

NETHERLANDS



Henk de Jager writes, Because of the World Championship football in South Africa, the Dutch Finn fleet took a short rest and went from intensive sailing to heavy drinking.

The new and young rookies are getting on the water, Hein van Egmond and Timo Hagoort. Both sailors are preparing for hard competition on the Olympic scene.

It is nice to see that the next generations of old Finn sailors are showing their genetic power. Hein, for example went to the Swedish Nationals and ended up in second.

It was good work to beat flying fox Karel van Hellemond on foreign waters. Timo has good inspirations and need sparring partners. PJ is watching like a salt water pike, of course.

Also we had the Delta Lloyd Regatta in Medemblik (results elsewhere in this Finnfare). At the Finnale at Monnickendam, Jan Zetzema and his team set up a great event again. It is good place to be while in Amsterdam.

Finnale 2010

Gouwee, Monnickendam (46 entries)

1	NED 64	Wietze Zetzema	7
2	NED 842	Pieter Jan Postma	17
3	NED 41	Karel van Hellemond	17
4	NED 45	Dennis de Ruiter	25

5	NED 841	Hein van Egmond	26
6	NED 780	Jan Willem Kok	47
7	NED 27	Paul Kamphorst	50
8	NED 747	Thierry van Vierssen	53
9	NED 7	Cees Scheurwater	53
10	NED 50	Jan Zetzema	62
11	NED 25	Arwin Karssemeijer	63
12	NED 81	Gerko Visser	77
13	NED 29	Bas de Waal	79
14	NED 888	Luuk Kuijper	84
15	NED 10	Nanne Boot	84
16	NED 88	Chiel Barends	84
17	NED 2	Wouter Molenaar	99
18	NED 900	Leo Meijaard	103
19	NED 902	Pieter Risseeuw	108
20	NED 58	Pieter de Gooijer	115

Loosdrechtweek 2010

(32 entries)

1	NED 42	Martijn van Muyden	8
2	NED 7	Cees Scheurwater	8
3	NED 787	Nanno Schuttrups	9
4	NED 747	Thierry van Vierssen	12
5	NED 2	Wouter Molenaar	14
6	NED 77	Jan-Jaap Lamme	16
7	NED 865	Mike Kamminga	22
8	NED 922	Roel van Olst	23
9	NED 11	Henk de Jager	27
10	NED 860	Loek Kruijer	31

Below: Timo Hagoort at the Europeans in Split





The season for the Swedish Finn Sailors had a late start in 2010 due to a very cold and long winter. This meant that the lake sailors from Karlstad and Uppsala couldn't start to sail before April and the beginning of May due to ice. But the coastal sailors were not much earlier in the cold weather.

The first Swedish Cup regatta was held on the west coast in Kullavik with a fleet of 10 sailors. The first day was held in good winds but unfortunately there was no sailing the second day due to light winds or no winds at all. Kullavik will also be the venue for the Swedish Championship in 2011 and normally offers very nice sailing conditions.

Results

1	Olof Lundqvist	3.0
2	Johan Wijk	8.0
3	Christofer Finnsgård	9.0
4	Fredrik Tegnhed	13.0
5	Henrik Rydell	15.0

Last years anniversary and championship location, Uppsala, was the next stop for the Swedish Cup. And as the last day of the national championship in 2009, the first day offered very high wind speeds ranging in between 20 to 30 knots with strong gusts on Lake Ekoln. The first day of sailing became therefore very chaotic with broken masts and booms as well as capsizes. Only one race was held, this with only two boats going round the whole course with the old Uppsala sailor Fredrik Tegnhed up in the lead. The second day offered much more moderate conditions

and all three races were concluded. As always on Lake Ekoln, the tricky wind shifts kept the sailors on high alert all day.

Results

1	SWE 8	Christofer Finnsgård	6
2	SWE 5	Fredrik Tegnhed	6
3	SWE 721	Mikael Brandt	10
4	SWE 111	Torsten Jarnstam	13
5	SWE 3	Christian Finnsgård	14
6	SWE 701	Daniel Miles	15
7	SWE 66	Ulf Bjureus	23
8	SWE 747	Mats Enblom	25
9	SWE 801	David Berg	25
10	SWE 328	Lasse Wastesson	26

The national Swedish championship was held early this summer in the first weekend of June in the most southern location possible in Sweden, Skanör. The early date made it also possible for the top Swedish sailors such as Björn Allansson and Max Salminen to participate in the regatta as well. The championships also attracted sailors from Denmark and Holland but even with the high standard of sailors participating, Björn was from the beginning superior of all competitors in the fleet, especially the first and the second day when there was strong winds. On the whole, this years Swedish championships was a success with beautiful and excellent sailing weather on the first and second day and also very nice social atmosphere between the sailors on shore. Many thanks therefore to the sailing club in Skanör who arranged the regatta. Björn Allansson became the overall winner and Swedish Champion.

