

FINNFARE



AUGUST 2018



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Opening shot: Josh Junior in Hyères

PRESIDENT'S LETTER

Dear Finn Sailors and Friends of the Finn Class,

As this issue of FINNFARE goes to press, Finn sailors from across the world are converging on Aarhus for the first major hurdle towards qualifying for the Tokyo 2020 Olympic Games. I believe the competition we will witness in Denmark in August will be, as always, a great showcase for the Finn.

It will be a tough battle between supreme athletes and great champions to be crowned world champion, but it will also be a fantastic opportunity for the many new sailors in the class. In Aarhus, the Finn class is bringing a lot of new nations to an Olympic qualification regatta. In total we will have 100 sailors from 44 nations lining up in Aarhus, the largest number of nations represented in any class except the Laser and the Radial. I look forward to seeing how the

eight sailors who have participated in the World Sailing Emerging Nations Program will fare against some of the best Finn sailors in the world.

Earlier this year we also witnessed the second largest Finn regatta of all time when 352 Finns took part in the Finn World Masters in El Balis, in Spain. The winner was a Finn hero from 30 years ago, José Luis Doreste, who proved yet again that 'Once a Finn sailor, always a Finn sailor.'

The week before the Masters, the World Sailing Mid-Year Meeting took place in London, with the Council deciding on the Olympic Events for the 2024 Paris Olympic Games. After much discussion and rounds of voting on a huge range of different submissions, Council passed Submission M22-18 late on Monday 15 May.

Submission M22-18 clearly stated that the intention was for the Finn to be retained as men's equipment within

a new event, Mixed One-Person Dinghy, (pairing a men's and women's singlehanded dinghy within one event – and with one set of medals) however under World Sailing regulations, the actual equipment decisions have now been deferred to the November annual conference.

M22-18 had to include proposals for all five events under review. World Sailing Regulations also required any new event to have new equipment (the Finn can be this 'new' equipment). However, logic dictates that M22-18 was all about maintaining continuity and therefore retaining the Finn.



continued over...

As the Olympics moves to an event based programme rather than a sport-based programme, it was essential that each event has a distinctive format from all other events in that sport. M22-18 also meets the requirements of gender equality, which was considered an essential part of any change to events.

M22-18 allows for two individual singlehanded events and one mixed singlehanded event. An option for the mixed event could pair the Finn with a new or existing class for women. Various format have been discussed including separate courses with different boats and combined scores, or one course with a timed relay.

At the moment much is unknown and both equipment and format submissions are being prepared for the November World Sailing Annual Conference. IFA is currently putting together various

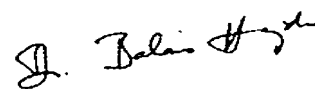
submissions to ensure we have the best possible chance to be selected for 2024. However, whatever we end it with it will be a completely new style of event in the Olympics, and perhaps in sailing.

Much has been written about this process and where it is leading, however I would encourage all Finn sailors around the world to continue to promote the Finn in a positive light. We have a great boat, a strong class association, an unrivalled heritage and a list of former champions that is a who's who of international sailing. Please be assured that the IFA is working hard to keep the Finn in the Olympic Games.

Outside of the Olympic arena, many of you are sailing in national events – in the last FINNFARE we saw the

amazing number of national and local events taking place – so wherever you are sailing, I wish you good winds and great Finn sailing.

Warm regards,



Dr. Balazs Hajdu
HUN-1
IFA President



IFA Executive Committee 2018-19

President of Honour

Gerardo Seeliger
Paseo Marquesa Viuda de Aldama, 52
28109 La Moraleja, Madrid, Spain
Mob: +34 609 20 10 20
Email: gerardo.seeliger@gmail.com

President

Dr Balazs Hajdu
Furj u 25, H-1124 Budapest, Hungary
Mob: +36 30 332 7415; Fax: +36 1 319 1680
Email: balazs.hajdu@t-online.hu
Skype: bhajdu001

Vice-President – Sailing

Rafael Trujillo
c/o NTC Australia Sailing Team, Middle Harbour Yacht Club, Lower Parriwi Road, The Split, Mosman 2008, Australia
Tel: +61416719100; +34677523442
Skype: rafaeltrujillovillar
Email: rafatrujillovillar@gmail.com

Vice-President – Development

Marc Allain des Beauvais
c/o Transmer Assurances, Mandataire exclusif d'Assureurs Plaisance, 62, Avenue Camus, 44000 Nantes, France
Tel: +33 (0)2 85 520 350
Fax: +33 (0)2 85 520 348
Email: marc@transmer.com

Vice-President – Masters' Fleet

Andy Denison
4 Wickfield Ave, Christchurch; BH23 1JB, UK
Tel: +44 (0)1202 484748; +44 (0)7802 355 522
Email: andy@denisons.com

Executive Director

Corinne McKenzie
39 Rue du Portal d'Amont
66370 Pezilla la Riviere, France
Mob: +33 670 10 18 13
Tel/fax: +33 4 68 92 60 46
Email: corinne.mckenzie@orange.fr
Skype: corinnerollandmckenzie

Chairman Technical Committee

Paul McKenzie
39 Rue du Portal d'Amont
66370 Pezilla la Riviere, France
Tel/fax: +33 4 68 92 60 4
Email: paul.mckenzie@orange.fr

Honorary Treasurer

Tim Carver
23 Balmoral Close, Alton, GU34 1QY, UK
Tel: +44 7798 927971
Email: tim@timcarver.com, Skype: carvert

Special projects

Michele Marchesini
Email: michele.marchesini@me.com

Chief Measurer

Jüri Saraskin
Lossi 1A, Tallinn, EE0026, Estonia
Tel: (W) +372 6726 777, (H) +372 6726 222
Mob: + 372 501 1321, Fax: +372 6726 778
Email: info@perimex.ee

FINNFARE Editor and Chairman Marketing Committee

Robert Deaves
2 Exeter Road, Ipswich IP3 8JL, England
Mob: +44 7932 047046
Email: robertdeaves@yahoo.co.uk
Skype: robert.deaves

IFA website: finnclass.org

Gold Cup: YEAR.finngoldcup.org

Europeans: YEAR.finnneuropeans.org

Silver Cup: YEAR.finnsilvercup.org

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Cover photo: José Luis Doreste winning the Finn World Masters at El Balís. Inset: Nicholas Heiner in Hyères



FINN CLASS RULE CHANGES

Following decisions taken at the Finn Class AGM in Cádiz in March, several important changes to the Finn Class Rules become effective from June 11, 2018.

The timing of these changes was planned so that they came into force after the end of the World Cup Series, but before the serious part of the season begins, including the first stage of the Tokyo 2020 Olympic qualifications in Aarhus, Denmark, in August.

The main change was to limit equipment that can be measured into major events. In the past, sailors could have two of almost anything (except hulls), but that has now been reduced to one of each, with the exception of sails. From June 11, 2018, when Rules C 6.2 is invoked in the Notice of Race or the Sailing Instructions, sailors will now only be allowed to measure in one boom, one mast and one rudder, in addition to one hull, one centreboard and two sails.

The objective of this is to try to limit equipment costs. Sailors will still be able to bring two masts, but must choose one for the event. It is hoped this will encourage sailors to have one all round mast, plus a travelling spare, limiting development costs of both masts and sails.

It will also have a knock on effect that equipment inspection should be faster and more efficient, reducing the number of items that need to be certified by up to 300. Sailors can still bring spare gear, but these would only be allowed for use if the original equipment was damaged beyond repair and with race committee approval.

The other major change is the permitted use of 'Electronic heart rate monitor' devices. Athletes of all sports use these during training, and many Finn class athletes wished to use simple heart rate monitors during competition to analyse their performance. The devices used are not permitted to have any other function such as GPS positioning or communication.

These two important steps for the class continue its evolution in, not only attempting to control equipment costs for athletes without undermining the culture of the class, but also embracing new, and low cost, technologies to benefit the athlete's training and development.

The amendments and new rules can be found at:
<http://www.sailing.org/28199.php>.

PHOTO BOOK - 2018 FINN WORLD MASTERS *'The Way the Wind Blows'*

The photo book of the 2018 Finn World Masters in El Balis is now available through the Finn Masters website at finnworldmasters.com. The book contains nearly 400 colour



photos on 100 pages. It is an A4 glossy hardback. The cost is £25 plus shipping dependent on region. Shipping discounts for bulk orders are available.

NEWS

FIRST FINN CHAMPIONSHIP IN SLOVENIA

Online entry is open and the Notice of Race has been published for the 2018 Finn Silver Cup, which will be the first ever major Finn championship in Koper, Slovenia. The dates are 25-31 August. More information and entry details here:
<http://2018.finnsilvercup.org/>

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In winning the 2018 Finn World Masters José Luis Doreste made history. He is the only person ever to have won all major senior Finn titles: the European championship, the Finn Gold Cup, Olympic Gold and now the Finn World Masters.

That he could come back to the Finn after a 30-year absence and win the title with a 14-year-old boat says as much about the man as it does about the class. It is the first time in a long time, perhaps ever, that a Grand Grand Master had won

also the winner in 2015. He won in 2017 after a drama filled medal race in Barbados to overcome Rafa Trujillo. However, none of last year's winners in any category retained their titles in 2018. There was so much depth across the fleet and so many boats on the water, that every point was vital. With four groups sailing each day, one point was the equivalent of four places. Any mistakes were severely punished.

The greatest interest during the week was in the Grand Grand Masters category where two former Spanish Finn Gold



THIRTY YEARS AFTER OLYMPIC GOLD JOSÉ LUIS DORESTE IS MASTERS WORLD CHAMPION

the overall title. He had surprised himself as much as anyone else, but proved the old adage 'Once a Finn sailor, always a Finn sailor'. The skills learned in the Finn last a lifetime.

The 2018 Finn World Masters was sailed from the Club Náutico El Balís, about 40 km north of Barcelona on the north-east coast of Spain, in the village of Sant Andreu de Llavaneres. It turned out to be the second largest Finn event on record, just three boats less than the 2016 Finn World Masters at Torbole, on Lake Garda, Italy.

In 2018 the event attracted 352 entries from 32 countries. Club Náutico El Balís is a giant marina complex surrounded by restaurants and bars and was an ideal venue to host the Finn World Masters. In the 48 years of the event, 2018 was only the second time it had been hosted in Spain, so it was long overdue. The club took the Finn Masters to heart and made a huge effort with great social events, meticulous attention to detail and more than 100 volunteers helping throughout the event. Every sailor felt genuinely welcomed.

The defending champion was Vladimir Krutskikh, who was

Cup winners were taking part in their first Finn World Masters. Joaquin Blanco Roca won the Europeans and the Finn Gold Cup in 1977 and went on to finish fourth at the 1984 Olympics. José Luis Doreste won the Europeans in 1987 and the Finn Gold Cup and Olympic Gold in 1988. These two jumped back into the Finn in 2017 and had been training hard for this championship. While both sailed exceptionally well, few would have predicted Doreste to win the overall title, but the light conditions perhaps played to his strengths.

Finn sailing continues to grow year on year and the Masters fleets are no exception, with huge fleets across Europe and growing fleets elsewhere in the world. The largest nations were as usual Germany and Holland, but with its largest turnout ever, the home nation, Spain, fielded 24 entries, evidence of the amazing growth in the class there over the past few years.

The club's Finn fleet has been a key part of the growth in Spanish Finn sailing over the last few years, with the Catalonia fleet growing from just a handful of boats five years ago to more than 20 today. Catalonia was where the Spanish Finn fleet first



began in the 1950s, so it was a poignant moment to bring the Masters to the region.

In the end, only five out of eight scheduled races were sailed, with the event suffering from unusual and excessive inland thunderstorms that killed the normal thermal activity at the coast. They always say, 'It's not normally like this', and that was probably truer this year than ever before. Three days were lost because of no wind. But the five races there were sailed on Wednesday and Friday were exceptional, with perfect race management. Despite all the weather problems, it was a week to remember with the great local hospitality mixed with the fun that Finn sailors get up to whenever they are in the same place.

Waiting for the wind is an inescapable part of sailing, but the Spanish wind made the sailors wait far more than is usual, and certainly far more than was expected from the normal conditions at the time of year. Many sailors arrived early to train and get to know the waters, but not many were able to get in more than a few hours of sailing in the week leading up to the championship.

The practice races on Sunday were started but did not get very far, all racing being abandoned soon after. Despite another beautiful day on Monday, light winds also precluded any racing taking place. A light wind was established late morning and after a short delay ashore the fleet was sent out on the water. While there was a sailable breeze on launching it soon died away in the hazy sunshine leaving the fleets drifting around on a glass like sea.

For a while the wind threatened to build from the south, but that too faded and never returned and the fleet were eventually sent back to the harbour.

However, the sailors remained positive and happy and enjoyed their day. After coming ashore, they were treated to a beer party and a raffle for the daily prizes, on the beach at the event village.

The wind abandoned the venue on Tuesday as well. The storms inland were quite obvious with dark clouds telling everyone to party instead of sail. The coast remained largely sunny, so everyone was in good spirits. The day ended with a champagne and strawberry party on the beach, with the daily prizes again being assigned by a bow number raffle and beach games.

Despite the lack of racing, the morale of the fleet remained high and everyone enjoyed the fantastic hospitality and sunshine. But enough was enough. By Wednesday everyone was desperate to go sailing, if only to give their livers a break. It was the best forecast of the week at that point. It was time to race.

After three days without wind the championship finally got underway with three races completed. The 350 boat fleet, split into four groups, each sailed three races in a sea breeze that built from 7 to 12 knots during the day.

