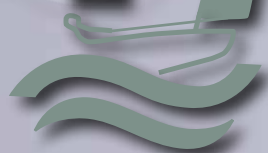


# FINNFARE



AUGUST 2020



- MAST ANALYSIS WITH FIBRE OPTICS
- 2020 CLASS SURVEY
- OLEG SHILOV – A LIFE IN SAILING
- 2020 IFA AGM AND ACCOUNTS
- NEWS FROM AROUND THE WORLD
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Opening shot: A focused Alex Kokumai in Athens in 2019

## PRESIDENT'S LETTER

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

**Through Finnfare I may take the opportunity to reflect on the events of the last months and the forthcoming Finn regattas of the year.**

Considering the current world crisis due to COVID-19 and the resulting extreme financial predicaments of many sailors, national sailing federations, and sponsors, a number of national federations do not believe that now is the right time to introduce widespread changes to the Olympic Sailing Competition, as has been adopted by World Sailing.

Under the World Sailing plans (which await IOC approval in December 2020), half of the current 10 Olympic sailing events would be changed and three completely new classes introduced. If carried through, it would be the most costly and far-reaching change to Olympic sailing ever. Not only will the new equipment be expensive, but also existing equipment and investments will lose considerable value. Many sailors, federations, clubs, sponsors and of course NOCs just cannot afford this at the present time. All these stakeholders are all heavily invested in the current slate of Olympic sailing events, both financially and structurally, and not just in terms of equipment but also in terms of training and development programmes. The many changes proposed by World Sailing to the IOC for 2024 are a waste of those resources.

As a result, the Finn Class strongly believes that common sense will prevail and the "non-change for 2024" movement will persuade final decision makers to postpone the planned changes to at least 2028.

In the meantime we will try our best to get international Finn sailing back on track with the Silver Cup, Europeans, Finn European Masters and the Finn Gold Cup scheduled for the late August – early October time window.

I hope you have at least managed to put in some training over the past months and will enjoy your Finn sailing over the coming months with the pandemic hopefully pulling back and restrictions being eased or lifted.

Finally, on behalf of the IFA Executive I would take this opportunity to thank Tim Carver, our retiring long-time Treasurer, for his voluntary work on the IFA Executive and wish him well for the future.

Finn sailors, all the best to you for the remaining part of the sailing season, but first and foremost, keep safe and stay healthy.

Warm regards

**Dr. Balazs Hajdu**  
**HUN-1**  
**IFA President**



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Silver Cup: [YEAR.finnsilvercup.org](http://YEAR.finnsilvercup.org)

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Next issue: November 2020

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## FINNFARE

is the official publication of the  
International Finn Association

No. 165 • AUGUST 2020

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Cover photo: Zsombor Berecz on Port  
Philip in 2019. Inset: Luke Muller.  
Photos: Robert Deaves







# FINN NEWS

## IN ROYAL COMPANY

Giles Scott working hard during lockdown in Weymouth Bay, overlooked by the Cunard Line flagship, Queen Mary 2. Photo by Matt Howard.



## THANKS TIM



After 13 years in the job, Tim Carver has retired as the Honorary Treasurer of the IFA. He began working for IFA in 2007 and has diligently managed the class finances through a period of expansion and change. On behalf of all Finn sailors, we thank Tim for giving up his time to the Finn Class over such a long period.



## AND IT'S GOODBYE FROM HIM

The USA's 2016 bronze medalist, Caleb Paine announced his retirement from Olympic sailing in June, to focus on his efforts with the American Magic America's Cup campaign.

Shortly after, it was announced that Luke Muller (see cover photo inset) was nominated to represent USA in the Finn Class in Tokyo 2020.

## NEW IFA TREASURER NEEDED

Due to the retirement of Tim Carver, IFA is now looking for a new Honorary Treasurer to assist the Class Secretary and Finance Secretariat. If you have the necessary skills or want to know more please contact [office@finnclasse.org](mailto:office@finnclasse.org).

## VALE WILLIAM HUGH MOORE (BILL) BELL



Quietly spoken, but always considered, Bill Bell was a great friend to many sailors across the world and will be sorely missed. Born on October 17, 1942, he passed away on Good Friday, April 10, 2020 in Melbourne. He made a significant contribution to the sport of sailing, both as a sailor, an International Judge and a club official, and he was hugely respected worldwide for his calm and authoritative approach.

Bill was a lifelong member of the Black Rock Yacht Club in Melbourne Australia where he was a sailor, race official, Commodore and Life Member. He was a big, strong teenager and after sailing Sharpies and 14s, Bill moved into the OK Dinghy in the early 1970s, winning three Australian Championships from

1975 to 1977. Like many singlehanded sailors in the 1970s, Bill moved into the Finn Class and also maintained an ongoing close association with that class worldwide, including as a member of many International Juries, most recently for the Finn Gold Cup held in Melbourne in December 2019.

Despite health issues for the last few years, Bill remained incredibly active travelling around the world to international events. His considered and wise counsel was valued worldwide, backed up by his huge experience and knowledge of sailing. Bill's presence on any Jury was reassuring as he calmly steered a steady but firm course through many protests.

Bill's final event was the RS Aero World Championships held at Black Rock over the Christmas/New Year period, where he organized the International Jury and helped make the event a huge success.

Bill will be sorely missed and will be an enormous loss to the sailing community. Over 50 years of international competition and judging he made friends across the world who always welcomed him, just as he welcomed sailors to Melbourne.

## MAJOR CHAMPIONSHIPS 2020-2021

Due to the COVID-19 pandemic, all our major events have been affected.

**Finn Silver Cup:** The postponement of the Olympic Games opened the possibility to hold a separate U23 World Championship in 2020. This is being organised at Canet en Roussillon in France from 15-21 August. Event website: [2020.finnsilvercup.org](http://2020.finnsilvercup.org)

### European Championship

This was postponed to 30 August-6 September and will be combined with the European Finn Masters in Gdynia, Poland. We expect there will be enough entries for two fleets, however both events have been

aligned so that they can be combined into one fleet if necessary.

Event website: [2020.finneuropeans.org](http://2020.finneuropeans.org)

### Finn Gold Cup

This has been postponed and rescheduled to 2-10 October, at L'Arenal, Mallorca. Entries have reopened and all information and links are on [2020.finngoldcup.org](http://2020.finngoldcup.org).

Please stay up to date with the latest developments on all events. There is a COVID-19 banner on the home page of [www.finnclass.org](http://www.finnclass.org) where all major updates are published. Increased travel restrictions may impact on all events. While the current intention is to run these regattas, the situation can change fast. There are options built in to the Notices of Race to withdraw titles and offer alternative prizes, as well as cancelling the event. Of course safety is the absolute priority for organisers and competitors.

### 2021 Calendar

The following events are confirmed for 2021. Planning is underway and websites and documents should be available later in 2020.

European Championship, Hyeres, FRA  
April • [2021.finneuropeans.org](http://2021.finneuropeans.org)

Finn Gold Cup, Porto, POR  
4-12 May • [2021.finngoldcup.org](http://2021.finngoldcup.org)

Finn World Masters, Medemblik, NED  
21-28 May • [www.finnworldmaster.com](http://www.finnworldmaster.com)

2020 Olympic Games, Tokyo, JPN  
23 July-8 August

Finn European Masters, Tihany, HUN  
7-11 September • [www.finnworldmaster.com](http://www.finnworldmaster.com)

## ONE MUST RENDER UNTO CAESAR...

**S**aying that the Belgian Finn class was moribund six or seven years ago may be an overstatement, but it wasn't doing really well and was just floating along. Belgium doesn't have all that many suitable waters, and the Finn appeals mainly to tall and powerful sailors – so the cards were a bit stacked against the class.

And then along came Wim Henderieckx. As President he has shown indomitable energy and zest in turning the Belgian Finn class into an active, vital and enthusiastic community. Wim is an outstanding Finn sailor himself, and manifestly wants to share his love of the Finn with as many people as possible.

Under his helmsmanship, the class has grown from about 15 boats to almost 40. Men who had more or less abandoned the Finn have decided to come back. The recipe isn't really very complicated. The main ingredients are energy, commitment, dedication, determination – all things Wim has. In spades.

First and foremost, we had to get the Finns back on the water. That meant a solid, balanced racing calendar that would appeal to all. Everybody is encouraged to participate in at least one event per month. Results count in an annual championship that rewards not only performance but also assiduity and regularity. Thanks to a few sponsors, there's a real cup for the winner, and really nice awards for the others, instead of the traditional floating key fob, pair of gloves, cap, etc.

Wim had managed to get 15 Masters to participate in this year's World Masters. Lodgings had been arranged, a couple of RIBs to accompany the sailors on the water were rented, an official Belgian Finn Class outfit had been chosen. The corona crisis put paid to that, but we're sure to be at least as numerous next year in Medemblik.

We now have an introductory weekend each year when potential Finn sailors are invited to come and try out the Finn over two days. After some practice sessions on Saturday, and some friendly racing on Sunday, a Rookie of the Year is elected. Tellingly, all Rookies have since become passionate Finn sailors. Of course, aspiring Finnists need a boat. So Wim helps them find a suitable



Finn, in France, in the Netherlands, even in Poland.

Wim regularly organises training sessions. The last one was on the Grevelingen (where the 2020 World Masters were supposed to take place), and in very rough conditions. He arranges for lodgings, rents RIBs for security, helps out with logistics (the class now owns/has access to a number of double trailers), motivates members to participate, and tirelessly works to the last minute to get everything sorted.

He has also produced a series of short videos on trimming mast and sail, which are available on the class website. On top of all that, our president manages the national website, the Facebook page and the WhatsApp group.