The last Swedish Cup regatta will be held in late September in Karlstad.

Swedish Nationals 2010

1	Björn Allansson	1	1	1	1	1	(4)	1	7
2	Hein van Egmond	3	3	3	3	2	2	(5)	18
3	Karel van Hellemond	4	2	4	5	3	3	(8)	22
4	Efe Kuyumcu	2	6	2	6	8	6	(19)	36
5	Cees Scheurwater	6	8	8	(13)	9	9	3	49
6	Kenneth Bøggild	13	5	6	8	5	4	9	(23) 50
7	Kaspar Andresen	(11)	7	10	10	6	7	5	11 56
8	Michael Staal	7	4	5	9	11	8	(17)	15 59
9	Christofer Finnsgård	10	10	7	4	7	11	(33)	13 62
10	Olof Lundqvist	8	9	(16)	11	10	10	11	9 68
11	Johan Wijk		87	29					Christer Ridderheim 185
12	Svend V Andersen		95	30					Ole Blichfeldt Madsen 193
13	Michael Bæk		104	31					Torsten Jarnstam 194
14	Lars Juel Christensen		105	32					Adam Svård 213
15	Frank Hansen		108	33					Johnny Aagesen 214
16	Ville Valtonen		109	34					Peter Mikkelsen 225
17	Fredrik Tegnhed		113	35					Hans Gustavsson 242
18	David Berg		119	36					Peter Bernstein 243
19	Max Salminen		122	37					Henrik Ask 247
20	Christian Finnsgård		133	38					Erik Åberg 255
21	Henrik Rydell		148	39					Ane Zielinski 284
22	Pär Friberg		151	40					Jan Verner Nielsen 286
23	Seppo Ajanko		153	41					Hans Wiberg 303
24	Martin Pluto		160	42					Jan-Erik Florén 306
25	Håkan Olsson		160	43					Nathan Quirk 329
26	Ulf Bjureus		181	43					Gunnar Åberg 329
27	Bengt Strömberg		181	43					Bo Teglers 329
28	Richard Berg-Larsen		181	43					Jesper Åberg 329



SWITZERLAND



International Swiss Championship 2010 Lake Thun, June 23 - 27

This definitively was a championship for the history books! 82 participants from six countries showed up to sail on beautiful Lake Thun in front of the majestic Swiss Alps.

The weeks before were rainy and cool. Just in time for the championship a high pressure system established itself over Central Europe allowing the famous thermal winds of Lake Thun to blow every day.

Nine races were sailed on three sunny days in mainly excellent conditions of 2-4 bft northwesterly winds. A lineup of excellent foreign sailors was ready to challenge the Swiss Finn gang. After a short but emotional opening ceremony, Thursday offered three good races in tricky conditions. Right or left on the first beat proved to be a crucial decision. World class star sailor Flavio Marazzi in a brand new Wilke Finn was the winner of the first day followed by Christoph Burger and Karel Van Hellemond. More of the same on Friday with three more races in similar conditions. This time Christoph Burger, André Budzien and Martin Mitterer were the winners of the day. Overall Christoph Burger took the lead in front of Flavio Marazzi and Matthias Bohn.

Saturday started like the previous days with perfect sunny weather. But the wind was building only in the late afternoon and race seven was sailed with some difficult moments with massive wind shifts and holes. Some of the leaders collected a bad race which was decisive for the final results.

For races eight and nine the good winds came back allowing the planned nine races to finish by Saturday evening. With the score of 1-1-2, André Budzien showed what a skilled sailor he is. With only 4 points out of this day André clearly took the lead to win his first Swiss title.



Behind André things were really tight with five boats finishing within six points. Flavio Marazzi defended his second place followed by Karel Van Hellemond in third place. With this international podium a wonderful championship ended with a great party followed by the prizegiving and closing ceremony around midnight. Everybody was extremely happy and the Thunersee Yachtclub with the organising committee under the lead of Finn sailor Carlo Lazzari proved once again to be one of the leading addresses in the sailing world in terms of hospitality, infrastructure and race management. Thanks to all the organizers for this wonderful event.