In the Yellow fleet José Luis Doreste and Giacomo Giovanelli, from Italy, shared the line honours. Doreste was unsure about his speed



Pos	Sail No	Helm	1	2	3	4	5	Tot
1	ESP 555	José Luis Doreste, GGM (1)	1	2	1	(6)	2	6
2	CHI 12	Antonio Poncell, GM (1)	4	1	(20)	1	2	8
3	ITA 202	Giacomo Giovanelli, M (1)	2	1	2	(bfd)	3	8
4	RUS 73	Vladimir Krutskikh, M (2)	2	1	(13)	6	1	10
5	ESP 17	Xavier Penas, GM (2)	(12)	2	1	2	5	10
6	RUS 161	Aleksander Kulyukin, M (3)	3	3	3	(6)	1	10
7	ESP 79	Joaquin Blanco, GGM (2)	2	3	(19)	3	2	10
8	GER 711	André Budzien, GM (3)	4	(8)	4	3	1	12
9	GER 193	Thomas Schmid, GM	1	4	8	1	(13)	14
10	AUS 22	Paul McKenzie, GM	5	(6)	5	1	4	15
11	SWE 5	Fredrik Tegnhed, GM	6	4	1	(15)	7	18
12	FIN 201	Kristian Sjoberg, GM	2	(23)	13	2	2	19
13	BRA 177	Andre Mirsky, M	4	8	(17)	4	3	19
14	UKR 14	Volodymyr Stasyuk, M	9	5	(29)	5	5	24
15	AUS 5	Matt Visser, GM	5	1	15	(bfd)	4	25
16	NED 29	Bas De Waal, GM	9	5	5	7	(ufd)	26
17	GER 707	Ulrich Breuer, GM	5	7	(17)	4	11	27
18	ITA 5	Francesco Cinque, GGM (3)	6	(dsq)	6	10	6	28
19	SUI 7	Christoph Burger, M	8	11	10	(bfd)	1	30
20	BEL 1	Wim Henderieckx, M	6	12	10	3	(bfd)	31
21	NED 818	Albert Kroon, GM	(32)	11	6	6	8	31
22	NED 27	Paul Kamphorst, GM	8	9	(34)	11	4	32
23	FIN 218	Freddy Markelin, GM	3	10	4	(32)	16	33
24	GBR 74	Lawrence Crispin, GM	7	(28)	2	14	11	34
25	HUN 50	Akos Lukats, M	4	14	(22)	10	6	34
26	UKR 8	Taras Havrysh, M	10	15	(20)	3	7	35
27	GBR 635	Simon Percival, M	18	(25)	14	1	3	36
28	GBR 2	Allen Burrell, GM	6	12	16	2	(ufd)	36
29	EST 7	Harles Liiv, M	9	3	18	(bfd)	6	36
30	UKR 69	Sergii Maliuta, M	8	4	9	(bfd)	16	37



before racing started and surprised himself with how well he sailed. Doreste scored a 1,2,1 to end the day at the top of the fleet. Giovanelli also had a good day to lie in second overall, with Aleksander Kulyukin, from Russia in third.

Doreste said, "If I had to choose the wind strength to sail in, it would be what we had today. My boat is very powerful and I have good speed, so I had a very nice day. Much better than what I expected."

In the Blue fleet, race wins went to David Huet, from France, Matt Visser, from Australia and Xavier Penas, from Spain.

Visser explained, "I have Jake Lilley's mast and boat, so I just had speed to burn upwind. In the first race I made some stupid mistakes, but in the second I just kept out of trouble."

On the other course areas, arguably the harder fleets with most of the favourites allocated to them, race wins went to Thomas Schmid, from Germany, defending champion, Vladimir Krutskikh, from Russia, and Philippe Lobert, from France.

In the Green group, Laurent Hay, from France dominated the first race, had a problem finishing the second due to catching up the previous fleet and crossed second and then got a jury penalty at the start in the third, which left him mid fleet. Antonio Poncell, from Chile, won the second race and Fredrik Tegnhed, from Sweden, the final race.

31	GBR 88	Jonathan Tweedle, M	38	116 NED 3	Gert Woudeberg, GGM	116
32	HUN 7	Antal Szkely, GM	40	117 UKR 9	Yevhenii Antonenko, M	118
33	NED 1015	Thierry Van Vierssen, GM	41	118 HUN 30	Zsigmond Kantor, M	118
34	ITA 2	Marco Buglielli, GM	42	119 FRA 73	Jean Michel Castillon, GM	118
35	BRA 32	Pedro Lodovici, M	44	120 ESP 430	Jesus Pintos, GM	119
36	GER 289	Lutz Steinemann, M	45	121 FRA 888	Mathieu Debonnet, M	119
37	FRA 96	Florian Faucheux, M	45	122 SUI 63	Thomas Gautschi, GM	120
38	AUT 11	Bernd Moser, GM	47	123 GER 188	Michael Klugel, GM	120
39	NED 703	Eric Bakker, GM	47	124 NED 5	Rene Sala, GGM	120
40	NZL 4	Mark Perrow, M	49	125 GER 226	Uwe Fernholz, GM	121
41	RUS 212	Lanfranco Cirillo, GM	49	126 CZE 75	Vladimir Skalicky, GM	121
42	SUI 67	Peter Theurer, M	50	127 NED 50	Jan Zetzema, GGM	121
43	SWE 77	Per Arne Fritjofsson, GGM	50	128 SUI 593	Hans Fatzer, L	121
44	HUN 1	Geza Huszar, M	51	129 POL 38	Juliusz Reichelt, GGM	122
45	FRA 66	Philippe Lobert, GM	52	130 ITA 73	Luca Taruschio, M	124
46	DEN 21	Otto Strandvig, GM	52	131 GER 45	Dirk Sundermann, GM	124
47	POL 87	Marcin Mrwczynski, M	53	132 NED 746	Marald Van Reijssen, GM	124
48	AUS 68	Jay Harrison, GGM	56	133 FRA 26	Gilles MALSERVET, GGM	124
49	GBR 720	Julian Smith, GM	56	134 HUN 2	Peter Sipos, GGM	124
50	UKR 10	Valentyn Klymentyev, GM	57	135 RUS 21	Vladimir Butenko, GM	124
51	FRA 61	David Huet, M	58	136 CZE 67	Jochovic Josef, GM	124
52	SWE 14	Stefan Nordström, GM	59	137 GER 998	Guido Halterbeck, GM	126
53	AUS 75	Phil Chadwick, GM	63	138 ITA 111	Bruno Catalan, L	129
54	GBR 21	Michael De Courcy, GM	65	139 FRA 111	Pascal Tetard, L	129
55	POL 100	Marek Jarocki, M	66	140 GBR 90	Richard Sharp, GM	129
56	FRA 38	Audion Michel, GGM	67	141 SUI 32	Urs Huber, GM	129
57	GER 194	Axel Shroeder, GM	68	142 SUI 88	Daniel Mueller, GM	129
58	FRA 28	Sebastien Grall, M	69	143 CZE 80	Martin Jozf, GM	131
59	AUS 3	Jake Gunther, GGM	69	144 AUT 7	Michael Gubi, GM	132
60	ITA 4	Francesco Faggiani, GM	71	145 USA 74	Henry Sprague, L	133
61	NZL 9	Rob Coutts, GGM	71	146 FIN 23	Henri Raty, M	133
62	NED 81	Gerko Visser, GM	71	147 ESP 75	Jose Luis Castells, GGM	133
63	SUI 25	Klammer Till, GM	72	148 BRA 179	Paulo Picchetti, GM	133
64	AUS 69	John Alexander, GM	72	149 FRA 822	Borsi Vincent, M	134
65	GER 146	Friedrich Mller, L (1)	73	150 FRA 75	Hay Laurent, GM	135
66	ESP 39	Jose Maria Pujadas Marti, GM	74	151 ITA 11	Paolo Cisbani, GM	135
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69	HUN 88	Zsombor Majthenyi, M	77	154 RUS 142	Yury Polovinkin, GGM	136
70	UKR 12	Maksym Krukovskiy, M	77	155 RUS 13	Lev Shnyr, M	137
71	BRA 108	Cristiano Ruschmann, M	77	156 NED 82	Roel Lubberts, GM	137
72	GRE 71	Panagiotis Davourlis, GM	79	157 GER 111	Rainer Haacks, GM	137
73	HUN 10	David Schomer, M	79	158 RUS 41	Felix Denikaev, GM	138
74	AUS 33	Stuart Skeggs, M	79	159 DEN 212	Jan Peetz, GM	138
75	FRA 44	Christophe Deseilligny, GGM	79	160 USA 23	James Hunter, GGM	138
76	RSA 51	Philip Baum, GGM	80	161 SUI 13	Peter Kilchenmann, GGM	139
77	NED 66	Ewout Meijer, GM	81	162 FRA 53	Gilles Corcaud, GM	139
78	UKR 1	Volodymyr Bogomolkin, M	82	163 FRA 63	Alain Renoux, GM	140
79	DEN 246	Jens Kristian Andersen, GM	82	164 AUT 6	Bernd Rohlfis, GM	142
80	AUT 333	Gerhard Weinreich, GM	83	165 SUI 65	Bangerter Thomas, GGM	143
81	UKR 4	Valerii Gusenko, L (2)	84	166 GER 997	Jochen Dauber, GM	143
82	NED 780	JW Kok, GM	86	167 GER 122	Holger Krausmann, GM	144
83	RUS 51	Mikhail Petriga, GGM	86	168 NED 10	Nanne Boot, GGM	145
84	ESP 777	Juan Grau Cases, GM	86	169 FRA 869	Regis Baumgarten, GM	145
85	SWE 91	Par Friberg, GM	87	170 ITA 1052	Bastiaan Brouwer, M	148
86	GBR 52	Will Patten, GM	87	171 BRA 103	Luis Felipe G. Mosquera, M	150
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88	FRA 86	Christophe Jean, GGM	88	173 NED 150	Hans Klaasen, GGM	152
89	RSA 1	Greg Davis, GGM	89	174 NED 58	Maxim Berrens, M	153
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92	SWE 2	Svante Collvin, GM	90	177 NZL 43	Nick Winters, M	154
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94	SUI 12	Franz Buergi, GM	90	179 ESP 99	Gerardo Seeliger, L	157
95	CZE 318	Martin Plecit, GGM	95	180 RSA 504	Arend van Wamelen, GM	157
96	ITA 85	Klaus Heufler, GM	97	181 NZL 5	Brendon Hogg, GM	158
97	NED 11	Henk De Jager, GGM	100	182 FRA 60	Jean Francois Cutungo, GM	159
98	GER 19	Andreas Bollongino, GM	100	183 GBR 564	Peter Vinton, GGM	159
99	CZE 1	Michael Maier, GM	104	184 NED 35	Bas Proper, GGM	159
100	ESP 123	Miguel Alvarez Valls, L (3)	104	185 GBR 631	Richard H A Hart, L	161
101	POR 51	Felipe Nascimento Da Silva, M	105	186 NED 54	Joos Bos, GGM	162
102	CZE 8	Jiri Outrata, L	105	187 ESP 77	Jesus Turro, GGM	162
103	GBR 61	John Heyes, GM	105	188 NED 8	Rodrick Casander, L	162
104	ESP 86	Paco Castaner, GGM	105	189 BRA 97	Ricardo Santos, M	163
105	ESP 118	Xavier Mayoral I Jov, GM	107	190 ITA 50	Norberto Felici, GGM	163
106	NED 88	Chiel Barends, GGM	110	191 SUI 27	Dominik Haitz, GM	163
107	ESP 739	David Rivero Martnez, M	110	192 FRA 19	Jean Marc Albert, M	163
108	FIN 112	Seppo Ajanko, GGM	111	193 AUS 307	William (Bill) Hodder, L	163
109	SWE 61	Mikael Nilsson, GGM	112	194 SUI 3	Carlo Lazzari, GM	165
110	MON 234	Michael Kurtz, GGM	113	195 NED 4	Ruud Baerends, GGM	165
111	USA 99	Stephen Fuccillo, GGM	114	196 GBR 13	Roman Khodykin, M	165
112	NED 31	Hans Zuurendonk, GM	114	197 GER 175	Michael Mockel, GGM	168
113	ITA 8	Florian Demetz, GM	115	198 GBR 20	Andy Denison, GM	171
114	BRA 11	Robert Rittscher, GM	116	199 CZE 222	Petr Vinkl, GM	171
115	POL 26	Boguslaw Nowakowski, GGM	116	200 BEL 76	Paul Goossens, GM	173