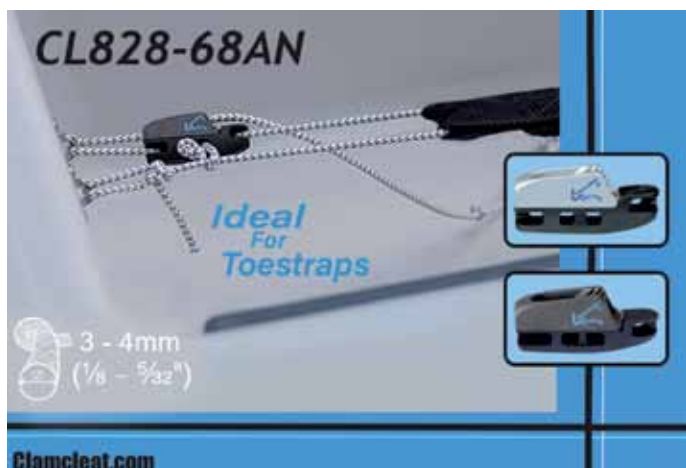
There's simply no denying that Wim has totally transformed the class. He turned a somewhat lacklustre and loose group into a thriving and enthusiastic team of sailors who enjoy getting together for racing and socialising.

When asked to comment, IFA President Balazs Hajdu said, "On behalf of the International Finn Association, we thank Finn sailors like Wim, and all those hard working volunteers worldwide, for developing the class at a grass roots level. The class has always been strong and vibrant because these enthusiasts work hard locally and regionally to build numbers, support their fleets and inspire more to meet the challenge of the Finn. It gives the Finn class huge strength worldwide,

"So thanks to Wim, and everyone who is else doing similar work, for developing the class in this way. Belgium is famous for having a few prominent top sailors, and even a former IFA President, so it is great to see so many Belgian Finn sailors enjoying the class at the moment. Well done Wim."

**The Belgian Finn sailors**





## RIP ERIC MERGENTHALER, MX 33

Three-time Olympian in the Finn and 1992 Finn Gold Cup winner Eric Mergenthaler died in April following a bicycle accident in Valle de Bravo, Mexico. He was just 56.

Eric represented Mexico in three Olympic Games. He placed 18th in Los Angeles in 1984, 13th in Seoul in 1988 and then 19th in Barcelona in 1992, where he was the World Champion after winning the Finn Gold Cup in Cadiz, earlier that year.

A legend of the Finn class, he trained with many of the top sailors of the day and became one of the most popular Finn sailors in the 1980s and early 1990s. He supported himself through his sailing career, with no professional equipment and ended up being a world champion.

He also won the silver medal at the 1989 Finn Gold Cup, the bronze medal at the 1990 Finn Gold Cup, and the silver at the 1988 European Championship.

After the Barcelona Olympics he focused on family and business and became a very successful businessman in Mexico, although he never stopped practicing sports.

Eric Mergenthaler was born on September 2, 1963 and died on April 15, 2020. The Finn Class sends its sincerest condolences to his family and friends.



## RUSSIAN FINN BOOK

Vasily Kravchenko has published a fantastic book, in Russian, "Finn – One Sail, One soul, One goal. One dream" It is available to order online: <http://www.finnclass.ru/finnbook>). Issued in hard cover, it consists of 410 illustrated pages. The article later in this issue about Oleg Shilov is taken from the book.



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In February 2020 the Finn Class launched a survey to get feedback from members to try to better understand their needs and thoughts at a critical time in the history for the class. Since then the COVID-19 pandemic and the postponement of the 2020 Olympic Games and most Finn class events in 2020, has changed the urgency of many of the issues discussed, but the results do reveal some directions that the class should consider over the coming years, whatever happens with the Finn's Olympic status and whenever normality is restored.

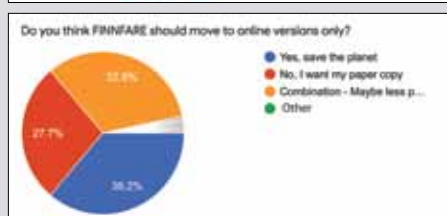
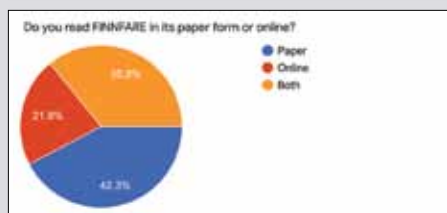
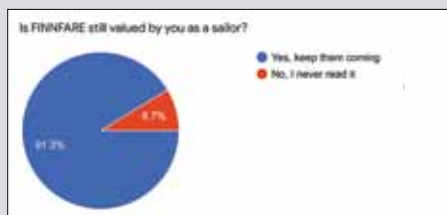
The survey received 367 individual responses from 31 countries as well as more than 760 comments totalling more than 15,000 words. We have tried to encompass all ideas in this report, but it is impractical to cover every nuance of thought presented to us. If you want to read all the comments they have been posted on the website (<https://www.finnclass.org/news/172-papers>). Selected comments have been included below, and are generally representative of the responses given. In terms of continents, 270 responses came from Europe, with the 97 from the rest of the world.

# CLASS SURVEY 2020



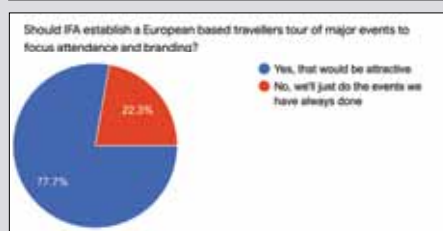
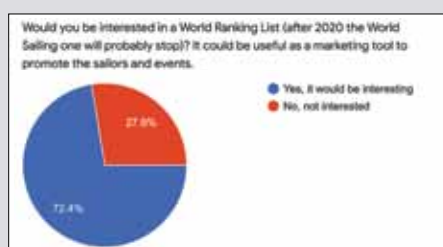
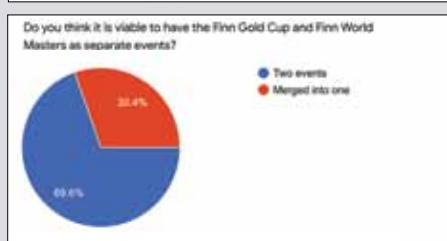
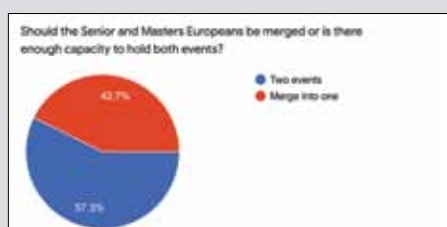


- Need new blood to drive the class forwards. Whether or not it is in the Olympics the Finn is still a demanding class that commands respect from other sailors, be it dinghy or yacht sailors
- It's just such a great boat. I would choose all four above categories – any sailor wanting to be challenged? Get a Finn!



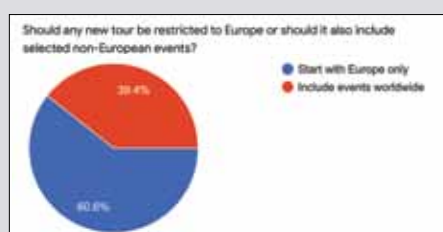
### Comments

- I can distribute paper copies at clubs to pique interest in the class versus the online edition which is harder to access
- I think Finnfare is one of the best class magazines I have ever seen for the last 10 years
- Online can easily produce more content to enhance the magazine
- I also always enjoy reading a magazine and not always being in front of a computer or iPhone.
- People still like paper
- The print copy has more staying power, sitting on coffee tables, on the night stand, etc, to be enjoyed. They can also be dropped off at yacht clubs for promoting the class.
- Online issues are easier to get but paper magazines are like paper photos, they are sweet memories



### Comments

- The Gold Cup should continue to be the 'Open World Championship' with limited entry so that the top sailors have an event to meet their needs. The FWM should be a top quality event as at present to meet the demand for high quality events in attractive venues with a more social/Finn family flavour. Most other Classes have not tapped into the FWM concept - this provides a competitive advantage for the Finns...
- It is better to keep one community and to extend communication as much as possible. Separate events lead to self-isolation.
- Keep the FGC a pinnacle event, like the Star Sailors League. Winning it will still be a route to elite professional sailing. Don't dilute its importance
- At the same venue but racing held separately. So it is one big Finn Fiesta, but still maintains integrity of masters racing and seniors racing
- The Gold Cup must become the ultimate prize for the young skilled larger sailor, to do less would be to fail them and the class.



### Comments

- We should start with a few regattas, and then grow from there. We should not spread thin.
- Sailing in different countries is part of the allure of the class.
- Rank qualified national championships as 'select' events if they comply with an IFA set of minimum requirements to accommodate international attendance.
- A European ranking of perhaps long weekend national championships of say five countries. Subsidies or perhaps reduced travelling would be a key thought.
- Perhaps each host national association could find 10 boats not being sailed for loan or charter so only masts and sails

(which could travel in bulk) need to go to each event.

- A Euro Cup circuit might help keep the younger, professional sailors in the Class particularly as there is no Olympic sailing for their weight and height, also for those with time/money to travel a circuit might be attractive to keep in touch with Finn sailing friends and it would showcase the Finn.
- It is essential that we do not dilute the quality of our major trophies.
- Reduce the physicality to widen the appeal; don't kill off the sailor's at the fringe. Don't make the mistake of being elitist because intensity of training will reduce.

### FINAL THOUGHTS

- Be extremely critical with the venues - focus on good sailing.
- Create something like Star Sailors League
- It would be nice to have a European Masters Traveller tour.
- Continue the support to European events, but support events outside Europe. There is a potential interest for the Class in the Americas and it is not being explored. The more events we have the more interest will be generated for new sailors to the class.
- I believe we have an obligation to show younger generations and their parents how simple and fun sailing can be.
- We're going to miss the flow down of squad equipment so the IFA needs to work out how to standardise the rig and prevent costs spiralling. Keep the costs down, for purchasing boats, sails, travel to events and competing at events
- Pumping rules need to be looked at to try and bring the fleet closer together; huge gains to be made downwind.
- The structure of the IFA is correct and efficient, a setback is to be expected but can be overcome with this organisation.
- The Finn Class should make sure that the regattas and their results have a good access to the public sports press.
- The class must remember, the Olympics is one regatta... focus on the sailors, the fleets, hold great regattas in attractive venues, and the class will be fine....
- IFA should promote Finn as the ultimate strong and fit single-handed dinghy and emulate somehow the Star Class strategy with the SSL finals, organizing a final event each year with only 20 top sailors.
- First and foremost National Fleets should do their utmost to promote local sailing. If this can be supported by IFA so much the better. Secondly let the national fleets combine their efforts to get as many sailors as possible to coordinated events and promote, promote and promote again.