1	GER 711	Andre Budzien	32
2	SUI 78	Flavio Marazzi	54
3	NED 41	Karel Van Hellemond	55
4	GER 22	Martin Mitterer	56
5	GER 8	Jürgen Eiermann	58
6	SUI 67	Christoph Burger	60

7	SUI 5	Christoph Christen	72
8	GER 701	Klaus-Dieter Götz	85
9	GER 174	Matthias Bohn	86
10	SUI 12	Franz Bürgi	99
11	GER 15	Peter Ganzert	117
12	SUI 63	Thomas Gautschi	122
13	AUT 18	Christian Scheinecker	136
14	GER 146	Friedrich Müller	145
15	NED 7	Cees Scheurwater	160
16	CZE 8	Jiri Outrata	163
17	GER 88	Carsten Sibbert	176
18	SUI 71	Beat Aebischer	177
19	GER 82	Alfons Huber	181
20	SUI 441	Dominique Wälchli	190

USA



2010 Finn North American Championship

Eight races were sailed in 14-25+ knot winds at the venue for the 2010 Finn Gold Cup. Ed Wright won each and every race, while Zach Railey traded second and third places with Rafa Trujillo

1	GBR 11	Ed Wright	7
2	USA 4	Zach Railey	16
3	USA 5	Andy Casey	29
4	USA 505	Erik Lidecis	38
5	US 30	Forrest Gay	46
6	US 619	Caleb Paine	48
7	ESP 100	Rafa Trujillo	60
8	USA 74	Henry Sprague	60
9	USA 8	Scott Mason	61

10	USA 47	Robert Kinney	63
11	USA 12	Phillip Ramming	63
12	USA 150	Louie Nady	72
13	USA 81	RJ Bay	93
14	USA 27	Jeff Allen	94
15	USA 2012	Phil Toth	99
16	RUS 21	Vladimir Butenko	117

17	USA 1213	Andras Nady	140
18	USA 691	Andre Skarka	153
19	USA 60	Iain Woolward	155
20	USA 73	Charles Heimler	155
21	CAN 1	John Romanko	168
21	USA 48	John Harrop	168
21	US 777	Peter Aschwanden	168



TO BE THE BEST...

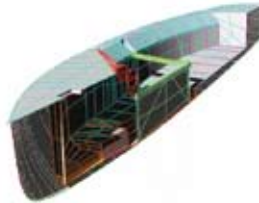
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Major Finn regattas 2010-12

9-14/08/2010	Sail For Gold Regatta (SWC)	Weymouth, UK
17-24/8/2010	Finn Silver Cup	San Francisco, USA
27/08-4/09/2010	Finn Gold Cup	San Francisco, USA
2-5/09/2010	Lipno Regatta	Czech Republic
14-19/09/2010	Hungarian Championship	Balatonelle, Hungary
17-19/09/2010	Open Dutch Championships	Medemblik, Netherlands
23-26/09/2010	Open Italian Championship	Formia, Italy
1-3/10/2010	International Finn Cup	Malcesine, Italy
2-3/10/2010	KSSS Olympic Regatta	Saltsjobaden, Sweden
29/10-2/11/2010	Rio de Janeiro International Sailing Week	Brazil
16-21/11/2010	Perth International Regatta	Australia
19-21/11/2010	Cup Opatija	Opatija, Croatia
14-19/12/2010	Sail Melbourne (SWC)	Australia
17-22/12/2010	Palamós Christmas Race	Spain

SWC = ISAF Sailing World Cup event



Future Championships

2011

12-17/6	Finn World Masters	Punta Ala, Italy
30/6-17/7	Europeans	Helsinki, Finland
August	Silver Cup	Moscow, Russia
3-18/12	Finn Gold Cup	Perth, Australia

2012

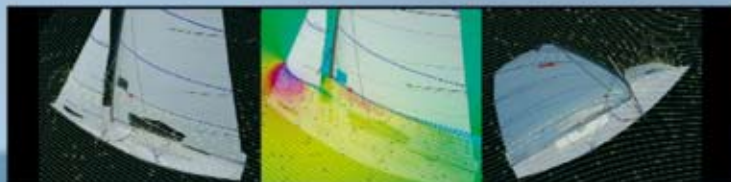
March (tbc)	Europeans	Scarlino, Italy
27/5-1/6	Finn World Masters	Pwllheli, UK
May	Finn Gold Cup	Falmouth, UK
28/7-11/08	Olympic Games	Weymouth, UK

More details and regatta links can be found on www.sailing.org or on www.finnclass.org
Please check all details before travelling as dates can change at short notice



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