201 FRA 23	Daniel Chedeville, L	173	286 GER 949	Franz Harbeck, GGM	250
202 HUN 27	Szabolcs Andrik, M	174	287 SWE 65	Ake Brolin, L	250
203 GBR 76	Frederik Van Arkel, GM	174	288 GBR 771	Paul Smith, GM	250
204 NOR 64	Petter Fjeld, GM	175	289 GER 112	Egbert Vincke, L	251
205 GBR 93	Tim Simpson, GM	175	290 DEN 77	Flemming Bender Jensen, L	251
206 USA 1201	David Brockbank, GGM	175	291 ESP 101	Iigo Caja Ruiz, M	253
207 GER 256	Peter Lan. Langmaack, GGM	176	292 CHI 26	Alejandro Allende, GGM	255
208 USA 101	Peter Frissell, GGM	177	293 SUI 36	Jens Moecke, GM	255
209 ITA 1	Igor Petukhov, GGM	180	294 GER 308	Marco Colombo, GM	256
210 AUS 6	Bob Buchanan, L	180	295 ITA 46	Luca Marastoni, GM	257
211 GER 43	Ingo Spory, GM	183	296 FRA 40	Joseph Rochet, GGM	258
212 RUS 189	Lukin Sergey, GGM	184	297 GBR 605	Colin A Evans, GGM	258
213 GBR 681	Garry Phare, GGM	184	298 HUN 95	Jozsef Farkas, GGM	260
214 ITA 7	Antonio Pitini, GGM	185	299 NED 885	Bert Veerkamp, GGM	261
215 ARG 1	Ricardo R Anderson, GGM	185	300 NED 72	Lacus Jan Groenhout, GGM	261
216 ESP 320	Miguel Angel Mateo, GM	185	301 FRA 29	Antoine Ponsar, GGM	263
217 GER 965	Christian Mullejans, GM	186	302 SUI 29	Hans Althaus, L	264
218 ITA 93	Nikolaus Mair, L	186	303 GER 272	Steffen Wei, GM	266
219 AUT 19	Gerald Raschke, GGM	186	304 NED 93	Gelmus Peeters, L	269
220 GBR 80	Ray New, L	189	305 POL 3	Jan Okulicz Kozaryn, L	273
221 SWE 71	Jonas Andersson, M	189	306 GER 40	Heinz M. Stammnitz, GGM	277
222 HUN 44	Tams Varga, M	190	307 BEL 70	Andr Sainderichin, GGM	277
223 FRA 800	Zoccola Yves, L	190	308 SUI 58	Grald Birbaum, GGM	278
224 USA 975	August Miller, SL (1)	191	309 GER 26	Willi Meister, SL (2)	279
225 AUS 7	Greg Clark, GGM	194	310 RUS 5	Vladimir Gorbachev, L	279
226 ITA 10	Diego G. C. Maltese, GM	195	311 HUN 26	Szilrd Zsitvay, GM	281
227 SWE 734	Peter Bernstein, GGM	196	312 GER 249	Georg Feurer, GM	282
228 ITA 131	Gregor Stimpfl, GM	198	313 ESP 55	Pau Bruguera Joando, GM	283
229 HUN 972	Gyula Monus, M	198	314 GBR 14	Steve Sampson, L	285
230 AUT 700	Thomas Muller Uri, M	199	315 RUS 137	Albert Nazarov, M	286
231 NED 902	Pieter Risseeuw, GM	200	316 GBR 723	William Chalker, GM	286
232 GER 89	Gunter Kellermann, L	200	317 GER 502	Hartwig Steege, GGM	291
233 NED 987	Lenard Kaptein, GM	201	318 ITA 881	Fabio Panaro, GM	293
234 NED 22	Peter Hubregtsen, GM	206	319 AUT 346	Gotthard Lipfert, GGM	296
235 BRA 3	Ricardo Valerio, GGM	207	320 AUT 330	Tina Sperl, M	297
236 BEL 15	Alain Denis, GGM	207	321 NED 1005	Coert Kool, GM	297
237 NED 7	Cees Scheurwater, GM	208	322 GRE 5	Ioannis Giaramanis, GM	298
238 NED 9	Jobs Isselmann, L	208	323 NOR 3	Ola M Johannessen, SL (3)	299
239 GER 200	Ulrich Dr. Dahlhoff, GM	209	324 ITA 91	Hubert Sparer, L	299
240 RUS 18	Evgeny Dzhora, M	209	325 ESP 97	Carlos Cantn Mas, GGM	301
241 NED 52	Henk Meijer, GGM	209	326 ITA 16	Harald Stuffer, M	302
242 NZL 3	Ben Winters, L	211	327 GER 456	Willi Mayr, GGM	302
243 NED 1	Jan Van Der Horst, GGM	212	328 BRA 44	Fabiano Vivacqua Jr, GM	307
244 HUN 961	Attila Varga, GM	213	329 NOR 2	Harald Vange, L	308
245 NED 26	Peter Van Veen, GGM	213	330 AUT 21	Erich Scherzer, GGM	314
246 GER 34	Dieter Borges, L	214	331 GER 46	Hans Peter Dr. Truhm, L	319
247 HUN 35	Jozsef Jung, GM	214	332 RSA 570	Gerd Bohnsack, SL	320
248 NED 968	Fred Richter, GM	215	333 ESP 139	Josep Duran Vila, GM	323
249 GER 92	Detlev Guminski, GGM	216	334 CZE 76	Jiri Dvorak, GGM	325
250 SWE 66	Ulf Bjureus, GM	216	335 SWE 17	Per Kollberg, GGM	328
251 CHI 10	Marco Aurelio Montalbetti, L	221	336 SUI 2	Helmut Klammer, L	329
252 ITA 80	Martin Atzwanger, GM	222	337 USA 13	Kay M Statz, GGM	329
253 SUI 51	Ulrich Appenzeller, GGM	223	338 FRA 13	Henri De Maublanc, GGM	332
254 SWE 4	Jan Erik Florn, L	225	339 FIN 25	Simo Tunkelo, GGM	334
255 HUN 51	Istvan Rutai, GM	226	340 ESP 43	Antonio Furest Mas, L	341
256 GBR 22	Andrew Wylam, GGM	226	341 SUI 86	Piet Eckert, GM	352
257 NZL 213	Maurice Duncan, L	226	341 ESP 137	Albert Granyena, M	352
258 SWE 21	Mats R Karlsson, GGM	226	341 ITA 6	Enrico Passoni, GM	352
259 GER 157	Dinnebier Frank, M	227	341 SVK 4	Peter Mosny, GM	352
260 HUN 61	Gbor Meszner, M	228	341 SUI 83	Beat Steffen, GM	352
261 CAN 3	Ian Bostock, GGM	230	341 ESP 35	Pedro Jimenez Meifren, SL	352
262 GER 876	Wolfgang Genesius, GM	231	341 FRA 4	Renaud De Saint Mars, L	352
263 FRA 179	Pierre Le Chatelier, GM	235	341 GER 38	Reinhard Fabry, L	352
264 HUN 9	Tamas Beliczay, GGM	236	341 GBR 777	Howard Sellars, L	352
265 GBR 58	Paul Brown, L	236	341 AUT 3	Florian Raudaschl, M	352
266 AUS 277	Robert Lichter, GGM	237	341 SWE 719	Leif Ingemarsson, GGM	352
267 ESP 179	Alejandro P Gonzalez, GGM	238	341 SUI 70	Andy Fuerrer, GM	352
268 NED 13	Harold Lensing, GGM	238			
269 BAH 1	Pierric Bourin, GGM	239			
270 GBR 42	Richard Phillips, GGM	240			
271 ESP 435	Nicolas De Ros Wallace, M	240			
272 GER 460	Dirk Vahlpahl, GM	242			
273 HUN 64	Balazs Szucs, GM	243			
274 CHI 25	Joaquin Allende, GGM	243			
275 GBR 63	Keith Fedi, GGM	244			
276 GER 313	Mike Langefeld, GM	244			
277 FRA 113	Sylvain Dadure, GM	245			
278 GER 467	Stefan Prell, GM	246			
279 HUN 33	Zoltan Horvath, M	246			
280 POL 31	Maciej Rozkrut, GM	246			
281 GER 293	Georg Siebeck, L	246			
282 SUI 11	Francois Germain, GM	247			
283 GBR 40	Russell New, M	247			
284 AUS 305	David Bull, L	248			
285 GER 909	Udo Murek, GM	249			

The whole fleet, and the organisers, breathed a huge sigh of relief. Not only was the championship now underway, but the sailors had had a fantastic day on the water with some great racing.

The wind had also deserted the coast for the fourth day, with no more racing taking place, despite waiting in hope all day. So everything was dependent on the final day for a valid championship. A minimum of four races were required for a series, and five were needed for a discard. The forecast was for a building easterly and the start time was brought forward to maximise the chances of racing being possible before the wind increased too much.

The predictions were for wind, and plenty of it, but when the sailors arrived at the club, the sea was flat and lifeless. Some people starting packing up in dismay, however the wind soon developed and it wasn't long before an easterly breeze was in place. The first race was tricky with





several large shifts and the current causing abandonments and restarts, but the wind finally stabilised at 9-12 knots and the fleets enjoyed two great races, the wind gradually increasing through the day, though it didn't hit 20 knots until the fleet was long ashore.

Many sailors jumped the gun and picked up one or even two starting penalties, which changed the overall standings somewhat. In the Yellow group, the defending champion Vladimir Krutskikh took a win, but couldn't match that in the other race, and ended up fourth overall. Thomas Schmid won his second race to end up ninth.

Antonio Poncell dominated the Blue fleet and nearly won both races, but former champion André Budzien from Germany, ended his week with a win, just a couple of boat lengths ahead of the Chilean.

Over on the other course, Paul McKenzie, from Australia, and Christoph Burger from Switzerland took the wins in the Red fleet, while in Green fleet, Brit, Simon Percival took the win after the winner over the line was black flagged, while Aleksander Kulyukin, won the second for seventh overall.

After a 30 year gap it would seem Doreste had lost none of his Finn skills. He also picked up the Grand Grand Masters title in addition to the overall title.

"I am happy to return to sail the Finn. I have not sailed Finns for 30 years and I am really impressed with the power and strength of the class with 350 boats sailing here with such good materials. I am really convinced that the Finn class will survive, and I would like to continue sailing Finns. Next year I will try to be there next year. I like Denmark, so everything is in my favour."

"My goal was to finish top ten and in the medals of the Grand Grand Masters, so I am very happy with the final results."

On the organisation *"Very, very good, but I have been in many races where we didn't have any wind, so that is something you can't fight. From the club side I think they have done everything possible to make sure that everyone is comfortable. They have worked very hard. And on the water it has also been very tough for them, but very good racing."*

Runner up, Poncell, and also the Grand Masters winner, was surprised at his success.

"I never thought about this success. Chile is a little country down in South America and our fleet is very new, but we are pushing hard for the Finn class and we are very happy being here and having such a success. I am so happy. Thanks very much to the Finn class for keeping us alive and we keep on pushing and making sport and that's what we are looking for."

Giovanelli took third overall, and was the first Master.

He was also impressed with the level of organisation. *"Perfect organisation, though unfortunately there was not much wind, but altogether it has been an amazing event. I have had fun, stayed together with friends and made new friends, and I hope to participate also in Denmark next year."*

"It's always an emotion to be standing there on the podium, even more to be standing alongside sailors like Doreste."

Patience had been a key part of the championship with three days of no racing. The lack of wind flummoxed the organisers, who had gone to great efforts to put on one of the best organised Masters championships ever. No stone was left unturned in their pursuit of creating the perfect event. The result

was a credit to the club, the principle organisers and more than 100 volunteers and officials who made it all happen.

Throughout the week while the lack of wind was frustrating, the Finn Masters were old and wise enough to know that you cannot beat nature, and spent the days in long conversations, looking at sail trim and making friends. Several sailors commented that they really enjoyed the opportunity to spend so much time talking with their fellow Finn sailors and just enjoying being there.

The spectacular and energising prizegiving on the beach, complete with a pulsating backing music and confetti cannons, acknowledged and celebrated the heroes of the week. It was as much a celebration of life as it was the closing of an annual Finn sailing festival that seems to know no bounds, and has no limits.

After the great final day of racing, the prizegiving ended the event on an incredible and emotional high. It was how all prizegivings should be done, with passion, with ceremony and with celebration. There was more than one wet eye in the cheering audience, especially when round 40 amazing Legends took to the stage to be acknowledged and saluted by their peers and friends. But it was with comic irony that after a week of light or non-existent winds, the prizegiving was held in a strong onshore breeze.

Friedrich Müller, from Germany, won the Legends category for the second time, while Gus Miller, won the Super Legends by a considerable margin. Gathering 45 Legends on stage was not only an emotional moment for everyone, but proof that Finn sailing is a wonderful and fulfilling sport for life.

At the 2018 Finn World Masters more than 350 Finn sailors made a very powerful and convincing statement. The championship brought together some of the most influential, talented and successful sailors in the history of the class for a week of community, friendship, and discussion and, when the wind allowed, some close and exciting racing.

It was an incredible statement about the current popularity of not just the Finn class, but also the need for all-inclusive, fun and manageable racing across a huge age range. Sailors from 40 to 83 lined up together to enjoy a common aim: Finn sailing with and against friends, old and new.

Some sailors renewed friendships made 50 years ago; many more made new friends that will last a lifetime. Old stories

were told again; new stories were created. The Finn class has a heritage that transcends the boats, though the boat is at the centre.

While the lack of wind was at times frustrating, the sailors made good use of the time, conversing, teaching, inspiring and exchanging ideas on what makes a Finn go fast, the state of the sport and on life in general. It was what happens in boat parks right across the world, except this was on an epic scale, with five boat parks to visit to explore the people and the boats.

Taking part in the Finn World Masters is as much a battle against yourself as it is against your fellow competitors. Former world champions and Olympic gold medalists line up alongside the 83 year old Super Legends or recently converted enthusiasts who only took up Finn sailing in their 50s. All were having fun, enjoying the boat, the hospitality and the huge community of Finn friends from all around the world.

For some of the sailors, the Finn World Masters is the highlight of their season, training all year just to be fit enough to compete. For many it is the only event they get to; their one chance for Finn competition. But for everyone who turns up it is a statement of joy, of fun, of intense competition and of life. To dig up another old class adage, 'The journey is the reward'.

The biggest problem for the last few years has been finding venues big enough to take the fleet. Sooner or later it will expand past 400 entries, and that will bring new opportunities, but even that is still less than 50 per cent of the active Finn Masters fleet worldwide. It's interesting to note that two years ago the event also attracted more than 350 entries, but in El Balís, more than 100 were first time entries. The numbers keep getting bigger. The growth is unstoppable, and in the end it comes down to the boat and the people. As one Master commented, "What a boat! What a Class!"