### THANKS TO EVERYONE WHO TOOK PART

The full results and all the responses can be found at <https://www.finnclass.org/news/20-news/1104>

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Photo Robert Deaves

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## DAN SLATER ON MASTS

**I**n about 2005 there was an engineering student in New Zealand, who did a study into the shape of a Finn mast as part of his engineering project. He went into the wind tunnel, built a few prototype shapes and towed them behind a boat and, all sorts of things. It was quite an interesting paper. And out of that came that came the D section.

Because the Finn mast rotates as we drop the traveller, the mast starts rotating wider and in light air the ideal shape was actually a D, a round mast with a square aft face. In the top part where the section wasn't so wide, and you didn't have the wall thickness, the wing shape was actually better.

The gain with the wing is obviously downwind where you get about half a square metre made a more sail area, than you do with a smaller D section or a round section. That's just raw sail area. Then when you get into a wider sheeting angle, so your traveller is now out on the corner or beyond, then the wing mast upwind performance improves as the wind angle changes. The mast becomes much more aerodynamic.

The D section is a great light air section, but it doesn't work so well downwind due to having less surface area. In 2008, I built a mast for the Olympics in Beijing, which was a D section and the bottom and a wing at the top. And it proved to be really quick, but it was purely designed as a real light air mast. And that actually became my first OK Dinghy mast after I added a foam fairing.

### Twist

The mast twists at the top under load, giving you more rotation, sort of like a multihull sail, an over-rotated mast to get a better airflow. Some Finn masts were built pretty straight and quite uniform because they had big side unis and they didn't twist much at all. The round tube with a fairing on the back would twist more easily because the unis were so much further forward, and it would twist and that also improves performance, but also helps how the sail flies on mast.

I made three masts before Beijing. One we called the Twister and it was fast,

but it snapped. We made it pretty radical and it just didn't have enough unis to keep the thing together. Twist is fast. There's no doubt about that. The mast builder, whoever you use, will probably know the limitations and what you can and can't do without it breaking.

### Centre of Gravity

Obviously we want to build the lightest mast we can possibly get. And by building, the lightest mast, then as the mast lays over it's not going to be so heavy that it keeps pulling you over. In a perfect world, you'd want the maximum corrector weight, right at the centre of gravity point. If it's any higher, that means the mast is a bit too heavy in the bottom.

It's quite amazing what a difference that alone makes to how your boat feels. You can have the same bend curves and everything, but how the boat pitches over the waves and how it reacts with its gust response will change.

### Mast bend

The tip number is related to how soft the mast is below the deck, and up to the gooseneck. It also affects the bend in the middle to how stiff that is. Like all types of tubes the mast is always going to bend at its weakest point and because the mast is bending at the weakest point, it tends to straighten up between the bands.

If the mast is hinging below deck, in a fore and aft position you end up with a sail with not too much luff curve. Now the advantage with having that is it allows you to basically sail with the mast, more upright downwind. If your mast is soft below the deck it'll have a high tip measurement and it'll be laying off, and maybe the whole mast can be laying off sideways as opposed to bending off sideways and depowering in certain parts. In the Finn, because you've got a lot more power in them the masts are generally on the softer side.

The advantages of having bend at the deck is that upwind you can have your mast back and downwind you can have it forward or more upright. The trade off of that is you end up with quite a straight mast between the bands, and then you have less luff curve in your sail and your sail becomes quite one

dimensional downwind.

I think that the mast should have quite an even bend fore and aft. And I like the idea of having the quarter number and the three quarter number pretty similar.

Downwind you get a great gust response. However when that quarter number sideways is softer out of the deck, and it's closer to your fore and aft bend, the mast feels like it's working a lot more, but it's quite hard to control the top. I think the top isn't as dynamic, it just opens out.

I think we don't really know enough about how the mast bends dynamically when we're sailing. When the traveller is out, traveller is in, what sort of side bend we have as the mast rotates, when that side bend takes over and becomes fore and aft.

Every generation mast I've made, whether it was in the Finn or the OK, the stiffer I got sideways out of the deck, they seemed to just go faster and faster.

The mid height fore and aft and sideways measurements on your static bend curve want to be pretty similar, like almost the same number. And then on the three quarter, it wants to be stiffer fore and aft and considerably softer sideways, about 10 to 15% softer than the fore and aft number at the three quarter height.

If you get the bottom pretty well locked off, then you've got really good control of your lower leach. We've got outhaul, inhaul and Cunningham and we can control that lower leach fairly easily, but if you can lock it off, when you want to, and make it stand up, you can point really high. And if the tip becomes dynamic, at the top part of the leach, the sail is going to work for you.

I think we hop into classes like the OK, and the Finn and you think, oh, it's a powerful boat. That's just must be how it is. But it isn't. I had a coach for Beijing, and he taught me a lot on all the technical side of it, but he said, you shouldn't be fighting it. You should be sailing it. And he was all about the feel. How does it feel? Does it feel like the boat's going forward when you get a gust, or is the boat wanting to broach out or round up every time you get a gust. It had to work. And he was really right. The first Finn that I bought had quite a stiff mast that was quite standard at the time. Changing the mast changed the boat, and how the boat felt.



# OLEG SHILOV A LIFE IN SAILING



**O**leg Shilov is a former coach of the USSR, a figure in the Finn class in the USSR and in Russia, who cannot be avoided. His name is associated with a whole era of sailing in the USSR, Russia and the general rise of the Finn class in the USSR, when for many years Soviet athletes regularly won medals at European and World Championships. Oleg Shilov kindly shared his life in sailing, his experiences and the people around him with Vasily Kravchenko. A much longer version of his account, in Russian, can be found in Vasily Kravchenko's book, devoted to Finn class "Finn – One Sail, One soul, One goal. One dream" (<http://www.finnclass.ru/finnbook>).

## STARTING SAILING

It began on April 20, 1958. "We three childhood friends dreamed of enrolling in an aero club, but they told us: "Guys, you must wait another three years." After this we are very sad, but Sergei [one of the three] said, "My friends go sailing at the yacht club. I will take you." We had never been sailing, but we went to sign up. But the yacht club, which was called Spartak, refused us because of negative experience of boys from our town of Dolgoprudny."

"We were quite frustrated. We returned to the station and were discussing what to do next. And here we met Georgy Tennisov, our neighbour, who was a ship mechanic. And he told us: "Well, besides the Spartak Yacht Club, there is also the Vodnik Yacht Club. I know the director at Vodnik well, Alexander Guzhalovsky. He is my old friend. "

**AS AN ATHLETE FROM 1963 TO 1973**, Oleg Shilov was regularly a member of the national USSR team, participated in World and European Championships, and worked as a sparring partner in preparing Viktor Potapov for the 1972 Olympic Games, where Potapov won bronze.

In 1974, he began his coaching career at the CSKA Navy and for the USSR national team. For the 18 years from 1974 to 1993, as a coach, senior coach of the USSR and Russia national sailing teams in the Finn, athletes of the country's national team were successful at all major events including Olympic silver in 1976 and bronze in 1980 for Andrey Balashov, as well as Finn Gold Cup and European Championship medals for Balashov and Oleg Khopersky. USSR also had the strongest youth team on the continent.

Thanks to the initiative of Oleg Shilov, schools of Finns were created everywhere in yacht clubs, from which the sailing team was annually replenished. A significant part of the strong USSR and Russia Finn fleet passed through his system, building a conveyor to produce champions - something that is very lacking now. From 1993 to 2013 he worked as the head of the national Russian team and, for a separate period, as the head coach of the national Russian team.

*"He wrote a small letter of recommendation for us to director of Vodnik yacht-club, and, we went to the Vodnik yacht club inspired by the upcoming acquaintance with sailing with this letter. But in the Vodnik yacht club they told us: "You guys are a little late, because we have already distributed all the yachts, everyone is ready, but if you want to go sailing, you see lying around the fence three boats. Take each a boat for yourself, turn them over, take a blowtorch, scrapers - you need to tear off the paint. If you pass this test, then, you will continue to engage in sailing."*

*"At the same time I want to remind you that it was Sunday, and my mother put on me a new shirt, a new jacket, new trousers. In all this, I proceeded to strip the boat with a blowtorch. In what state we were after this work, you can imagine. This was our first acquaintance with sailing."*



"The next Sunday, we were so happy: we passed this test, we accepted our work, we went to the yacht club and began to get acquainted with sailing. We spent all daylight hours in the yacht club, we only ran to sleep at home. This allowed us to quickly gain the basics of sailing and learn how to manage a yacht."

### FINN CLASS

"Life proceeded with campaigns on yachts, and participation in competitions. Our skills grew and our physical qualities grew. At 15 years old, my height was already 176 cm and weight was already 65 kg. For the Ruff children's class, in which we mastered sailing, this was already quite a lot, and in 1961 the board of the yacht club invited me to transfer to the Finn class.

"There was an acute shortage of boats, rigs and sails, so getting into the Finn class was hard. Near the fence lay a boat, as I recall, Finn No. 104, through which the sun was clearly visible. My question is 'what to do?' I was told, 'throw the boat into the water, it will swell and stop leaking.' There was no mast or boom. To the question 'where to get' I was told 'Well do it yourself.'"

"In the end, after a month of work, I built a mast and a boom, rebuilt and fitted the boat, and after all that was done, I started training. I was a smart young man, and was not afraid of anything. My promotion in the Finn was quick. In a short time, practicing a lot, I managed to quickly master the boat and in August 1961 won the Junior Moscow Championship. This was my first victory in the Finn class.

"This allowed me to go to the Black Sea in Odessa to participate in the senior Championship of the Central Council of 'Vodnik' Sport community. I was at sea for the first time. The conditions were completely different and steering a boat in waves was quite difficult. The strongest yachtsman in the country, and multiple champion, Rostislav Novoderezhkin, was sailing the Flying Dutchman class. I turned to him. He got into a boat with me and for an hour showed me how to steer a boat on waves. These were the first steps in the art of the intricacies of sailing.

"In 1963 I participated in the Black Sea regatta where I first met and saw all the famous sailors of the Soviet Union in all classes and of course in the Finn class (Chuchelov, Yan-Sun, Kuznetsov, Mankin, Moskvina and many others).

"This competition showed how far I was behind. They had synthetic sails, and I was using cotton. Upon returning to Moscow they gave me a Flying Dutchman sail, which about a meter or 80 cm longer on the luff, but 40 cm shorter on the foot. At that time, I did not know how to cut or sew the sails.

"Another friend of my childhood was Boris Budnikov (Silver medalist of OG1980 in Soling), who had been sailing for a long time. He introduced me to Yuri Golubkov, a teacher at the Moscow Aviation Institute and a great master in sewing and altering sails.

"I arrived at the Navy Yacht Club at the appointed time and brought the old Flying Dutchman sail, twisted in all directions. "It's very difficult, but it's possible to alter for the Finn class if you add 1.5 square meters of Dacron." Where to get the missing material? Looking at my lost face, Yuri Anatolyevich dumped a bunch of scraps of Dacron on the floor no more than 10 by 15 cm in size and offered to make up the missing 1.5 sq. m. from them. I was in seventh heaven with joy. The sail turned out to be extremely successful and fast, which made it possible to take third place at the Moscow Championship and fulfil the standard of the USSR Master of Sports. I was 19 years old."

### USSR NATIONAL TEAM

1963 was successful for Oleg. He won the USSR Junior Championship, took 11th place in the USSR Senior Championship and entered the USSR national team. Ivan Lavrov, then the head coach, allocated him an order for Dacron sails from the Tallinn Shipyard.

In the fall of 1963, he had the choice joining the army and professionally engaging in sailing, or to go to college and sailing as usual. On the advice of Yuri Golubkov, he went to college, joining MIIT, the faculty of automation and telemechanics, where there was a lot of mathematics that he loved.

"I completely devoted 1964 to preparing for entering the Institute, and therefore I participated only in Moscow competitions, where there was not a single race where I came second. Also easily I won the Moscow Championship; received a student card, becoming a first-year student of the Faculty of Automation and Telemechanics, group No. 134 of the Moscow Institute of Transport Engineers."

In the 1960s and 1970s, athletes from the USSR had very little experience participating in international competitions; they were allowed to take part in the European Championship, World Cup (two people at each) and if they were lucky in an international regatta in the DDR or Poland. The main international competitions were the international Baltic regatta in Tallinn, where athletes from Finland, East Germany, Poland, Hungary and other socialist countries usually came.

"In 1966, at the International Regatta in Tallinn, I took fourth place and was rewarded with an international regatta in Poland, where I took second. This was my first international trip.

"The Moscow yacht club Vodnik was a forge of sailing masters, where they constantly sewed, sawed, planed - created new high-speed options for standard designs. Viktor Skachkov taught me how to sew sails, build masts and always look for the right approach to any problem. He was a generator of ideas.

"In the winter of 1969, I built a mast, sewed a new sail and got good speed, plus all this in the autumn of 1968 and in the winter of 1969 worked on general physical training and theory four times a week. This allowed me to confidently perform in the sports season of 1969."

The 1969 Black Sea Regatta was the qualifier for participation in the European Championship. Valentin Mankin won with Oleg second. The International Baltic Regatta was selected for the World Cup, and the result was the same. Mankin and Dyrdyra took part in the European Championship, which was held in the DDR.

"At the World Championships in 1969, in Bermuda, the competition was interesting and my main competitor was the aging Paul Elvström and although his overall place was much better (I was 34th) the pleasure of talking with him was great. My performance at the World Cup was rated as unsatisfactory, but they still included me in the 1970 national team.

"In the spring of 1970, Viktor Potapov and I got the right to participate in Kiel Week and the European Championship in Ireland. By the time of the races, new materials had arrived: the Raudaschl sail and the Bruder mast. For unknown reasons, this material was not given to us and we participated with our old equipment. Potapov was the eighth, I was the eleventh; at the European Championship, out of 63 boats, Potapov was 14, and I was 12.

"Afterwards the coaching council found my performance unsatisfactory and deprived me of the opportunity to get a new mast and a new sail. At the USSR championship, I used different equipment and was not used to it, so only got fourth place.

"But the most unpleasant thing was waiting for me at home. In 1969 I missed military camps, and on arrival from the USSR championship, I saw a representative of the military enlistment office who handed me a summons for military service. I had to undergo annual training in the army instead of monthly military training. For pleasure you have to pay.

"In the Navy CSK, where I was on active duty, they treated me with due respect, but I didn't have a boat, mast, or sail. I had to go to the Tallinn shipyard and do everything with my own hands, breathing tar for two months. At this time, my competitors trained and gained skill and strength. I wasn't able to recover and the





1971 season was unsuccessful, I sharply slowed down, ended somewhere in the 5-6th positions. Demobilized in November 1971, I got married and made a solemn promise to my wife that I would not engage in sailing anymore, which takes so much time and brings a lot of suffering and worries. I began to work as an engineer. I gave all of myself and all my time to my family and engineering career."

### COACHING

"However sailing is a love forever. In 1973, I asked my wife for permission to do some sailing. I must say that in the year of non-participation I made some kind of qualitative leap. I quite successfully performed at the international Baltic Regatta - second place. In Moscow, I won almost everything and I was third at the Soviet Union Championship in Tallinn.

"I was offered the chance to quit engineering practice to return to sailing, not as an athlete, but as a coach. I hesitated a lot, consulted with my wife, who categorically discouraged me, but the love of sailing and the desire to engage in it won. In March 1974 I became a coach at the CSKA Navy for the Finn class.

"I built my work with what I myself dreamed of being as an athlete. A daily training process with setting goals for training and analysis at the end of each day. Often 15-20 boats were assembled in my training session, which made it easy to simulate and practice various racing situations. Andrey Balashov trained with us, but as a coach, he did not recognize me.

"Becoming a coach took a long time and was painful. It took me about a year to feel like a coach, because practically it turned out that when I went out to sea on a boat, I was chasing my former competitors with my thoughts; this is a very difficult condition. The club management set me a simple and at the same time difficult task: "At all All-Union and international competitions held in the USSR, athletes in the Finn class must occupy 1, 2 and 3 places." It was necessary to do something. I went in the direction that I mastered in Vodnik - i.e. creating high-speed equipment."

In 1974, getting equipment was not easy. Metal masts appeared, but they compared poorly with wooden masts, since they were very stiff. There were no sails for these masts. They began to plan metal masts, achieving the necessary deflections. Together with Valery Zakovorotny a high-speed sail was made - a one-day sail for these masts. The kit was tested by Valery Zakovorotny at the Baltic Regatta - with a decent result, second place, losing only to Balashov. At the Soviet Union Championship, Zakovorotny, Istomin and Belousov were each provided with an experimental set and fought against Balashov. "Now the fight was on an equal footing."

"After the championship, at a team meeting, Balashov requested to be transferred to my group (before that he was in the group of V.K. Nikolin) and asked me to become his personal trainer. In December 1974, Balashov began working in our group, obeying its schedule and rhythm. Working with him was interesting and very difficult at the same time."

### MEDALS

"The main task was the Olympic Games. After a successful performance by athletes of the Armed Forces in the Finn class at the 1974 USSR Championship, the leadership of the Sports Committee appointed me as the head coach of the national team in the Finn class. At the 1976 Olympic Games, the club management set a task for me - a medal.

"My first participation in international competitions as a coach took place in June 1975 - the Finn European Championship in Spain. The result was depressing - we lost everywhere. Autumn 1975 and winter 1976 we spent in Sochi, working on the 'mistakes' of the past season. We were also sent to Cuba, where for a month we practiced the intricacies of controlling the boat. To improve the quality of work in Cuba, cameraman Viktor Popov was invited. The work yielded a positive result.

"After the Cuban training in April 1976, we took part in the Hyères Regatta in France. British representative David Howlett showed outstanding speed on tacking, every day he changed the mast in search of the best. One racing day, I stayed on the shore and tested his mast. These measurements helped us sort out our upwind problems.

"In 1976, Balashov won silver at the Olympic Games. And I became an honoured trainer of the Russian Federation. This was my first great success in coaching."

Oleg didn't get to the Olympic Games in Canada, although he felt had won the right to go. "Of course, I was a little worried. But this was not the first "under the belt" blow that I received while engaging in coaching and sailing in general."

The 1980 Olympic Games in Tallinn were not easy. After four races, Balashov was leading. However, nervous tension, the general situation, and after the 5th and 6th races, he dropped to 6th. "We conducted an analysis and this helped Andrey regain his psychological form, win the last race, and as a result take the bronze medal. After this Andrey decided to say goodbye to the Finn class, to give way to the young and moved to the Star class."

### HIGH SYSTEM PERFORMANCE

"In 1980, I recruited a new group. Young people came to me. Since I was the head coach of the national Finn team, there was a lot of material in my charge."

"In 1981, we got money within the Armed Forces. Then a new head of physical training came, he allocated quite a lot of funding for sailing. We built boats, he distributed them to the fleets, so that each coach had a boat, and he also allocated money for the purchase of equipment. Before ordering the boats, we conducted an analysis. We found a boat in Holland. We went to the owner, agreed and bought this boat. But in the end, it turned out to be 1.5 times more expensive than a new one, for which, again, they beat me at the Communist Party meeting, that I used public money irrationally, but then this boat yielded all the results. It was boat number 14. At first, no one wanted to take this boat. She went to Sergei Popov. Then Andrey Nikandrov won the Junior European Championship, after that Nikolay Sukhorukov used it, and later it passed to Oleg Khopersky.