For an event that started really small on a lake in Switzerland by a group of Finn friends, the Finn World Masters has grown into one of the biggest single class events in the world. It is hot property and will continue to be the main focus for a group of like-minded, enthusiastic, aging athletes who would rather not be anywhere else than sailing against their friends in a Finn.

Once a Finn sailor, always a Finn sailor.

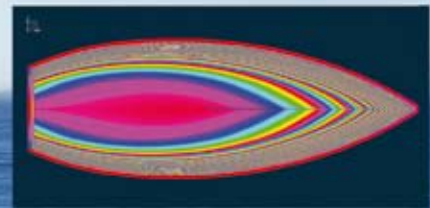




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JORGE ZARIF SNATCHES HYÈRES WORLD CUP



Pos	Sail. No	Helm	1	2	3	4	5	6	7	8	MR	Tot
1	BRA 109	Jorge Zarif	5	1	6	10	2	(22)	3	9	2	38
2	NED 89	Nicholas Heiner	1	11	1	9	(13)	1	1	8	14	46
3	TUR 21	Alican Kaynar	(ufd)	10	11	1	3	3	7	3	12	50
4	AUS 1	Jake Lilley	3	7	3	19	(20)	8	2	13	8	63
5	GRE 77	Ioannis Mitakis	4	4	(24)	8	19	11	11	7	6	70
6	CZE 5	Ondrej Tepy	10	5	4	5	9	5	(22)	10	ocs	70
7	SWE 33	Max Salminen	11	19	5	13	18	(20)	4	14	4	88
8	CRO 369	Milan Vujasinovic	14	16	12	14	7	2	(27)	5	18	88
9	FRA 112	Jonathan Lobert	2	3	(dnf)	2	17	9	18	27	16	94
10	NZL 61	Andy Maloney	8	14	14	12	(15)	14	14	11	10	97
11	CRO 52	Nenad Bugarin	88	26	ESP 26	Joan Cardona Mendez	160					
12	NZL 24	Josh Junior	91	27	DEN 24	Andre Hojen Christiansen	167					
13	CRO 1	Josip Olujic	93	28	AUS 261	Oliver Tweddell	168					
14	FIN 218	Tapio Nirikko	93	29	GBR 98	Cameron Tweedle	185					
15	GBR 96	Hector Simpson	98	30	FRA 9	Guillaume Boisard	187					
16	CAN 18	Tom Ramshaw	99	31	EST 7	Harles Liiv	189					
17	GBR 91	Ben Cornish	101	32	AUS 32	Jock Calvert	192					
18	FRA 17	Fabian Pic	104	33	FIN 225	Mikael Hyryläinen	192					
19	SWE 11	Johannes Pettersson	105	34	IRL 9	Oisin McClelland	215					
20	GBR 71	Henry Wetherell	115	35	FRA 75	Laurent Hay	217					
21	ARG 48	Facundo Olezza	115	36	AUS 41	Lewis Brake	221					
22	FIN 8	Oskari Muhonen	117	37	FRA 111	Valerian Lebrun	226					
23	NOR 1	Anders Pedersen	133	38	GBR 38	Callum Dixon	235					
24	SUI 1	Nils Theuninck	137	39	GBR 703	Markus Bettum	237					
25	GBR 11	Edward Wright	149	40	EST 2	Deniss Karpak	246					

Even though the 2018 World Cup Series Hyères was the lightest regatta that many sailors could remember, only one day was lost with not enough wind. Six out of eight races were sailed in under 9 knots, and apart from the medal race only one day had Oscar flying, with 10-12 knots.

The best performance in the opening series was from Nicholas Heiner. He was the only sailor to win more than one race and in the end won half of the eight race shortened series. His problem was the lack of consistency in the other four races, finishing between 9-13 in each one. Jorge Zarif was always ready to strike, sailing very well and taking his chances when he could. Last year's winner, Alican Kaynar, had a bumpy start but then rallied to close on the leaders and challenge for the gold on the final day.

The other standout performance was Ondrej Tepy, who excelled in the tricky conditions and put together one of his best senior performances. He went into the medal race with still an outside chance of gold. However an OCS left him sixth overall.

As often happens in medal races, the medals are decided by one mistake or one wind shift. This time it favoured Zarif who found pressure and a good angle on the right to take an early lead and cruise round for a huge win. Heiner was stuck on the left with the main group and once again failed to convert a points lead into a gold medal. Kaynar was also in the group with Heiner and though he had opportunities, could not advance enough to shake him off and had to settle for bronze.





THE FINN

THE STORY AND THE DATA

Just in case you are a little confused or unsure what the Finn class is and what it stands for, here is a Finn 101 tutorial that will hopefully clear up any misunderstandings and misconceptions.

We've tried to use the class's collected data and media as much as possible to make this as interesting and as evidential as possible, so just in case you have not seen the extensive work the class has done over the past 10-15 years to promote its athletes and the sport of sailing, please look at the links to all the major papers and articles here: <http://www.finnclass.org/technical/papers>.

The Finn now has the honour of being the longest serving equipment at the Olympic Games, and by quite a few years. However, this should not be a distraction to what it is, what it stands for and what, and who, it creates. The design may be 70 years old, but the equipment is among the **most modern, and highly developed**, of anything currently used or proposed to be used at the Olympic Games. It is also, without exception, reliable and consistent.

Over the past 15 years, the class's media platform has been one of the most wide-reaching in sailing. Through thousands of press releases and media reports, the class has attempted to inform the world of the **transformation that has taken place in Finn sailing worldwide** as well as to showcase the amazing sailors and athletes in the class.

The Finns of 70, 40, or even just 20 years ago bear no resemblance to the advanced state-of-the-art equipment that is used today. The tolerances have not changed, but the

technology is now so advanced that it is possible to create a fleet of boats so **evenly matched** that success comes down to skill, not budget.

This was the dream and the objective when boats and rigs used to be supplied at the Olympic Games. However sailors complained that the supplied equipment didn't suit their physique or sailing style.

With improved production quality, the consistency of hulls, masts and sails produced by the main class suppliers, equipment has become more refined than ever. Sailors can order equipment tailored to their physique from a number of independent suppliers but with the same construction method and guarantee of quality as his competitors. The result was that the speed of each Finn racing at the Rio Olympics was more even than at any Olympic Finn regatta in history.

Adapting equipment to suit physical size and sailing style is very much part of the skill of Finn sailing and is a skill that creates well rounded sailors who become an asset to the sport, not just to the America's Cup and the Volvo, but also as future sailmakers, boatbuilders and designers. The experience and knowledge gained through a Finn campaign is invaluable for the industry of sailing. Sailing has thrived on development and innovation and much of today's leading companies were created by those who competed at the Olympics in their youth.

The sailors, or athletes, have also transformed over the years. The class now attracts sailors who are **taller, stronger and ultimately fitter and more athletic** than at any time in the class's history. The advent of free pumping has completely

changed the class and the sailors. Sailors have become much better athletes, almost acrobats, performing astonishing feats of endurance and stamina. It could be argued that they are the **perfect epitome of what an Olympic athlete should look like**. They are faster, higher and stronger and over a wider weight range than ever due to the availability of suitable equipment.

Over the past few years the Finn class has been very active in researching its sailors and pushing out press releases on sailor fitness and demographics such as weight and height. The class surveys in 2009 and 2015 demonstrated that it is important to have equipment that caters for sailors over 85kg and that in general the world's population is increasing in height and weight due to better living conditions.

These studies were supplemented by the Morphological Study of Elite Finn Sailors in 2015 and most recently the Weight Distribution Study which analysed the weight of Finn sailors over the past eight years with comparisons to other classes and other sports. It concluded that **Finn sailors were most similar to elite male rowers** in terms of physical fitness and size.

The Finn class media platform and output is often described as probably the **best in the Olympic classes**, as well as showing what can be done on a shoestring budget, with a little bit of passion and time. It has certainly been the most active of any Olympic class in terms of showcasing its sailors. The high point was the Rio Olympics when the class achieved an amazing Facebook reach of 1.8 million. In addition, the press releases that are circulated worldwide achieve readerships of an estimated 250,000.

One message the class has been trying to get across is that any perceived problems with the media appeal of sailing has nothing to do with equipment or format, but **everything to do with presentation**. It is all about the athletes, telling their stories, their success and their failures that will engage anyone outside the sport. The class even investigated different race formats in 2017, which led to some interesting conclusions.



With sailing depending on conditions outside anyone's control, it is not always easy to create thrilling media. But occasionally something works really well, even if done on a limited budget. The stern mounted cameras used at the Europeans in Cádiz this year are a case in point. The conditions were very touch and go, and the race was nearly abandoned because of the severity of the conditions. But it happened and we were rewarded with some exceptional footage of athletic sailing, arguably better than anything the Rio Olympics produced. It was **compelling, in-the-boat action** that caused a sensation in the sailing world. Here were real athletes, surviving (if not completely in control), in the toughest conditions that dinghy sailing could realistically be held.

Footage from the medal race at the 2018 Europeans in Cádiz can be seen at finnclass.org/finn-tv.

These videos have amassed **more than quarter of a million views** so far.



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



While the Olympic Games is the **essence and heart of the Finn Class**, it is just one side of the bigger picture, with the class having a huge, and growing, following worldwide.

National fleets are **larger now than they have been any time in the last 30 years**. Numbers are unrecognisable compared to just 10 years ago. The misconception that Olympic classes are gradually declining at national level is certainly not the true with the Finn class, with many national fleets experiencing the **strongest growth for more than a generation**.

It is not uncommon to have national championships with more than 40-50 boats, and that happens in more than a dozen countries worldwide. While there have always been strong fleets in certain European countries, in others there is steady and sustained growth. For example, the UK and France now have bigger fleets than at any time since the 1970s.

In addition, new dealerships in Australia and USA have dramatically increased the number of boats being sailed. Regular imports can barely keep up with demand. New Zealand, Poland and Spain are all growing fleets at a significant rate. Growth on a smaller scale is also happening in Brazil, Chile, Japan, Serbia and many other countries. **The enthusiasm within the class right now is contagious.**

The class has builders in Poland, Italy, UK, Hungary, Switzerland, Germany, Brazil, South Africa and USA, and other equipment manufacturers across the globe. It is easier than ever to get hold of a Finn.

Then just consider the 350 Finn sailors that converged on El Balís, Spain, for the 2018 Finn World Masters. That is a huge investment in the Finn class by these sailors from 32 nations. Many are club sailors, but some were returning Olympians and former champions who just cannot seem to kick the Finn habit. **It is a class for life. It is a way of life.**

In the 2016 Olympic cycle, the class brought 36 nations to the Olympic qualifiers, one of the top five classes in terms of numbers. In the 2018 cycle, that number will already be 44 nations at the first Olympic qualifier in Aarhus, the largest number of nations represented in any class except the Laser and the Radial. The entry quota has also been increased from 80 at the 2014 ISAF Sailing World Championships in Santander to 100 in Aarhus in 2018, to cater for the demand for places and the huge increase in interest in sailing the Finn.

On the current World Sailing World Ranking List there are 224 ranked sailors, making the Finn the **second largest men's dinghy discipline and fourth largest of any discipline**.

The Finn class has active fleets in around 40 countries on five continents as well as limited activity in another 15-20 countries. Each year there are around 250-300 Finn class regattas worldwide. **Finn regatta attendance and membership is at its highest level for more than a generation.**

There is a valuable side effect of these hugely competitive Masters and club fleets. They provide an almost inexhaustible demand for second-hand equipment, which keeps the market very buoyant for all aspects of Finn equipment, and makes competing at the top so much cheaper because there is always a good market for used equipment.

One of the buzzwords these days seems to be 'universality', which includes factors such as the number of nations, and new nations, that a class brings to Olympic qualification events, availability of equipment and low participation cost. The class published a report of the cost Finn sailing in 2018. The evidence is quite clear.

The class has tried through its press releases and videos to tell the sailors stories, to create the heroes, legends and, as much as is possible in sailing, the household names. The

class seems to be a melting pot for huge characters and major players in the sport. Sometimes these stories tell themselves, the champions, the gold medalists, the famous battles on, and sometimes off, the water, but without the stories being told, who would know? **The story is everything.**

The public probably remember the battle of Ben Ainslie and Jonas Høgh-Christensen on Weymouth Bay in 2012, but how many would be able to tell you what class they sailed in. This may seem a counterproductive argument, but not really. It is to show the story is king. It is such a powerful story, with a to-the-death battle, and the back-story of Jonas defending Paul Elvstrøm's legacy of four gold medals. The Elvstrøm-Ainslie comparisons in 2012 dwarfed most other stories coming out of Weymouth. **It was a classic Finn story.**

Which brings us on to tradition and heritage. Sailing's heritage is its strength, its flag staff, its main mast, but not its burden. Without its heritage sailing would be a mere shadow of itself. Sailing's heritage is as important as technical innovation. **The Finn's heritage continues to play a vital role in attracting athletic youth** to sail a 70-year-old design. The former sailors in the class are their heroes, their role models and their standard setters. **There is nothing old fashioned about aspiring to sail like Paul Elvstrøm or Ben Ainslie.**

The Finn class was designed in 1949 and has known nothing but Olympic competition. Its tradition and history is legendary. Elvstrøm, Kuhweide, Raudaschl, Bruder, Bertrand, Law, Coutts, Rohart, Kusznierevicz, Löff, Percy, Ainslie, Scott... the list is longer than we have space for here. All are legends in the Finn and in sailing. It is far easier to explain a class through its history and its legends, than to create a story out of nothing.