"I must say that in 1984, when I handed boat No. 14 to Oleg, he had one drawback that I knew - he really liked to train. He could train from morning to evening. If everyone said that they were tired, their arms, legs, butt, head hurt, then Oleg said, "More!" He was physically well prepared, and most importantly, he was not afraid of fresh wind.

"After some eventful training in Cuba, we went to the Cannes regatta. He won the regatta easily. Thus began the ascent of Khopersky. It was evident that he mentally overcame himself. He won the Hyeres regatta, he won the Kiel regatta and we were preparing for the Olympic Games. But our Communist Party Central Committee decided that there was nothing for us to do in this Olympics in America. So I got the uniform and did not go, but we



were sent to the Goodwill Games. In 470 and Finn, the Goodwill Games were organized in Hungary. Oleg won quite easily and received the title of Honoured Master of Sports, and I received the Honoured Coach of the USSR."

### 1988 OLYMPICS

"We prepared for the 1988 Games quite seriously. We took a sparring partner, Yuri Tokovoy. The first training showed that the boat that we had was not fast. Khopersky lagged behind practically everyone. It turned out that it had a board and a rudder pointing in different directions, so they were a good brake. We made the necessary changes to the boat, and our "ship" went."

Oleg showed good results in training and it was assumed he would do well. But after three races, he had two disqualifications and a last place.

"I did not sleep almost all night, I thought - how to shake an athlete? I went to the head of our delegation Alexander Sobolev and early the next morning, I asked Sobolev to do the following: 'Khopersky and his coach Shilov were expelled from the team' and sent home. But, Khopersky was allowed to participate in the competition for one more race."

"We changed the mast, changed the sail, and Khopersky won this race by a wide margin. We must pay tribute that almost all of our team after such stress was mobilized for the result, and almost all came in the top three. All athletes finished very well. Khopersky was allowed to continue the competition. He won the next race as well. And slowly, he began to climb the ladder of results and he took 8th place."

"In short, we rode with the hope of a medal, but arrived without a medal. Then we had a change of leadership. After the results at the 1988 Olympic Games Sobolev was deposed, and in his place came Valentin Mankin."

Mankin tried to build the team in a slightly different way that he was accustomed to. This was up at 4 a.m., the first training session at 6 a.m. Maybe for some it was not bad, but basically it was hard for many athletes. But the athletes did not complain and they followed his instructions.

"I will not talk about the results, because they were deplorable. We did not get into the top ten at any event. After that, Mankin made a determination that the Finn class had outlived itself, it was not promising, and in general it was not interesting to study it. In the winter of 1990, somewhere in January 1991, Mankin was invited to Italy as a coach and left the national team."

### LATER YEARS

In 1991, the national team was headed by Stanislav Oreshkin and, Oleg was again invited to the team as head coach, but on the condition that he would definitely bring in at least one world or European medal in 1991.

"It was quite difficult to start all over again after a year's break, but I rolled up my sleeves and attracted all my comrades back to work. I don't want to say that I worked alone, Vladimir Nazarov worked with me, Vladimir Volkov worked with me."

Volkov prepared the equipment. Oleg and Nazarov, tested it with athletes, selecting the best, giving the best to the best.

"Volkov worked selflessly. He created a boat, a Finn class Russian boat, which Khopersky tested in competitions, and on which he was able to win a regatta in Hungary, and successfully went to the USSR. These boats, built by Volkov, were dry in any weather, which even Vanguard could not realize. Volodya lived and worked almost for free at the Tallinn shipyard. I thought that we could sell this boat quite successfully. But, unfortunately, Perestroika made all of Volkov's work disappear. Connections to the Tallinn shipyard disappeared. This restructuring - it ruined everything that was created by our craftsmen."

"In 1991, the finances were very difficult. In order to fly to Canada, where the World Championship was, I had to sell my VCR - the property of the family, and with this money we bought three tickets. Oleg finished third. After this successful performance I, as a coach, met the expectations of Stanislav Oreshkin, and he approved me for

the preparation for the 1992 Olympic Games as a head coach.

"It is very difficult to prepare when there is only one athlete. The food we had was very modest. We were allowed to spend \$5 per day on food and about \$10 per person for accommodation. The money was very modest and accountable. It was difficult, but we prepared, participated and went to the first event - the 1992 World Championship, in Cadiz, Spain. Oleg took 10th place, despite his conditions and the desire to win. We realized that we were losing speed. Our sails and mast were inferior to our competitors."

"But we must pay tribute to the optimism of Khopersky - this is a man who never lost heart. Even in a difficult situation, when it was difficult to hope for something, he still hoped for something. And his very sociable character, kind smile. Oleg and I, with all the minimum that we had, were able to save money and bought a sail. And with such preparation, we arrived at the European Championships in Poland, where he won a silver medal (if it weren't for some ups and downs, he would have easily won Gold)."

"The 1992 Olympic Games in Barcelona turned out to be devastating for us. Oleg took 16th place, and for myself I concluded that I won't work as a coach anymore."

Returning to Moscow, to the CSKA of the Navy, Oleg submitted a report and was dismissed from the ranks of the Soviet Army.

"I had medals almost every year in juniors and adults - almost not a single year was without medals in competitions. The 1992 Olympics put an end to my coaching career. I worked as a trainer for 18 years, was awarded the title of Honoured Trainer of the USSR, and was awarded three government medals."

In December 1992, Yuri Larin, who was at the 1992 Olympics in Barcelona as a methodologist, was appointed Head Coach. In January 1993, Larin called Oleg and offered him the position of team leader. Oleg continued in that role until 2004, when he became head coach of the Russia national team, working with the 470 and Laser teams until 2007 when the Executive Committee of the Russian Sailing Federation relieved him of the position of head coach, suggesting he return to the duties of Team Leader.

"We needed training camps that would end in competitions, but there were not enough funds. We switched to a competitive training method. This is the road to nowhere. For those short two years, when I was entrusted with the duties of the head coach, we created for our teams in the 470 and Laser classes an excellent training base in the Canary Islands."

"There are wonderful conditions where the wind blows every day. This reminded me of Cuba when we were preparing for the Olympic Games in 1976, 1984 and 1988. Cuba is the Eldorado for sailors. Every day is warm, warm water and wind, wind. Everything is on schedule: in the morning - a breeze, in the afternoon a good wind, in the afternoon - strong, in the evening - a light evening breeze. Model conditions. Therefore, it was possible to conduct 3-4 workouts on the water. For comparison, in Sochi in January-February for 24 days of training it was possible to get a maximum of 20 hours on the water, in Cuba in 20 days 120 hours, plus positive emotions. I always looked for conditions similar to Cuba, but not so far from Europe."

On February 14, 2013, Oleg Shilov retired at the age of 69, having worked in the national team as a head coach and team leader for 40 years from 1974 to 2013.





# MAST ANALYSIS WITH FIBRE OPTICS

BY MIKKO BRUMMER  
WB-SAILS

**L**ast July we performed a series of tests in La Rochelle, with the help of Dassault Systemes, Pixel Sur Mer and Jonathan Lobert. The aim was to measure and analyze the Finn mast bending and dynamics in real time while sailing. Pierres Yves Méchin from Dassault masterminded the tests, and apart from the author, Yannis Troalen from Pixel Sur Mer, Paul Iachkine from ENSV Sports, and of course our Live Sensor, Jonathan Lobert participated.

Earlier in the spring, Jonathan Lobert and I had been invited for lunch at the Dassault headquarters in Vélizy outside Paris. During the lunch, Dassault's head of research & development, Dominique Florack asked if there was anything we still wanted

to learn more about. We replied that we never really had measured the bending and dynamic behaviour of the Finn mast during sailing, apart from photos and videos. It didn't take long before Pierre Yves Méchin came up with a plan to measure the mast in situ, with the help of fibre optics.

To do this, Paul Iachkine from ENSV in Quiberon laminated ultra-thin fibre optic cables on the surface of the mast. By sending a laser beam through the cable, the strain on up to 16 points along the cable can be recorded, 400 times/second. So even the fastest dynamics are captured, and from the strain, the bending of the mast can be solved.

At the same time, the boat speed and attitude were recorded using GPS and inclinometers, along with three video cameras capturing sail shape and crew action, all synchronized in time with the fibre optics data.

The data we gathered helps to validate and improve Dassault Systemes simulation software: ABACUS for structural modelling and XFLOW for fluid dynamics. And of course, it helps us understand what makes a sailboat tick.

We had reserved four days for testing, one for set-up and calibration, and three days of sailing. The sailing days coincided with last summer's heatwave in Europe, the last days of July. With the temperatures



Top left: The author, reacquainting himself with the Finn after too many decades - previously, if I recall, it was in a youth camp in the sixties, and then we were three on board.

Top right: The sailing test was monitored from two ribs, with cameras on board and in the ribs as well. Note the simple markers on the sail, as well as one on-board Go-Pro by the transom corner.

Above: The fibre optic cables are hair-thin; therefore they don't interfere with the target being measured and can be incorporated inside the structures.

Below: Ends of the fibre optic cables, emerging from the bottom of the mast, ready with connectors to go on the computer box.



A watertight case was tied on each side of the centreboard case, one containing the laser tube sending the signals to the fibre optics, and the other, on the opposite side, a recording computer and the telemetry equipment, to follow-up with the experiment in real time from the rib.







Above: Checking the calibration and the connections ashore before hitting on the water.

Left: A sequence of wave passing, at 0.5 second intervals. The motions of the boat are recorded with an inertial motion unit, the mast behaviour by fibre optics, sail shape with three cameras, all synchronized in time.

30°+ already in the morning, the breeze never got more than 16 knots, but we got good results for light and medium airs. The list of actions was extensive, to measure the mast dynamics:

- In different winds, upwind, downwind and reaching
- With various adjustments, Cunningham, outhaul, inhaul
- Pumping, tacking, starting off
- Sailing in flat water and in a chop, hitting waves

At the end of each session, that usually lasted a couple of minutes, we interviewed our live sensor, to record his feelings and sentiments of the test just run. While today's sensors are ultra-sophisticated, the sailor remains the best sensor.

In a follow-up, we will look at the results of the tests.

Devoti Sailing  
www.devotisailing.cz

Have you caught *Fantastica* wave too?



## AUSTRALIA



David Bull (middle left) writes: Winter has well and truly arrived in Adelaide, so most sailors have put their boats away. The club is currently closed of course but Darren McPherson and Guy Maegraith, and occasionally Darren's son Andre, have been the most daring, sailing on Sundays up until a couple of weeks ago.

Guy and Darren have had some interesting sessions on the water with minimal and subtle speed differences between them. They have been closely watched on occasions by Neville who has tried to pass on his observations. The SA State Championship was run over two weekends in November and February with eight boats taking part. The old fox, Dirk Seret, won another State Title from Guy and Neville Wild. Dirk also won the Club Championship from Guy and Darren.

The fleet has been fortunate in WA and despite having clubs shut down, sailors have been able to continue training as a group, and they are hopeful that some winter racing might kick off over the coming months. A number of sailors were interested in the QLD states but all signs point to a "hard" border with the rest of the country remaining until the end of July.

Fortunately in Queensland they have been able to sail as sailing was classified as exercise. The fleet continues to grow with 25 boats now on the register and more on the way. The latest additions being the RQYS Commodore Barry Cuneo who purchased Nokka's boat and Stu Watson who purchased Lewis Brake's Fantastica.

Phil Chadwick has been instrumental in organising short training sessions on the water and debriefings. Jake Lilley is now based in Brisbane, and together with Phil organised training sessions over three consecutive weekends. This has been terrific with good participation and up to 17 boats on the water. See photos.

Phil has set up Messenger to communicate with our fleet members (which has expanded to include interstate members) and is an excellent way to keep momentum going, informing one



Photos: Emily Scott Images

another when we are sailing and generally pass on information about all activities. All of these initiatives have contributed to the tremendous growth of the fleet here in Brisbane. We believe we will have 30 boats here come the opening of the summer season.

With all the uncertainty surrounding the COVID-19 restrictions it is difficult to plan ahead, however we have put up some dates on the website of proposed regattas.

• July 25-26 Muir Marine Qld State Championship, RQYS (We are expecting a big turnout of 30+ entries)

- August 29-30 All Boats Regatta, Lake Cootharaba YC
- October 3-4 NSW State Championship, WSC
- December 5-6 Sail Brisbane, RQYS
- January 2021 10-15 Australian Championship, WSC
- January 2021, Sail Melbourne

The 2021 International Finn Australian Championships are planned to be held at Woollahra Sailing Club, Sydney from 10-15 January. Woollahra is the home of the Sydney fleet, which has 19 boats on the register. Nationally the fleet continues to grow with 85 boats on the register.

## FINN SAILING FROM AROUND THE WORLD





## DENMARK



Richard Berg-Larsen writes: The Danish Finn Fleet has been hit by The Corona as most other Finn fleets all over the World, but we have at least been allowed to sail if we followed some funny rules about distance, and max number of 10 involved at the same time.

We have sailed about three times a week, out of 5-6 locations, namely Vallensbæk, Veddelev, Dragør, Middelfart and Aarhus. The rules have only allowed families or partners who live together to



sail in boats with more than one crew, so singlehanded dinghies, as OK, Lasers & Finns have been very popular, and in fact so hard to get that even Elvstrøm and Skjot dinghies have been re-activated after many years in backyards or hidden away in the back of dinghy parks. We have even been forced to ask people with newish dingies to sell spare booms, sails and other parts, so the old dinghies could get ready for some afternoon club sailing.

Time will show if some of those sailors get hooked and stay in the class for years afterwards, but that is of course all up to ourselves now.

The rules have also said that we could not use changing and shower facilities. A lot of sailors are now seen on bicycle through the towns or villages in wetsuits, or changing in the open between the dinghies on the parking like we did in the bad old days.

This will of course only work while the



weather is good, which it has been this spring and early summer. After sailing beers have also been possible, but only with first 2 metres and later 1 meter distance, which has been followed by all.

The Danish championship is still on, and Finns from four countries are ready, but we sincerely hope there will be no limits in mid to late August.

The Danish Finn fleet wish all other Finn fleets in the world good luck with the re opening of the general society, and hope that next year will be back to normal.

## ITALY



### Coppa Italia 2020

Marco Buglielli writes: Finn activity in Italy started back in Ancona on July 11-12. In the original 2020 calendar this was supposed to be the fifth event of Coppa Italia 2020, but it was to be the first and it was long waited for.

It was not an easy task to organize the event and it was confirmed only ten days in advance, but nonetheless 24 Finns were present, including Arkadiy Kistanov and Lanfranco Cirillo from Russia.

Conditions were awesome on the first day of racing, with a warm southerly wind that increased from 8 to 13 knots. Three races were sailed, with free pumping in the majority of the downwind legs.

The first race was dominated by Enrico Passoni, now a Grand Grand Master, who was at ease in the conditions and was not intimidated by the youngsters chasing him. The following two races were won by the young Russian Arkadiy Kistanov, who had to fight against Federico Colaninno and Matteo Iovenitti.

After a small storm on Sunday evening, on Sunday the wind was light and outside the harbour there were big waves. The fleet left the harbour early, but after more than two hours and a failed attempt to start a race, the Race Committee called it a day.

Saturday results were final, and it was



Photos: Veronica Bengini



the U23 Federico Colaninno who won the event without race wins but three good races (3-2-3). Second was Matteo Iovenitti, only one point behind Federico (4-3-2) and third Arkadiy Kistanov who had a bad first race.

First Master was Tommaso Ronconi, first Grand Master Paolo Cisbani and the Grand Grand Master prize went to Enrico Passoni with a good fifth overall.

At prizegiving everybody was wearing masks and kept social distancing, a strange feeling but at least in the next months this will get to be a habit.

The Italian Finn Association thanks Lega Navale Ancona for organizing the event in the difficult conditions.

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.

3	RUS 6	Arkadiy Kistanov	11
4	ITA 115	Roberto Strappati	11
5	ITA 6	Enrico Passoni	15
6	ITA 234	Tommaso Ronconi	18
7	ITA 2	Marco Buglielli	20
8	ITA 40	Marko Kolic	22
7	ITA 11	Paolo Cisbani	34
10	ITA 30	Andrea Lino	35

### Updated calendar

Finn calendar in Italy was rescheduled as follows:

5-6 Sept, Castiglione della Pescaia, Coppa Italia  
12-13 Sept, Bracciano, Settembre sul Lago  
17-20 Sept, Follonica, Italian Championship and Coppa Italia  
2-4 Oct, Malcesine, International Finn Cup - Andrea Menoni Trophy - Coppa Italia  
16-18 Oct, Talamone, Italian Master Championship and Coppa Italia  
7-8 Nov, Anzio, Winter Championship



1	ITA 71	Federico Colaninno	8
2	ITA 1071	Matteo Iovenitti	9

## POLAND

Andrzej Romanowski writes: The Polish Cup 2020 was due to start in April however due to COVID-19 the first event was Sopot Mayor's Cup, (June 13-14) with 19 participants. We had 6-10 knots on the first day and 12-17 knots on the second. The winner was Polish National Champion 2019 Łukasz Lesiński (POL 8), from Krzysztof Stromski (POL 52) and Bartosz Szydłowski (POL 6).

17 sailors took part in NORD Cup regatta in Gdańsk two weeks later. Unlike in previous years there were weak wind conditions and finally instead of scheduled 9 races there were only 5. Top 3 were Piotr Kula (POL 17), Taavi Valter Taveter (EST 1) and Andrzej Romanowski (POL 73). It was the first regatta in Poland for Piotr Kula after a one-year break due to knee surgery.

1	POL 17	Piotr Kula	5
2	EST 1	Taavi Valter Taveter	7
3	POL 73	Andrzej Romanowski	12
4	POL 8	Łukasz Lesiński	13
5	POL 12	Oskar Adamiak	18
6	POL 26	Bogusław Nowakowski	23
7	POL 6	Bartosz Szydłowski	25
8	POL 52	Krzysztof Stromski	28
9	POL 1	Piotr Rosiński	38
10	POL 70	Artur Siwik	38

The other Polish Cup regattas were rescheduled. Polish Masters will be in Rewa from July 24-26 and Polish Championships will be in Gdynia from August 28-30 before the Europeans. Since the Polish Championships are open we hope to host many international competitors wanting to get acquainted with Gdynia's challenging wind "habits".



## SWEDEN



Torsten Jarnstam writes: This season looks to be very different from what we are used to. So far the GKSS Olympic Class Regatta in Långedrag (Gothenburg) on May 9-10 was cancelled. Possibly the regatta will be held at a later date. As for the Sweden Cup 2020, Sweden Cup no. 1 in Träslövsläge (Varberg) was May 16-17 and Sweden Cup no. 2, The USS regatta in Uppsala June 13-14, was moved to August 22-23. If at that time the regatta is feasible, it may be held.

Due to the prevailing Corona pandemic and the authorities' rules and recommendations around this, we decided on the organizing committee, in consultation with the Swedish OK-

Dinghy Association and the Swedish Finn Association – to suspend the Open Swedish Championship OK Dinghy and Finn in Karlstad / Skutberget which was scheduled to sail on 27-30 August 2020.

For Sweden Cup no. 4 - Sola Cup in Karlstad, which is both Sweden Cup final and Class Championship for the Masters, it is difficult to say anything about it at the moment. We really hope that the season 2021, will return to normal and we can sail planned regattas in both Sweden and International regattas and championships. That's why we have to aim for the sailing season of 2021 and take advantage of this year's opportunities for train fitness and strength training and sail Finn as much as possible.



## SWITZERLAND



Dominik Haitz writes: 'Six Swiss Finn sailors took the opportunity for an early start of the season 2020 at the Semaine Internationale de Cannes de Finn. It turned out to be the last regatta before the lockdown due to the coronavirus. Best of the Swiss was the young and promising Michael Beyeler from Thun.