Over the past decade **Finn sailing has re-invented itself**. The athleticism of free pumping has to be seen to be believed. The sailors are **more athletic, more powerful and more Olympic than ever before**. The boats are better built, more reliable, more alike and more widely available. Quality controlled manufacturing means the boats last longer, which makes campaigns cheaper. Fleets are growing internationally and locally. The Finn has come a long way and still has a long way to run

The story of the Finn, THE power dinghy of today, is not over yet.





FINNS RETURN TO MARSEILLE FOR WORLD CUP FINAL AND ZARIF WINS AGAIN

Just a year after the Finn class held its Europeans in the 2024 Olympic sailing venue, Jorge Zarif, from Brazil, took out the 2018 World Cup Series Final in Marseille after leading the fleet all week. It was his second World Cup win in a row, after stealing the win at Hyères six weeks before. The Kiwi pair of Josh Junior and Andy Maloney took the silver and bronze.

The small fleet of 13 Finns had some very close and competitive racing, with six boats winning individual races. Marseille produced a mix bag of conditions for the first big event in the 2024 Olympic sailing venue.

Nenad Bugarin led after the opening day, but then Zarif took on the yellow jersey and held on to it right through to the end. Thursday was lost with no wind and rain and then the fleet sailed three races on Friday and Saturday to complete the opening series.

It remained really close at the top with Zarif taking a one-point lead over Junior into the medal race, though any of five sailors were capable of winning the title.

However, realistically, the battle was always between Zarif Junior on 32 and 33 points. They had a small advantage over Alican Kaynar, from Turkey, in third on 39 points, Maloney on 41 and Jonathan Lobert, from France, on 47.

Zarif did not get off to a good start in the medal race, getting held up in the middle of the pack behind his main rivals. He tacked away to the right of the course as his rivals stayed left and, fortunately for the Brazilian, he found good compass numbers and was lifted up to the first mark. He admitted to not being sure of what the conditions would bring, but the bad start forced him to sail to the right.

"This time I was lucky."

He grabbed the lead and, despite being under pressure from both Ioannis Mitakis, from Greece, and Josip Olujic, from Croatia, was not about to surrender it. He went on to win the race and clinch gold.

"It feels amazing. I won in Hyères too, so it's a great feeling. I have kept the yellow jersey on for four or five days which is unique. It's like having a target on your back and everyone is trying to shoot it."

Junior finished well down the pack in ninth place but held on to silver. Maloney was battling throughout to get enough places on Kaynar and Lobert and edged out Kaynar by a boat length at the finish to pick up bronze.

"The breeze came in better than expected and we had a great race but we just got unlucky up the first beat and that made the race pretty tough," said Junior. *"But I'm pretty stoked*

to end up second overall and it's awesome to have two Kiwis on the podium."

Maloney started the day in fourth, two points behind Kaynar, and seemed to have bronze under control until Kaynar caught Maloney on the final downwind. To complicate matters, Maloney also needed to finish within two places of Lobert.

Pos	Sail No.	Helm	1	2	3	4	5	6	7	8	9	10	MR	Tot
1	BRA 109	Jorge Zarif	1	7	1	7	5	5	2	(8)	2	2	2	34
2	NZL 24	Josh Junior	2	5	2	(10)	4	2	10	1	6	1	18	51
3	NZL 61	Andy Maloney	7	3	5	5	1	3	4	(12)	8	5	14	55
4	TUR 21	Alican Kaynar	5	2	(ufd)	13	2	1	1	2	9	4	16	55
5	FRA 112	Jonathan Lobert	6	4	7	1	6	4	9	9	1	(10)	10	57
6	CRO 1	Josip Olujic	(ufd)	11	6	3	3	7	3	6	5	11	6	61
7	GRE 77	Ioannis Mitakis	10	6	(ufd)	12	11	6	6	3	10	3	4	71
8	CRO 52	Nenad Bugarin	4	1	9	9	10	10	(13)	11	4	8	8	74
9	CAN 18	Tom Ramshaw	3	(9)	8	8	9	9	8	4	7	9	12	77
10	NOR 1	Anders Pedersen	8	10	3	6	(12)	12	12	5	3	7	20	86
11	SUI 1	Nils Theuninck	(12)	12	4	4	8	8	7	10	12	6		71
12	FRA 17	Fabian Pic	9	8	(ufd)	2	7	13	5	7	11	12		74
13	DEN 24	Andre Hojen Christiansen	11	(13)	10	11	13	11	11	13	13	13		106



Lobert was fifth, Maloney seventh and Kaynar 10 metres behind in eighth.

"It was pretty tense in those final moments on the final run," Maloney said. "We were all giving it 100 percent and it was coming down to overlaps at the bottom gate for the reach to the finish line. I was pretty happy to beat Alican in the race and stay within enough of the French guy."

"It's really pleasing to come away with third overall but I think the most pleasing thing overall is just what we have been trying to work on all week and how that is playing out. We have made some good improvements since we have been in Europe and that's pretty cool to see."

The pair went into the regatta not putting too much onus on results as they searched for more race practice following their return to Olympic class sailing after helping Emirates Team New Zealand win the America's Cup. They sailed consistently well all week, claiming three race wins between them, and never sat outside the top four overall.

The Finn class is delighted to have eight nations – two from Africa, two from Asia, three from the Americas, and one from Europe – participating in the Emerging Nations Program (ENP) in connection with the Hempel Sailing World Championships Aarhus 2018, the first qualifying event for the Tokyo 2020 Olympic Games.

Sailors from Bermuda, Cuba, Iran, Hong Kong, Namibia, Serbia, South Africa and Venezuela will benefit from coaching and support before and during the championship in Aarhus, which is the second most important regatta in the quadrennium.

These eight sailors will join 92 other Finn sailors in Aarhus.

Due to the high demand for Finn places in Aarhus, the organising authority increased the quota for Finns from 90 to 100 (compared with just 80 at the same event in Santander in 2014) and it is fully subscribed. More sailors are also on the waiting list with MNAs requesting additional places.

The 100 entries represent sailors from 44 nations, which is the largest number of nations represented in any class in Aarhus, except the Laser and Radial. This compares with 36 nations during the whole 2016 qualification cycle, though the Finn was still then one of the top five classes when counting number of nations represented.

Klaus Natorp, Head of the Hempel Sailing World Championships

The ENP is offered to sailors from countries where there are little resources to support the training facilities for the sailors. Of the eight nations represented in the Finn class, the four sailors from Iran, Serbia, Namibia and South Africa will be the sole representatives of their country in Aarhus.

The Finn class ENP in Aarhus is a three way project with funding from the Aarhus 2018 Organising Committee, World Sailing ENP funding and the Finn class, all working hand in hand to make this great collaboration possible.

Initially it was intended to run clinics for the Laser, the Radial, and one other class that has strong traditions in Denmark. However there will only be clinics for the Finn and the Radial classes before and during the 2018 worlds. Former Finn sailor Mads Bendix, from Denmark, will coach the ENP Finn sailors through a pre-championship clinic and then support them all the way through to the end of the regatta.

James Dagge, from Hong Kong, sums up the feelings of the group when he said, *“Without the ENP my successful continuance in the Finn class would be questionable. I am completely on my own in Hong Kong, no coach or training partner, so just to train with other boats will be amazing. I am extremely grateful for this opportunity. I am looking forward to intensive training against some really great sailors – who stand between me*

Participants

Of the eight ENP participants – Rockal Evans, Bermuda; Luis Mario Suarez Manso, Cuba; James Dagge, Hong Kong; Ahmad Ahmadi, Iran; Constantin Hatzilambros, Namibia; Tihomir Zakic, Serbia; Dave Shilton, South Africa; Andreas Lage, Venezuela – several have sailed Finns at an international level, some have sailed at a national level and a few are just starting in the class.

Here are a few of their stories.

James Dagge, 28, is a life long sailor, predominately in Lasers and Etchells, *“But I am a big boat tactician now, so getting back into dinghies has been a good challenge and lots of fun.”* He sailed his first Finn regatta in January 2018 in Australia, followed by the Europeans in Cadiz, Spain in March and has a full programme ahead as he tries to qualify for Tokyo 2020.

His day job is as an airline pilot with Cathay Pacific in Hong Kong and he trains out of the Royal Hong Kong Yacht Club. He said, *“The Olympic Games has always been the ultimate goal, nothing comes close in the pursuit of perfection. As for the Finn, no other boat lets the big boys compete at that level.”*

Andres Lage, 26, from Venezuela, *“The Olympic Games is my whole life dream, I wake up and go to sleep thinking about it. The reason of my switch to the*

EIGHT FINN SAILORS PARTICIPATE IN WORLD SAILING EMERGING NATIONS PROGRAM IN AARHUS 2018

commented, *“We are delighted to see the worldwide popularity of Olympic sailing and the Finn Class fill their quota early. The increase to 100 entries allows additional nations to enter for the Hempel Sailing World Championships in Aarhus. This is great as we want to attract as many nations as possible. We are also looking forward to welcome the Finn Class and the new nations at the next ENP camp. The great collaboration with the Olympic Classes and World Sailing has made this possible.”*

and a top ranking, so it should be great.”

Some of the sailors will also be training at the Valencia Dinghy Academy, which has strong links to the Finn class development programme, prior to the Aarhus clinic. The ENP participants will get free accommodation, equipment and coaching for the clinic and the duration of the worlds. The Finn class is also helping secure suitable equipment to make sure each sailor has the correct mast and sails for their height, weight and sailing style.

Finn class is because I found it very attractive with the free pumping and the way it now is very physical.”

He sailed his first youth worlds in Aarhus in 2008, and then began training for the Rio 2016 Olympics. However political instability in Venezuela made it impossible to continue, so he stopped and moved to Spain and set up a sailing school.

To compensate for the lack of sailing competition he took up triathlons and Ironman contents. *“I was hoping to do something very challenging (because*





Left: Rockal Evans is hoping to emulate his grandfather, Howard Lee, who competed for Bermuda in the 1976 Olympics in the Finn • Middle: Ahmad Ahmadi is attempting to become the first Iranian sailor at the Olympic Games • Right: James Dage at the 2018 Europeans in Cadiz

it was the Olympic year and I had this feeling of not being in Rio that I needed to fulfil. So I signed up not to one Ironman, but two. I really enjoy sports, competition and improving myself"

Two years later the Olympic bug had bitten again.

"When I migrated to my grandparents country, Spain, my Olympic dream was almost over, and then I found ways to keep fighting for it once again, even knowing that was very hard to keep it up with no support from anywhere."

"When I was young everybody would tell me that why I was so focussed on sailing if I wasn't going to live by sailing, and then the turns of the life prove everyone who tells me that back then they weren't wrong (including some of my family) and now they are super proud I am making my way through with the thing I love the most."

Tihomir Zakic, from Serbia, has been sailing Finns both at home and in Hungary since 2013, became Serbian national champion in 2016 and has set himself a goal to increase the size of his national fleet.

"In the past 4-5 years my goal has been to increase the Finn class in Serbia. When I came back we had only three boats and now we have more than 10 boats at the National Championship. When I see the Hungarians, and their large fleets, that is my goal to grow the class at home."

"My motivation to sail the Finn is the challenge of being better, competing with the biggest and the best. As we are small and economically poor country Aarhus is a special opportunity to see and learn from the best. It will be of most importance for my learning and even so for passing knowledge to others in my country. Beside the knowledge of Finn sailing there is the organisation itself, also an important part of sailing world."

He says the ENP will be invaluable for him. *"I think the principal benefit is to train*

with people with much more experience in this boat that can give me the right advice and knowhow, as well as the support in every aspect, because otherwise it would be very difficult, if not impossible."

Ahmad Ahmadi is attempting to be the first Olympic sailor from Iran. He competed the Asian regional qualifier for Rio 2016, helped by Finn Class development funding and is now full time training for Tokyo, again with Finn class funding, but the ENP providing additional support.

"Making history for my country and nation and the region and breaking some other records in our continent – all will help to develop sailing in my nation and achieve my childhood dream. Every time I think about that, it makes me more motivated and greedy to make it happen, and by doing that my hope is to make sailing significant by qualifying for the Games, introduce sailing and make sailing familiar for every Iranian and I'm sure I will do it because I see that potential in myself."

"The level of racing in the Finn class and how exciting and tight is it – and how you can pass other guys if you are fit while being focused and having tactics –is quite different than other classes and makes me more excited and when a race finishes I can't wait for next one. In general I have a really good feeling while I'm sailing Finn in highest level."

Dave Shilton, 28, from South Africa started competitive sailing at age 15 in a Laser. *"I became hooked on the sport after winning the SA Youth National Champs 2 years in a row."*

Since then he joining the SA Navy, became a diver and became a full time sailor in the Navy. *"At 22 I was getting more opportunities to race on yachts so I left the Navy and took up professional sailing."*

He sailed the Youth America's Cup at bowman for South Africa on AC 45s which started a career in yacht racing around the Caribbean, Mediterranean and Atlantic.

"In between all these events I did as much Finn racing as possible all over the country. I have been sailing my Finn for eight years. It is by far my most favourite boat to sail and race, all my role models sail Finns. It is my passion and I think I will always sail a Finn."

As an ex-Navy diver, fitness is very important to him, and he is preparing and Aarhus with a personal trainer and getting in as much sailing as possible.

"I have always wanted to sail a Finn at the highest level, meeting and racing against the best guys in the world will be something really special for me. Also I have sailed 4 other World Champs on other boats, but this will be the very first one by myself on an individual boat. Going to Denmark is huge for me. I'd like to see how well I can do."

Constantin Hatzilambros, 33, from Namibia, moved into the Finn 18 months ago after sailing Lasers and Hobies. Up until Aarhus, he will be training in South Africa.