Unfortunately, as in most other countries, the government decided in mid-March to ban all sports events, to introduce social distancing, to ban groups of more than 5 people, etc. As a result, all regattas had to be cancelled until July. Nevertheless, there were some fleets that were constantly on the water for training, even if it was freezing cold. Especially in Grandson, Biel and Thun, where a total of about 20 boats sailed regularly.

The Swiss regatta season finally started on the first July weekend with the Niederhornkanne in Thun. People were keen to sail, after many training sessions in the different fleets during the lockdown period. Therefore we almost managed to get 60 boats on the starting line. 59 were



registered, 56 finally showed up. 43 SUI, 9 GER, 2 AUT (including the Masters Ladies Champion Tina Sperl, with pink waves in her sail), 1 each AUS and FRA.

Although the weather was very nice and hot, which normally guarantees constant thermals, the wind was veering and patchy. The local hero Christoph Burger had a top series with the ranks 8-1-1-1-2, ahead of Gerhard Weinreich (AUT) scoring 3-3-3-2-7 and Christoph Christen (SUI) 5-6-7-4-3.

Despite Covid we had a great Saturday evening with free beer, dinner and music of the great "Finnband" Pitalon.

After that we will sail on the first weekend of August in Sisikon on the Lake of Uri (thermal wind arm of the Lake of Lucerne). The Swiss Championship will take place in



Grandson on Lake Neuchâtel from 16th to 20th September. The regattas in Biel and Oberhofen in October will conclude the season. Hopefully we can still experience at least a good second half of the season.

1	SUI 7	Christoph Burger	5
2	AUT 333	Gerhard Weinreich	11
3	SUI 5	Christoph Christen	18
4	GER 15	Peter Ganzert	19
5	SUI 59	Simon Bovay	29
6	GER 19	Andreas Bollongino	37
7	SUI 20	Michael Beyeler	38
8	SUI 96	Oliver Wirz	39
9	SUI 50	David Veit	40
10	SUI 79	Peter Scheidegger	41



# 2020 IFA AGM

## INTERNATIONAL FINN ASSOCIATION 2020 ANNUAL GENERAL MEETING

Due to the situation with COVID-19, the AGM was held online. Voting opened on 10 May 2020 BST 09.00 and closed on 13 May 2020 at 12.00 BST

[All papers at [finnclass.org](http://finnclass.org)]

### MINUTES

#### 1. National Class Associations

Attendance was recorded from 28 Council Members (AUS, AUT, BEL, BRA, CHI, CRO, CZE, DEN, ESP, FRA, GER, GBR, GRE, ITA, JPN, NED, NZL, POL, RUS, SLO, USA, VEN and 6 Executive Committee members). This equates to a maximum of 34 votes.

#### 2. Minutes from the last meeting

The Minutes of the 2019 IFA AGM were approved with 2 abstentions.

#### 3. Accounts

The 2019 accounts were approved with 2 abstentions.  
The 2020 budget was approved with 2 abstentions.

#### 4. Executive Committee Reports (see links)

The Executive Committee Reports were unanimously approved.

#### 5. Elections of Members to IFA Committees

The members of the current Executive Committee, except Tim Carver as Treasurer, who wishes to step down, was approved with one abstention.

#### 6. Bids for Major Championships

2021 Finn Gold Cup – Porto. Approved with one abstention.  
2021 Europeans – Hyeres. Approved with two abstentions.  
2022 Europeans – Kiel. Approved with one abstention.

#### 7. Submissions

Changes to Event Manual: To change the format of the major championships to five days/10 races and delete references to medal/final races. Voting was carried out in three stages to allow three preferences to be stated.

Option 1 - 5 days/10 races/no medal race  
Option 2 - 5 days/10 races + medal race on Day 5  
Option 3 - 5 days/9 races + medal race on Day 5  
Option 4 - Same as now  
Option 5 - Same as now without final race.

First Preference: 32 votes cast: Option 1: 18;  
Option 2: 2; Option 3: 5; Option 4: 6; Option 5: 1

5 days: 78.12%; No medal race: 56.25%;  
Medal race: 43.75%; 6 days: 21.87%

Second Preference: Dropping the options with the two least votes (Option 2 and 5) – New preferences were counted if previous preference was removed. Option 1: 20; Option 3: 6; Option 4: 6

5 days: 81.25%; No medal race: 62.5%; Medal race 37.5%; 6 days: 18.75%

Third Preference: A 5-day event was more popular so the 6-day option (4) was dropped and third preference used. Option 1: 23; Option 3: 8.

5 days: 100%; No medal race: 74.19%; Medal race 25.8%; 6 days: 0%

Result: of the two most popular options, Option 1 received 74.19% of the vote and Option 3 received 25.8% of the vote.

#### 8. AOB/Comments

Several questions were added at the end of the AGM. Where appropriate they have been answered by the Executive. See Minutes at [finnclass.org](http://finnclass.org).

### PRESIDENT'S REPORT

With a terrific 2019 Finn Gold Cup in Melbourne closing the year 2019, none of us was prepared for how much life will change around the world in the spring of 2020. With all major regattas postponed to later this year or deleted from the calendar for 2020 and sailors having trouble even with training at their home clubs, the sport of sailing is facing a very difficult year ahead.

However, the present report shall focus on 2019 which brought about another year of astonishing Finn events.

Regarding class administration, the Finn Executive decided to share the secretarial work between Robert Deaves and Paul McKenzie with a series of new platforms introduced with an aim of more efficient and transparent workflow.

In parallel, the Executive and other Finn stakeholders have been working hard to showcase to the IOC and the world of sailing how important a single-handed dinghy event for larger male sailors would be on the Olympic sailing program.

With the postponement of the 2020 Olympics to the summer of 2021, the IOC will make their final decision on the 2024 Olympic events probably as late as 2022 and the IFA Executive with the support of a large number of people from the international sailing community will continue working restless towards finding the way back for the Finn to the Olympic programme.

All in all, we strongly hope that wise decisions - especially by the IOC - on the future of

Olympic sailing will allow the Finn to continue its Olympic presence and its unmatched sailing history.

Other areas of the IFA Executive's work over the last year will be reported on by the IFA VP in charge of the given area.

*Balazs Hajdu*

### CLASS SECRETARY'S REPORT

The Finn class finds itself at a strange crossroads in its history, with an undecided Olympic position, a postponed Olympics, an uncertain future as well as changes in the key administration of the class, all in the midst of a worldwide pandemic. The 2020 AGM was going to be used as a platform for future change and growth and has now been downsized to get through the basic needs of the class at this challenging time.

At the end of last year, Corinne left the role of Executive Director, leaving a huge hole in class administration, which has been hard to fill. Since taking on the role of Class Secretary in November, I have encouraged the Executive to look to the future and plan a strategy that supports the various strengths of the class through a range of initiatives. The purpose of the survey was to gather ideas and support for some of these, though current events have overtaken progress with that. A key question asked of us is what happens after the Olympics and what can IFA do to further encourage and support national fleets and promote international competition that is both affordable and pragmatic. I have always maintained that we must look after and support the 95% of the membership as well as the 5% with Olympic ambitions and that is the overriding objective of anything we attempt. The Finn class will of course still appeal to the huge numbers of Masters, but we must also find ways to appeal to the youth, to the seniors as well as those with aspirations that range from club sailing to international regattas. Since November we have:

- Reassigned some admin jobs within the executive to bridge the gap following Corinne's departure and possible replacement.
- Implemented Xero for accounting processes and invoicing to improve the efficiency and transparency of the class accounts.
- Carried out an in-depth class survey early in the year, which is now closed. It had 366 responses and more than 700 comments. The intention was to present a report at the AGM, however this will be published later.
- More regular contact with national classes to inform and capture feedback.
- Began to create a major championship strategy for 2021-2024. We want to encourage venues to bid further ahead, however the current global situation has left that process on hold for a while.

The Finn class is in great health, and the Executive remains positive about the future, inside or outside of the Olympics. Many plans were being formed before the season closed down but in brief the following are being discussed:

- Creation of a small circuit of events involving our more popular regattas. There were lots of ideas from the survey and they will be included in the report. To support this series, a small group of sailors could be formed from the main participating countries to coordinate the calendar and provide feedback.

- In the absence of the World Sailing Ranking list, a new Finn World Ranking could be created.
- Overhaul of event management and processes. A new Event Manual is being produced.
- Look at opportunities for innovative events and exciting venues, on the back of our existing major championships.
- Explore how best to support national classes in the smaller Finn sailing countries worldwide.

I have served the Finn class for nearly 30 years now, 23 of them with the IFA and I look forward to continuing that work in this new role. We always have a lot to do, now perhaps more than ever. While this report was supposed to reflect much more definite plans, it has perhaps become a mandate for future work and I hope you will all support myself and the rest of the executive as we work to keep the Finn a relevant and appealing class for anyone looking to sail a challenging, welcoming singlehander, whether they are an U23 beginner, an experienced Legend or anything in between.

**Robert Deaves**

## VP SAILING REPORT

2019 was a long season for everyone, with an early Europeans in Athens, through the Tokyo Test Event and ending up in Melbourne for the Finn Gold Cup in December. I am happy to report that all the championships were very successful with great hosts and great racing. When Marsala was forced to pull out of the European Championship because of winter damage to the club, IFA was heartened by the number of great offers we received to take on the championship at short notice. In the end the decision was taken to go to Athens, where the HSF had created a new sailing facility and which many Finn sailors had been using through the winter. They also offered a huge and generous media package, which gave the class some great exposure. The four Olympic spots eventually went to BRA, GRE, NOR and USA. Thanks to the Greeks for stepping in just four months before the event and putting on an amazing show.

Thanks also to the Circolo della Vela di Roma in Anzio for running a perfect U23 World Championship in July. The long season, and the year, ended with the Finn Gold Cup in Melbourne at the Royal Brighton Yacht Club. Much is written about this elsewhere but the hospitality was first class with some of the best racing we have had for years. It was pleasing to see 60 boats on the start line, including many from the strong Australian fleet. The club was so impressed with the class we are invited back as soon as possible.