He chose the Finn because, *"The level of Finn sailing appeals to me due to the sailor having to be in peak athletic form, that the Finn allows for very close and competitive sailing and that the class is open to work on the equipment and sails, as it's not a one design class. In general Finn sailing is attractive that it's relatively cheap to sail, competitive racing, and is the only single handed dinghy available for tall, strong men."*

He believes the ENP clinic, *"Plays a vital role in assisting sailors from more remote areas of the world. This knowledge can then be passed onto the fleets in their home countries and improving the level of sailing down to grassroots level."*

The Finn class is very pleased to welcome so many new sailors to the class and wishes them the best of luck.

WORLDCHAMPION

„Olympic champion Jose Luise Doreste
wins the Masters Finn Worlds“
- YOUR GOALS / OUR SAILS !



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www.raudaschl.co.at



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Have you caught *fantastica* wave too?

DENMARK



Richard Berg-Larsen writes: The Danish Finn class has had the most fantastic weather this spring/early Summer, and many have already sailed a lot more than during a 'normal year'.

Our Opening Regatta in Kastrup had 14 boats on the start line. The Race Committee tried this year to have 3 top marks in different colours, so they could pick the top mark for each race just before the warning signal, showing a flag with the colour of the top mark. Some sailors had problems, but we all agreed after the races that this was an improvement to be repeated next year with some flags and top marks in exact same colours.

The usual suspects dominated the top positions irrespective of above system and the regatta proved again its reputation of being the most democratic race in Denmark. The wind shifts are known to be big and frequent, so nearly all sailors had

time in top five and indeed also in the bottom five, in each race. However the usual suspects seems to be better to figure this out and win anyway.

- | | | |
|---|---------|----------------|
| 1 | DEN 21 | Otto Strandvig |
| 2 | DEN 80 | Michael Staal |
| 3 | SWE 59 | Lars Edwald |
| 4 | DEN 249 | Svend Andersen |
| 5 | DEN 25 | Allan Hansen |

We have for the first time in years seen a new fleet develop in Veddelev just North of Roskilde, where seven boats have popped up in less than a year. Our Chairman has been there to help with set up of boats and offer good advice to get started with Finn sailing, and how to get access to reasonably priced used gear.

We have several boats participating in the Nationals in both Sweden

and Norway this year, but our new series called Nordic Cup with a race in SW, N & DK seems to have problems getting off the ground, so we will work a little more on dates and locations for next year.

The DK Nationals will be held in Middelfart, only 100 km north of the German border and we have been given a good rating on their ranking, so we do hope for many German boats on the starting line the 16th of August.



SPAIN



Iberian championship

The Galician Sailing Week in Villagarcia de Arosa concluded with record participation and Miguel Fernandez Vasco lifting the Iberian Finn title.

Going into the final day, Miguel Fernández, from Coruña, had not finished the first of the day, but had the Portuguese Filipe Silva (CIMA Vilamoura) on his heels, two points back, with a series 2-2-2-1-5 and discarding that fifth. The Portuguese had won the Andalusian Championship in La Línea (Cádiz).

Then in the Medal Race the Galician did not fail: he crossed in second

place, with his club mate Jesus Pintos winning. His opponent from the neighbouring country was fifth

so Miguel won the Iberian title for Miguel, with Jesus runner-up and Filipe third.



FINN SAILING FROM AROUND THE WORLD





Kieler Woche 2018

Phillip Kasüske writes: The Kiel week 2018 was the last big international regatta before the worlds in Aarhus. Thus, we saw many, many good sailors over all competing classes and 68 Finns on the starting line.

Due to the number of classes, we had to share a race course with the lasers, which led to some delays. There was mostly good breeze and typical Kiel weather with many clouds and the occasional rain. The racing

was very good and in the end Josh Junior managed to win in front of Anders Pedersen and Ed Wright after eight races and a tricky medal race.

Hopefully lots of the sailors will come back to Kiel next year to make it a strong Finn fleet.

Max Kohlhoff writes: We are really happy that this year's Kieler Woche saw so many good sailors from all over the world – it was good and tight racing.

Now, one week after the competition is over we are back to normal weather with seabreeze and 24 degrees. But I guess the bad weather is always part of Kieler Woche.

Pos	Sail No	Helm	1	2	3	4	5	6	7	8	MR	Tot
1	NZL 24	Josh Junior	10 (20)	5	2	3	13	1	15	8		57
2	NOR 1	Anders Pedersen	12	1	11 (20)	11	9	2	11	4		61
3	GBR 11	Ed Wright	3	4	13 (17)	12	1	8	7	16		64
4	NZL 61	Andrew Maloney	15	7	3	1	14	7	9	(16)	12	68
5	GBR 91	Ben Cornish	9	19	4	7	(20)	2	11	5	18	75
6	NED 89	Nicholas Heiner	2 (bfd)	12	31	2	5	17	1	10		80
7	USA 6	Caleb Paine	19	2	(bfd)	3	13	8	14	26	2	87
8	AUS 1	Jake Lilley	13	14	29	19	(31)	6	5	8	6	100
9	ESP 7	Alejandro Muscat	18	6	(30)	15	22	4	18	10	14	107
10	NED 842	Pieter-Jan Postma	16	3	8	10	24	20	6	(36)	dns	109
11	HUN 40	Zsombor Berecz	98									
12	FIN 218	Tapio Nirikko	102									
13	GER 259	Phillip Kasueske	107									
14	GBR 96	Hector Simpson	110									
15	GBR 71	Henry Wetherell	112									
16	CRO 1	Josip Olujic	116									
17	CRO 10	Nenad Bugarin	118									
18	USA 91	Luke Muller	123									
19	AUS 261	Oliver Tweddell	131									
20	GER 25	Max Kohlhoff	133									
21	ESP 17	Pablo Guitián Sarria	137									
22	POL 16	Mikolaj Lahn	138									
23	CRO 369	Milan Vujasinovic	138									
24	CAN 18	Tom Ramshaw	146									
25	SWE 11	Johannes Pettersson	151									
26	EST 2	Deniss Karpak	157									
27	SWE 33	Max Salminen	164									
28	AUS 32	Jock Calvert	172									
29	POL 17	Piotr Kula	177									
30	RUS 6	Arkadiy Kistanov	183									
31	CZE 5	Ondrej Teply	189									
32	SUI 1	Nils Theuninck	190									
33	IRL 9	Oisín McClelland	199									
34	RUS 73	Vladimir Krutskikh	209									
35	IRL 22	Fionn Lyden	226									
36	UKR 4	Gusenko Andrii	231									
37	FRA 9	Guillaume Boisard	236									
38	AUS 7	Tom Slingsby	239									
39	GBR 38	Callum Dixon	242									
40	ITA 59	Alessio Spadoni	245									
41	CAN 2	Kyle Martin	251									
42	GER 595	Gorgels Simon	256									
43	AUS 41	Lewis Brake	260									
44	POL 8	Lukasz Lesinski	261									
45	GBR 98	Cameron Tweedle	280									
46	GBR 81	James Skulczuk	288									
47	GER 713	Lars Haverland	291									
48	EST 1	Taavi Valter Taveter	318									
49	POL 52	Krzysztof Stromski	321									
50	GER 193	Thomas Schmid	328.9									
51	HKG 8	Dagge James	332									
52	UKR 8	Taras Havrysh	333									
53	GER 279	Nicolaus Schmidt	337									
54	GBR 703	Markus Bettum	339									
55	ESP 57	Víctor Gorostegui	352									
56	RUS 14	Mikhail Iatsun	353									
57	AUT 1	Moritz Spitzauer	355									
58	GER 188	Michael Kluegel	371									
59	JPN 6	Hajime Kokumai	398									
60	GER 723	Nicolas Thierse	398									
61	GER 231	Denny Jeschull	412									
62	AUS 5	Matt Visser	421									
63	GER 165	Dirk Meid	426									
64	GER 27	Matthias Wolff	448									
65	RUS 212	Lanfranco Cirillo	456									
66	GER 81	Jan-Dietmar Dellas	458									
67	GBR 701	Dugal Wilson	469									
68	POL 116	Sebastian Kalafarski	470									
69	GER 326	Alexander Seegert	497									
69	UKR 89	Sergii Vovchuk	497									

Photo: segel.builder.de



2017-18 South Island/NZ Nationals

In March eight of the North Island's best Finn sailors made the quadrennial trek to Naval Point Club, Lyttelton to take on the ever expanding South Island fleet. The programme promised to be gruelling with 15 races scheduled over 5 days to complete both regattas.

Karl Purdie took the six-race South Island title with three wins and two second places. Both days were sailed in good breeze up to 20 knots. The overall standard of the entire fleet was noted to have markedly improved.

The same three sailors dominated the Nationals, winning eight of the nine races between them, with the other race win going to local sailor Brendon Hogg. Purdie took his third national title in convincing form with a 10-point advantage from Hall and Perrow.

Finn National Championship 2018

1	NZL 111	Karl Purdie	11
2	NZL 2	Ray Hall	21
3	NZL 4	Mark Perrow	26
4	NZL 10	David Hoogenboom	41
5	NZL 5	Brendon Hogg	46
6	NZL 265	Mike Pearson	54
7	NZL 11	Hans van der Wal	59
8	NZL 14	Paul Ryland	64
9	NZL 25	Andrew MacGregor	69
10	NZL 19	Denis Mowbray	72

Finn South Island Championship

1	NZL 111	Karl Purdie	7
2	NZL 2	Ray Hall	12
3	NZL 4	Mark Perrow	12.5
4	NZL 10	David Hoogenboom	19
5	NZL 11	Hans van der Wal	28
6	NZL 5	Brendon Hogg	31
7	NZL 14	Paul Ryland	39
8	NZL 23	Alan Dawson	45
9	NZL 30	Andrew Miller	47
10	NZL 213	Maurice Duncan	49

NZ Finn Winter Champ 2018

Defying the usually reliable Auckland weather forecasts eight sailors made the trek out west from Pukekohe in June to the spiritual home of Auckland Finn sailors - Waiuku Boating Club for what was to be a sunny, warm predominantly light air regatta.

Karl Purdie and Ray Hall took three wins apiece, but Purdie had a better final scoreline to take the winter title.

1	NZL 111	Karl Purdie	8
2	NZL 2	Ray Hall	10
3	NZL 4	Mark Perrow	15
4	NZL 10	Dave Hoogenboom	17
5	NZL	Dirch Anderson	18
6	NZL 18	Gerald Lilieveld	22
7	NZL 193	Gerrit Bearda	35
8	NZL 29	Cameron Doig	38



GREAT BRITAIN



GAC Pindar British National Championship

Henry Wetherell clinched his first British Finn national title at Mengehams Rythe SC after a shortened five race series due to light winds. An impressive 58 entries underlines the growing strength of the UK Finn fleet with 10 U23 sailors taking part. In recent years the British Finn Association with sponsor GAC Pindar has supported an U23 squad with grants and training, and four of those were among six U23 sailors in the top 10. British Sailing Team member Wetherell also took the U 23 title, ahead of GAC Pindar U 23 Cameron Tweedle in second with Grand Master Graham Tinsley third.

The weather for the first two days was characterized by a glorious sunshine with a moderate north-easterly breeze, which gradually switched to a sea breeze mid afternoon. Wetherall got off to a good start with a confident win in Race 1, a race that survived several protests after some leeward gate confusion. The second

race of the day was abandoned on the first downwind when the sea breeze switched the breeze 90 degrees.

The first race on Saturday was sailed in a diminishing north-easterly, with defending champion Hector Simpson leading throughout. Cameron Tweedle led for most of Race 3, but the sea breeze switched on the second upwind, which caught many unawares and the race order was largely turned inside out. The race went to former champion Julian Smith, while most of the leaders picked up a high score. The final race was sailed in the building sea breeze with Oscar raised for free pumping at the second top mark. Simpson took his second win of the day, but still had too much to do to retain his title. A retirement in Race 1, with gear problems, and a 33rd in Race 3 left him in 10th overall.

The final day was even more tricky for both race committee and sailors. The first attempt at Race 5 was abandoned on the second leg after the sea breeze shifted the wind through more than 100 degrees on the first beat. At that point Tweedle was in a winning position with Wetherell near the back but the abandonment saved him from a high points score. After a wait for the feeble sea breeze to establish the restart under

a black flag was all about getting out to the right hand side of the course. Pressure came in half way up with double champion Allen Burrell leading the group on the right round the top. He just held on downwind and then extended up the second beat by again heading hard right as the wind died to almost nothing. The course was shortened at the second top mark with Burrell taking the gun, Finn newcomer but top singlehanded sailor Andy Couch claimed second and Wetherell third – fighting back from an average start, which turned out to be enough to win the championship.

The fleet waited afloat for another hour in the hope that the sea breeze would return but it was to no avail and at about 1600 the fleet was finally towed home.

1	GBR 71	Henry Wetherell	8
2	GBR 98	Cameron Tweedle	21
3	GBR 73	Graham Tinsley	24
4	GBR 81	James Skulczuk	26
5	GBR 49	James Downer	29
6	GBR 2	Allen Burrell	35
7	GBR 21	Michael de Courcy	35
8	GBR 96	Hector Simpson	42
9	GBR 28	Jack Arnell	48
10	GBR 703	Markus Bettum	49

Italian Championship – Genova

The Italian Championship was sailed together with the other Olympic classes in Genova mid March. The event was organized by the Italian Federation with the support of the local Clubs including the Yacht Club Italiano, the oldest sailing club in Italy. The big pig pavillions of Genova Exhibition centre, where the International Boat show takes place, hosted the boats and all the organisation.

The first day was very windy and cold, with the Tramontana blowing from 20-27 knots and three races sailed. The first race was won by Enrico Voltolini and the next two by Alessio Spadoni. Conditions on the other days were light with three more races sailed. Alessio took two more bullets to win his first Italian championship. Enrico got the silver medal and Alessandro Vongher took the bronze. The first Junior was Federico Colaninno in fourth, followed by Marco Buglielli, first of the Masters.

1	ITA 59	Alessio Spadoni	6
2	ITA 66	Enrico Voltolini	15
3	ITA 175	Alessandro Vongher	16
4	ITA 71	Federico Colaninno	23
5	ITA 2	Marco Buglielli	24
6	HUN 11	Peter Haidekker	26
7	UKR 14	Volodymyr Stasyuk	33
8	HUN 911	Elemer Haidekker	42
9	ITA 47	Nicola Capriglione	45
10	UKR 12	Maksym Krukovskiy	56

Coppa Italia 2018

At the time of writing four out of seven events of Coppa Italia Finn 2018 were completed. Conditions were always good, with 19 races sailed in 8 days of

racing, and 51 Italian Finns joined by several foreign friends.

The first event was in March with the Finns returning to Naples, where the 1960 Olympic Games were sailed. The local clubs offered a warm and friendly welcome and hopefully the local fleet will continue to grow.

The following events were sailed in Gaeta, Scarlino and Gravedona on Como lake. The wind was always good and a series of nice races was sailed, with the usual fun and camaraderie after sailing.

18 year old Federico Colaninno convincingly won in Naples and still maintains the ranking lead. He is followed by the training pair of Tommaso Ronconi and Roberto Strappati, who are on equal points. The Masters follow in fourth and fifth place with Enrico Passoni and Giacomo Giovanelli.

The next events will be in Acquafresca on Garda and then in Ancona in September, with the final event in Viareggio in October for the classic Bertacca Trophy.

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

1	ITA 71	Federico Colaninno	100
2	ITA 234	Tommaso Ronconi	96
3	ITA 115	Roberto Strappati	96
4	ITA 6	Enrico Passoni	89
5	ITA 202	Giacomo Giovanelli	83
6	ITA 52	Franco Martinelli	76
7	ITA 175	Alessandro Vongher	73
8	ITA 11	Paolo Cisbani	70
9	ITA 2	Marco Buglielli	70
10	ITA 176	Paolo Parente	69

Italian Masters

The Italian Master Championship was held in June in Porto San Giorgio on Adriatic sea with the 32 entries.

Conditions were unusual, with good wind only on the first day, when only one race was sailed because of big rains arriving in the afternoon.

The next two days the sun was shining, but the wind was variable and fickle, with waves and current. In these conditions almost everybody had mixed results and consistency was a premium.

Bastiaan Brouwer, a Dutchman living since several years in Urbino, managed to have all scores in top seven and won with a good margin on Florian Demetz from Caldaro lake and Alberto Bellelli from Bracciano. Master world champion Giacomo Giovanelli was only fourth, followed by the local Luca Taruschio in fifth with all top ten scores.

Category prizes went to Bastiaan Brouwer (Master, 1st overall), Florian Demetz (Grand Master, 2nd overall), Umberto Grumelli (Grand Grand Master, 7th overall) and Franco Dazzi (Legend, 8th overall).

The annual meeting decided that in 2019 the Italian Masters will be held in Forio d'Ischia, on wonderful Ischia island in the gulf of Naples, probably at the beginning of May.

1	ITA 1052	Bastiaan Brouwer	17
2	ITA 8	Florian Demetz	23
3	ITA 77	Alberto Bellelli	24
4	ITA 202	Giacomo Giovanelli	25
5	ITA 73	Luca Taruschio	28
6	ITA 2	Marco Buglielli	29
7	ITA 23	Umberto Grumelli	29
8	ITA 9	Franco Dazzi	32
9	ITA 1	Igor Petukhov	34
10	ITA 63	Bruno Fezzardi	37



Photos: Martina Orsini, Marina Pinzivali, Ernst Bruns

RUSSIA



Russia Cup

Vasiliy Kravchenko writes: The Russian Finn Association is holding Russia Cup in Finn class. In total the Cup has none stages in five places across Russia: Sochi, Taganrog, Novosibirsk, Moscow and Krasnoyarsk.

Up to now five stages have been carried out. First stage – Wincher Riviera in Sochi attracted 12 sailors. Evgeniy Deev (junior) won the regatta from Alexey Borisov and Ilya Malyshenko (Junior).

Second stage – “Sochi regatta” took place at the same place. 13 sailors were struggling that time for the prize. Evgeniy Deev (junior) won the second stage as well followed by Ilya Malyshenko (Junior) and Konstantin Lashuk.

Stage no. 3 moved the sailors to Taganrog (Azov sea). The regatta devoted for memory of Alexander Novikov attracted 18 sailors this time. Ilya Malyshenko (Junior) took the lead from Alexander Kulyukin (Master) and Alexey Selivanov.

Stage no.4 was carried out at the same place with 31 Finn sailors competing. Arkadiy Kistanov took the win with big margin from Evgeniy Deev (Junior) and Vladimir Krutskikh (Master), who finished actually with the same points.

Stage no.5 was carried out in Siberia – at Novosibirsk under the name Top Motors Cup. 20 Finn sailors took part in the regatta. Alexey Borisov took the win from Vladimir Kovalenko and Dmitriy Petrov.

Full results and photo reports of the regattas are available at www.finnclass.ru

The next stages will be held in Moscow, Krasnoyarsk and Sochi.

Also two big international events are planned in Moscow:

International University Sailing Cup – August, 21-26 (with free charter boats for guests and very attractive accommodation conditions) and traditional international regatta Open Russian with Russian Finn Masters championship, from August 28 - September 2. Charter boats and accommodation for the guests can be provided with attractive conditions. Full information can be found at www.iusc.ru and www.open-russian.ru



SWEDEN



Torsten Jarnstam writes: This year's edition of the GKSS Olympic Class Regatta in Långedrag, was sailed 11-12 May. 21 Finns participated, with Johannes Pettersson winning from Stefan Nordström and Svante Collvin.

On Sunday, June 3, the KKF/ Karlstad Kappseglingsförenings June regatta was sailed with three races. The first race was very slow, but in the second and third races the sea breeze came and we got two nice races at 2-5 m/s. Svante Collvin won from Pär Friberg and Stefan Nordström.

On 9-10 June, we the USS regatta in Uppsala, part of the Swedish Cup. On Saturday there were very light winds on Ekoln. Sunday's first race was also very light, while in races 6 and 7 the wind increased to 5-6 m/s. With 7 wins, Fredrik Teghned won from Svante Collvin and Daniel Miles.

The Swedish Championships for OK Dinghy and Finn will be held in Träslövsläge on 10-12 August. Hopefully there will be 40-45 Finns on the starting line. In addition to the Swedish Finn sailors who signed up, we have participants reported from Denmark, Norway, Germany and France. Certainly there will also be participants from Holland and Finland. Björn Allansson, one of our former national team sailors, has become Swedish Champion in the Finn six times before and we will see if Björn succeeds to become Swedish Champion for a seventh time. Boris Jacobson (1937-2013) was Swedish Champion four times from 1962-1965 and, after Björn Allansson, has won the Swedish Championship the second most number of times.





Mammern

Beat Steffen writes: Despite a mediocre forecast, 22 Finns were on the line in Mammern. The class welcomed Attila Szabo, Oliver Wirz, Marcin Gregorowicz, Jens Moecke and Gregor Thurnherr. Most of them plan to sail the other Swiss races and Oliver and Jens sailed their first Masters in El Balis.

After several hours of waiting on shore, one race was sailed in a light easterly. The RC shortened the course after the second beat. The extreme left was favoured and Bruno Schwab took the first race from Joseph Rochet.

Conditions on Sunday were different with a light thermal wind from the South. Joseph Rochet won this series in convincing manner with a first and two seconds, discarding a third place. Peter Kilchenmann made second – just one point behind – with two firsts and a fourth. Thomas Bangerter completed the podium sailing consistently.

1	FRA 40	Joseph Rochet	5
2	SUI 13	Peter Kilchenmann	6
3	SUI 65	Thomas Bangerter	10
4	SUI 27	Dominik Haitz	18
5	SUI 32	Urs Huber	19
6	SUI 63	Thomas Gautschi	19
7	SUI 34	Bruno Schwab	20
8	SUI 72	Patrick Ducommun	23
9	SUI 95	Michael Good	23
10	SUI 1	Hans Fatzer	24

Bottighofen

Only 12 boats were on the line in Bottighofen, likely due to a questionable forecast predicting little wind. On Saturday, 3 races were sailed in very light thermal conditions, all won by Christoph Christen. On Sunday, racing was cancelled by 1pm.

1	SUI 5	Christen Christoph	4
2	FRA 40	Josef Rochet	7
3	GER 19	Andreas Bollongino	10
4	SUI 80	Attila Szabo	13
5	SUI 27	Dominik Haitz	15
6	SUI 65	Thomas Bangerter	18
7	SUI 95	Michael Good	22
8	SUI 1	Hans Fatzer	23
9	SUI 34	Bruno Schwab	25
10	SUI 48	Alex Gaeisser	28

Niederhornkanne

Forecasts are notoriously difficult for Lake of Thun, but predictions looked perfect for the weekend with sunshine and a north-easterly expected to enhance the usual thermal winds.

And indeed, conditions were fantastic with 10-25 knots thermal breeze allowing for eight races over three days. Christoph Christen dominated the series sailing pure bullets discarding a second. Till Klammer sailed consistently, but still finished 15 points behind Christoph. Thomas Gautschi made a solid third. He has experimented extensively with mast and sail combinations vastly different from the fleet, and the work seems to have paid off for him.

The Niederhornkanne proved again to be a highlight in the Swiss Finn calendar. It would be great if the fleet went back to the usual 50 boats on the line instead of just 30 this year.

1	SUI 5	Christoph Christen	7
2	SUI 25	Till Klammer	22
3	SUI 63	Thomas Gautschi	36
4	SUI 593	Hans Fatzer	45
5	SUI 95	Michael Good	50
6	SUI 12	Franz Bürgi	52
7	SUI 65	Thomas Bangerter	54
8	SUI 27	Dominik Haitz	60
9	SUI 72	Patrick Ducommun	62
10	SUI 96	Oliver Wirz	62



Joe Chinburg, US Finn Class President, writes: Here in the US, the Finn class is growing and thriving. There are large fleets in San Diego CA, Denver CO, Mobil AL, and in Lake Erie area. We have smaller fleets in almost every state and they are growing consistently. We have dedicated Finn sailors spread all over the country willing to drive for a couple days to race in national regattas. In the last couple years, participation in regattas has risen over 40 per cent.

While the regattas are held across the country, there is a high level of commitment required to sail in the majority of races. Most sailors need to drive an average of 1,500 miles (2415 km) each way. We drive for days to sail in our beloved Finn. We will tow our boats over 14,000 ft (4,268 m) high mountain passes, through 110-degree (43 Celsius) deserts, tornados in our heartland, and torrential downpours in the south. We may not have the sheer number of Finn sailors that our European colleagues have, but we are a dedicated, loyal, and salty bunch of guys.

We are constantly discussing how to grow our class, and the sport of sailing. No matter the outcome of meetings we will keep sailing our Finns and showing our younger sailors the beauty of the boat. We will show them the reason we have so much pride in sailing one of the best racing boats ever made.

The Finn will continue to thrive in the US due to all the reasons it has already survived for so long. With our US Finn sailing legends, Olympic medalists, and great coaches like Gus Miller, Henry Sprague, Caleb Paine (below), Darrell Peck, and Rob Coutts who are still sailing and promoting the class, it shows the depth of our class.

I firmly believe that the US Finn class will be a strong, healthy, and fun class well into the future.



2018 IFA AGM MINUTES



INTERNATIONAL FINN ASSOCIATION 2018 ANNUAL GENERAL MEETING

MINUTES

11th of March 2018
9.30 am Puerto Sherry, Cadiz

1. National Class Associations

The National Class Associations (NCA) Representatives present and voting powers received is allowing a quorum. 25 voting countries representing a total of 35 votes and 5 voting members of the Executive Committee were present.

2. Minutes from the last meeting

The minutes from the 2017 IFA AGM (previously circulated on IFA website, to secretaries) are approved unanimously.

The agenda is approved.

3. Accounts

a. The 2017 accounts is approved
b. The 2018/2019 budget is approved
Last year's losses will be covered by the fees increase passed in 2017. We should break even this year.

4. Executive Committee Reports

a. the President
b. the Vice-President Sailing
c. the Vice-President Development
d. the Vice-President Masters
e. the Treasurer
f. the Chairman of the Technical Committee
g. the Chairman of the Media and Marketing Committee

5. Elections of Members to IFA Committees

a. To elect the members of the Executive Committee
(i) The President
(ii) The VP Sailing
(iii) The VP Development
(iv) The Treasurer
b. The members of the Technical Committee are separated in voting members and manufacturers 'non-voting' members. All members re-elected.
c. The members of the Marketing Committee are re-elected.

d. Miguel Cabrierizo ESP and Andrzej Romanowski POL were elected to the Technical Committee.

6. Events

a. Finn Major Events - Format and Racing rules:
(i) Rule 42 (wind limit 8 versus 10 knots) – discussion and vote
A clear majority voted to stay at 10 knots.
b. Future Finn major events
(i) 2019 and 2020 IFA major events – planning confirmation and update.
2019 FGC in December, dates TBC (13 – 21 December).
Site visit in Marsala in May. Waiting on WS calendar (SWC) to decide dates.
(ii) 2018 Worlds update: The Finn is the first class to be fully subscribed with the Radial. 43 nations in Aarhus and an increased quota from 90 to 100.
(iii) 2019 and 2020 Silver Cup (selection to be taken by U23 meeting)
d. 2024 update (decision making process / lobby) discussed.
e. World Sailing calendar: to note that some WS events are not yet scheduled.

7. IFA Constitution

a. Introduce a two-thirds majority at AGM for passing Class Rule changes.
AGM voted against proposal..
c. Members proof of affiliation – stickers and database – discussion.
Stickers are issued again and distributed to paid members (NFA). Each NFA to send the list of paid members to IFA.

8. Technical Committee

a. Technical matters arising from the TC Chairman report.
The following matters were submitted to the assembly and accepted by the members:
- Equipment limitations for racing (rule C.6.2) shall be modified to allow 1 rudder, 1 boom, 1 mast and 2 sails per regatta.
- Boat Equipment for racing (rule C.6.1) shall be modified to allow the use of heart rate monitors during racing. Submission from the GER fleet.
- Modification of the station 0 template.
The modification involves changing the tumblehome hull shape on the top 67mm of

the hull for vertical sections and includes an associated modification to the rubbing strake cut out.

- Consolidation of the Measurement certificate and Regatta Identification form into a one page document.
- Clarification that each boat may hold only one valid Measurement certificate.
- IFA authorise the Chief Measurer to maintain a listing of IFA Approved Official Measurers. Only these measurers will be authorised to undertake certification on IFA's behalf.

9. Sustainability

The sustainability plan has been presented and fully supported. The general assembly entrust the IFA Executive to evolve and implement.

10. Development

a. FIDeS: The VP sailing explain the direction to help pro-actively Academies rather than sailors.
b. ENP Aarhus (Emerging Nations Programme): Successful with 8 nations represented (Iran, Namibia, Cuba, Hong Kong, Venezuela, Bermuda, South Africa, Serbia). The Finn is bringing four new nations to the WS championship.

Any other business

President's Report - Dr. Balazs Hajdu

On the occasion of the 2018 IFA AGM let me reflect on some of our recent achievements in 2017 and forthcoming challenges in the Finn Class.

Regattas

We have had a tough 2017 Finn European Championships in Marseille in difficult winds and an exotic 2017 Finn World Masters in Barbados with the rest of the International Masters fleet sailing the Finn Masters Euro Cup at Balaton. Attracting as many young sailors to the Finn as possible remains a continued effort for our class and what a positive feedback on our work was delivered by the 2017 MVM Jörg Bruder Silver Cup in Balatonfured with one of the largest junior fleets ever. The European summer Finn sailing

season was highlighted by the 2017 Opel Finn Gold Cup in early September at Balaton. All above regattas had large fleets and the Finn showed again the strength and depth of our class in every age category.

Governance, technical matters

During the 2017 Gold Cup a well-attended AGM discussed a long list of Finn Class management related agenda items and elected a refreshed Executive as well as a restructured Technical Committee along with some important amendments to the Finn Class Constitution.

The new Technical Committee started its work too, and you will have a list of equipment related matters on the agenda of the 2018 AGM, which were pre-discussed by the Committee including the manufacturers' views.

I have high hopes that Technical Committee and the expertise of our manufacturers will guide us wisely through an inevitable procedure of equipment related reviews and potential technical changes as part of the evolution of the class.

Olympic future

Since our last year's AGM there have been many changes in the world of sailing. World Sailing set up a procedure to review the 2020 Olympic events and equipment for the Games in 2024. In the framework of this process this February the men's singlehanded dinghy – heavyweight event (which is currently filled by the Finn as equipment) has been, with four other events, selected for review in May 2018 by the WS Council. The Finn Executive and other stakeholders are working hard to showcase to WS how important a dinghy event for larger sailors is on the Olympic sailing programme.

As already stated on many different occasions the male population worldwide is developing towards taller and stronger people at a much younger age than in the past. At the same time the Olympic sailing regatta has seen a constant decrease of classes and quota for men over 85 kg. With the removal of the Soling and the Star over the last 16 years from the Olympics, for 2020 we are down to only the Finn. Based on a recent calculation as a result Olympic sailing quota for men over 85 kg went from over a 100 athletes in 2000 to only 19 for 2020 (less than 6% of the total number of sailors in the Olympics). World Sailing will decide at their November 2018 meeting which equipment will be used for the events selected for 2024. In summary, we strongly hope that wise decisions on the future of Olympic sailing will allow the Finn to continue its Olympic presence and unmatched history.

Media

In terms of our media activities I would not go into much detail as you all experience on a regular basis the results of the Finn Class media work in all possible platforms. A big thank you to Robert for his valuable work.

Fides

The Finn development program is set to continue under the auspices of our new VP Development. The past approach of IFA to the programme has been reviewed and Marc will give you an update on future plans.

Environmental and sustainability programme
As we have already published a few weeks ago the Finn Class has announced the beginnings of an environmental and sustainability agenda that could impact on its events and sailors, and guide the class's own event strategy, in future years. The objectives are simple, minimise the impact of events on the local environment, and minimise the long-term impact of the sport on the global environment. The new policy to be discussed at the AGM will encourage event organisers to adhere to the class's sustainability guidelines as well as those of the World Sailing Sustainability Agenda 2030.

I may wish you all the best and fair winds for 2018 and thank you very much for your support over the many years in the past.

Vice-President Sailing - Rafael Trujillo

I have started on this role in September with main focus on fixing the calendar and working with Robert and Corinne on the championship manual.

We have proposed a good calendar for the next years and presented World Sailing with a plan that makes sense and fits in the calendar. We are working actually to fix the dates more precisely for 2019. I went to Melbourne to discuss with the host club and will go to Sicily in May with Corinne.

2017 was a great racing year. The FGC in Balaton was good with continuous communication with the host club, and a good race committee who provided a successful regatta in a difficult venue.

We will work with the organisers to have a PRO from the class in all events and develop a stable and quality relationship with core race officers.

We have invited Stuart Childerley (Finn Olympian) in this regatta and will support both him and Benedek Fluck (HUN) to World Sailing events for the Finn as well. The objective is also to make them work with Luigi to transmit the knowledge.

Since the 2017 AGM we used Palamos, Miami and the Carnival race to test rule 42 at 8 knots. Unfortunately the weather did not enable us to test this enough, however

I personally believe this is the way to go in order to differentiate the Finn from the Laser. I will encourage for quality racing rather than quantity in Finn regattas. I will push race committees to accept holding races in more extreme conditions with strict guidelines, while respecting a safe environment. And this will start at this regatta.

We need to encourage more continental championships. They are starting again in South America, and we are looking into adding one in North America and in the Asia Pacific region. It is important to also create local circuits to encourage participation and quality racing that will raise the level of the sailors worldwide and the race officials. Looking at the future, we need to find solutions to look different from all other Olympic sailing events. We are the Power Dinghy, we need to go back to more endurance races, sail further offshore respecting the Finn class rules with sailing one mile from the coast. I would ask that you all think about this and the possible format for 2024. We need to be open minded!

Treasurer's Report - Tim Carver

Revenue was flat and in line with the budget. Membership and ISAF Hull plaques was down but Masts and Advertising was up. Expenses increased by €10,100 which meant we made a loss this year of €11,655 as against the budget which had predicted that we would break even. In particular, Regatta expenses and Website/Social Media expenses were significantly higher than budgeted as well as the costs for Finnfare although this is still making a profit. We also bought 3 years' worth of stickers.

The better news is that we have adjusted the budget to reflect these increased expenses. We have also adjusted the budget to reflect the higher spend on Development recommended by Marc. Despite these increases we anticipate that as a result of the increased subscription fees and event levy we should break even in 2018 with a small surplus in 2019 and 2020.

Technical Committee Chairman's Report - Paul McKenzie

Since I took over the role of Technical Chairman in August 2017 I've tried to reinvigorate the Technical Committee. The group discussion at the Gold Cup was a success, with a clear directive for the TC to investigate ways to limit the cost of campaigning a Finn.

Following the group discussion, mailing lists were updated and discussion of several propositions continued via email. Many useful points come up and some propositions were refined by the TC group for the AGM, but my feeling is this way of operating is very

inefficient and I'm sorry to say I think some members are out of touch with the sailors! We need more sailors in the TC and we need to meet and discuss more regularly!

The key concerns raised during these discussions were:

- 1 To reduce the cost of Finn sailing (campaigning and entry cost).
- 2 To reassure members that all Finns comply with IFA class measurement rules.
- 3 To ensure that the current boats do not become obsolete in the near future.

1. In order to reduce the cost of Finn sailing the Technical Committee has developed the following submissions:

A. We propose that rudders, booms, masts and sails should be limited to one per regatta.

The cost of developing all-round equipment will be less than developing multiple specific condition equipment's.

Some sailors were using spare equipment for a performance gain in different conditions rather than as spare equipment in case of damage.

Given that equipment damaged during racing can be replaced under strict measurement procedures this is considered unnecessary. Voting will take place item by item so some equipment items may be reduced to 1 while others remain at current level of 2.

B. The TC would also like to encourage mast producers to investigate the feasibility of a 2 piece mast. The cost of transport would be reduced and a sailor may need fewer masts. Current rules allow the use of such masts! The TC will review the evolution of such testing with interest.

2. Concerning the compliance of different hull shapes with the IFA class rules the TC undertook the following actions:

A. To ensure the accuracy of the IFA hull and rudder measurement templates by conducting a series of tests in La Rochelle. The Finn class produced 10 sets of templates in 2009. With the assistance of Alain Bujeaud (French Finn class measurer) we compared the templates with the Finn hull line drawings produced by Gilbert Lamboley and with a set of IFA hull templates stamped "master templates" that were produced for Gilbert Lamboley.

The drawings, 2009 templates and master templates are very similar if not identical, with one minor, non-performance (in my opinion) related difference. The top 67mms below the rubbing strake cut out of the 2009 station 0 template is vertical instead of the traditional tumblehome.

The TC propose a submission to change the station 0 template to recognise the more

modern shape that all current boats use in construction. This shape makes it easier for builders to remove hulls from construction moulds.

I would like to note that Gilbert Lamboley is opposed to this change, but the large majority of the TC members are in favour. B. Andre Blasse, Juri Saraskin and Robert Deaves visited the Devoti factory in Poland and undertook the process of full measurement of a Fantastica hull (currently the most popular hull produced by the Devoti yard).

The hull complied with all IFA class measurement rules! A video report on the measurement process will be available on the IFA website shortly.

3. In regard to the concerns of members that current boats may become obsolete in the future the TC discussed the possibility of changing rules concerning hull shapes, with the objective to reduce the opportunity to design and produce a considerably faster hull shape. However none of the proposals considered were stronger than our current class rules. In the short term the class will continue to rely on the class rules and market forces that have worked so well in the past. There was also a general consensus that the hull shape has been refined sufficiently that a designed jump in hull performance is unlikely. Time will tell!

There were also outstanding IFA approved class rule changes from the 2016 AGM that had not been approved by World Sailing. These concerned measurement certificates and certification procedures, boom pin hole wear and standard corrector weight blocks. I discussed these with World Sailing in January and February. The discussions are almost finalised as I prepare this report and I expect that the amendments will be accepted before we hold the 2018 AGM. They will be published online on the World Sailing and IFA websites as soon as they are approved and will apply from the 20 March 2018.

Out of these discussions World Sailing highlighted some procedural items that need adjustment or clarification. After discussion with the TC, our combined proposals are:

A. Given that we will no longer have National Authorities certifying our measurement certificates (IFA approved official measurers will do that), the TC propose to delete page 1 of the Measurement Certificate and adjust Page 2 to become the only page in this document. We will need to add the sailor's declaration to the new single page document.

B. Some sailors are currently holding more than one measurement certificate/ reweighing certificate for the same boat.

Given the changes proposed for equipment limitations the TC propose that each boat should only hold one certificate which would be succeeded by eventual reweighing certificates but only one certificate would be held per boat.

Rules A11 and A12 cover certificates and recertification procedures. It is the TC interpretation that the rules only allow one certificate or reweighing form per boat, but we would like to clarify the situation with the members!

C. Finally we need to clarify who are IFA approved official measurers and maintain a listing on the class website. These will be the only people able to certify/ issue measurement forms.

The TC proposition is to delegate the authority to establish this listing to the class Chief measurer. The intention is that the list will include current class measurers and builder in house measurers. The listing could evolve at any time, upon approval by the Chief measurer.

Finally I would like to propose the following sailors for membership on the TC: Miguel Cabrierizo. Andrzej Romanowski

Masters Report - Andy Denison

I can report that the Masters are in good shape, all be it a little sore from a physical 2017 championship in Barbados. We are anticipating some big numbers for 2018 El Balis, although it is a slow starter with sailors having to commit to payment early on.

We have adopted the former Finn Euro Cup and now have the control of this new event for the masters, enabling us to create the Finn European Masters. Our masters fee has been raised to €40 per sailor for both events. This will see our income increase significantly over the next few years, enabling us to invest more into the media and promotion of the masters.

Our World Masters programme is 2018 in El Balis, Spain, 2019 in Skovshoved, Denmark, and we anticipate hosting our 50th Anniversary championship in 2020 at Port Zélande, Netherlands.

For the European Masters we head to Split in 2019, Schwerin, Germany in 2019 and have received a bid for Gdansk in 2020, to be combined with the Senior European Championships.

All reports and additional papers can be found at www.finnclass.org



Photo Robert Deaves

Only change is permanent

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WB-Sails Ltd, Helsinki, Finland info@wb-sails.fi

Tel. +3589 621 5055

www.wb-sails.fi