## Event Strategy 2020-21

The coronavirus has severely disrupted sailing schedules this year and we are working to try to run as much as possible later in the year. However, we are aware the outlook is not good. With the cancellation of Genoa SWC we still need a qualification event to determine the final two nations for Tokyo. There is one African and one European place left to fill. Initially we hoped that we could use the Finn Gold Cup in Palma, but when that and the Olympic Games were also postponed, the strategy had to change. We are still hopeful, though realistic about the chances, that we can still hold the Europeans and Finn Gold Cup this autumn. If it is possible to hold a regatta then we will.

For next year we are looking at the Europeans in April and Gold Cup in May. Robert is in regular contact with World Sailing to determine which event will be used as the final Olympic qualifier. At the present time it is more likely to be a class event than a special multi-class regatta such as Genoa. The IOC deadline for qualification has been extended to June 29, 2021, so a Gold Cup in May would keep everyone engaged for as long as possible, and improve the chances of being clear of the virus. Of course, we also have to be open to the possibility that no sailing will be possible before the deadline. The continental qualifier must be fully open to all countries in that continent, so unless that happens, World Sailing is looking at using historical results to decide the final two places. We hope it does not come to that.

**Rafa Trujillo**

## VP DEVELOPMENT REPORT

After the London World Sailing meeting in Mid May 2019 it became clear IFA's strategy had to radically change. From that point the Finn was not only out of consideration as a possible "Olympic Class" but also bluntly fired out of the Olympic concert. From that point developing the class became a two steps concept:

- Either we did everything possible to remain Olympic and come back quickly, in which case the previous Development Policy was consistent or
- It was already too late and preparing the Class to face its future without the Olympic status was an urgent necessity. Certainly the class was not at a dead end and the idea that the Finn Class was done had to be fought. Whilst we spent time considering the way the Class should reorganize if we were no longer an Olympic Class (Which calendar? Which racing rules? Etc...), we also had the impression it was much too early to give up: Developing the class became making a plan to stay Olympic. This involved:

- Finance and i/ the first principle was to reduce expenses: so we cut into the "development Budget" to save money ii/ the second principle was to make savings elsewhere through reorganizing the Class. This was certainly a good way to face the situation: as a result, IFA has at present a very solid financial background ready to face any opportunity that destiny may propose!
- Building a new trust within and outside of IFA. And precisely I can't see anything other than a wink of destiny in this terrible sanitary crisis that presently strikes our Modern World. The extension of the Olympic status for the Finn Class until 2021 will certainly reshuffle the cards in regards to this matter.

**Marc Allain des Beauvais**

## VP MASTERS REPORT

In 2019, the Finn World Masters went to Denmark for the first time ever. The Royal Danish Yacht Club put on a great event for us, despite some local problems early on and I think that everyone enjoyed the event, especially when summer arrived mid-week. In the end we ended up with two start-lines with 125 boats on each, which in hindsight was too many. We are reviewing this for the future. In September the European Masters in Schwerin attracted 64 boats. It was a very nice

event, with some close racing and a deserving winner. However the finances took a hit after many entries did not show up. This left a hole in the club's budget.

As part of the review of our event manual, we will be reinforcing the rule that all entries must either pay or notify by a certain date. No shows without notification are still required to pay the entry fee. This has been a Masters Rule, and has been correctly observed by the sailors, for many years. But in Schwerin, about 20 boats entered without payment and did not show up.

2020 is the 50th anniversary of the Finn World Masters and we were hoping to have a great celebration at Port Zelande, in Holland. It was all going to plan and then March 23rd came along and the UK was put into lockdown.

To be fair the Dutch had called 'time' on the World Masters the previous week, as a result of the Dutch government cancelling all recreational activities and sports event in preparation for their lockdown.

The result is a financial mess with incurred costs by the Dutch masters committee and the International Masters Committee. The sponsors had little choice but to reel in their funding, like all companies, about to enter melt down.

Fortunately, many masters came to the rescue, some forfeiting their entry fee and other gifting their €30 Masters Fee. I'd like to acknowledge and thank all those Masters who donated the €30, and in many cases their whole entry fee, towards covering the cost of the FWM2020 Committee and the FWM Committee.

As a result, our budget forecast for the year has been torn up and we will have to work with the limited funds left.

At the moment we are exploring options for the coming years for when things return to normal. There may be more changes to come. We are in discussions with the Dutch and Puntala for 2021, but everything is pretty much up in the air at the moment.

We remain optimistic. Stay safe.

**Andy Denison**

## TC CHAIRMAN'S REPORT

2019 was a sad year for the Technical Committee with the loss of Juri Saraskin. He was our IFA Chief Measurer for many years and an integral part of our TC. He and Richard Hart continually reworked the class rules to form the excellent structure we have today. Juri passed away at the age of 80 and to say he led an interesting life is an understatement. He lived under the Soviet regime and as then proudly as part of his independent Estonia. As a businessman he had many hats in his successful family business and as a sportsman he was a Finn sailor, coach and then measurer. Of course while we waited for the wind to come his stories helped pass the time.

We are all grateful for the time, friendship and expertise he brought to our class. I miss him and I know many of you feel the same...

It is a tribute to Juri and Richard that there was no need to address any major technical issues or propose any rule changes in 2019.

I'm also pleased to say that the hand over to our new Chief Measurer Andre Blasse was seamless. Andre worked with Juri for many years and has a wealth of class knowledge and a modern approach. His team is equally well prepared for the future. The class is in good hands!

**Paul McKenzie**



## IFA ACCOUNTS 2019 - EUROS

REVENUE	2020	2019	2018	ASSETS	2019	2018
	<i>Budget</i>	<i>Actual</i>	<i>Budget</i>			
Memberships	35000	48307	49500	Petty cash	1150	572
Sail labels	20000	36553	30000	Accounts receivable	6131	33070
Mast labels	2500	5024	3000	Prepayments	0	0
ISAF Plaques for New Boats	4000	9162	4000	GBP Working Account	61384	12019
EC/FGC Entry Levy	7500	7560	15000	GBP Capital Account	28519	26807
Interest	0	187	0	FRA Working Account	16985	61672
Advertising	6500	6463	10000	FRA interest Account	0	0
Finn Shop	0	0	800	FRA term deposit	10151	0
Masters Consolidated	14000	13973	12000	GBP Masters Account	3209	6745
Finn team	0	0	0	<b>TOTAL</b>	<b>127529</b>	<b>140885</b>
ISAF Worlds & EURO entries	0	0	0			
PhotoFINNish Sales	0	0	0			
Forex Gain	0	2895	0			
<b>TOTAL</b>	<b>89500</b>	<b>130124</b>	<b>124300</b>			
<b>EXPENSES</b>	<b>2020</b>	<b>2019</b>	<b>2018</b>	<b>LIABILITIES</b>	<b>2019</b>	<b>2018</b>
	<i>Budget</i>	<i>Actual</i>	<i>Budget</i>			
Payroll (Executive Director)	0	38700	39600	Amount Payable	608	5430
Payroll (Finance & Membership Secretariat)	12000	0	0	Salaries owing	0	0
Payroll (Media)	20000	19147	23000	<b>TOTAL</b>	<b>608</b>	<b>5430</b>
Payroll (Class Secretary)	12000	0	0			
Office	3000	3707	500			
Equipment Inspection Personnel	0	0	0			
Measurement Equipment & Transportation	1000	900	500			
Regatta	8000	17607	10000	<b>TOTAL CAPITAL</b>	<b>126921</b>	<b>135455</b>
Bank charges	500	466	400			
Finnfare expenses	3000	2856	5200			
Postage	1000	1060	800			
Stickers (mast, sail, IFA hull)	1000	1068	2000			
Development	5000	3000	13500			
Promotion (Photo, Filming)	500	0	4000			
Masters Admin	2500	2028	2500			
Masters Consolidated	13500	17925	13500			
Social Media (inc Website and hosting)	1000	784	1200			
ISAF meetings	7500	29902	8000			
Finn Shop	0	0	200			
Forex Loss	0	0	0			
<b>TOTAL</b>	<b>91500</b>	<b>139150</b>	<b>124900</b>			

### TREASURER'S REPORT

#### KEY MESSAGES

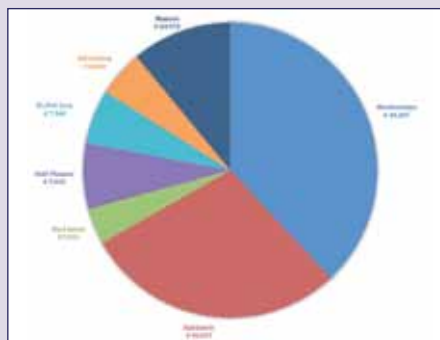
After 14 years as Treasurer of the IFA it is time for me to pass on the baton to the next generation. I will not be standing for re-election at this year's AGM. It has been a privilege serving the class for so many years and I will take away many great memories and great friendships. I leave the class in very capable hands with Paul and Robert exerting more control and implementing new systems that give me every confidence that the Class will continue to be run on a stable financial footing in the years ahead, despite the unprecedented change and uncertainty that we are having to manage.

Paul and Robert introduced an online accounting system at the start of the year that is working well. As I write this report the bank account balances are healthy. French account 62,750 EUR, UK account 41,000 GBP and UK Cap account 24,000 GBP. With the Finn Olympic for at least another year this healthy situation is unlikely to change in the short term. While our revenue held up very well in 2019 our expenses were not well controlled. A situation exacerbated by the additional cost incurred in lobbying for our Olympic Status. As a result, the Executive have agreed that all expenses over 500 EUR will now require prior spending approval from Paul at the Finance and Membership Secretariat. This does not include recurring expenses such as payroll, Finnfare printing, Masters contribution etc or specifically budgeted expenses (e.g. Principal Race officer fees at specific events). However,

all travel will need to be budgeted, planned and approved well in advance.

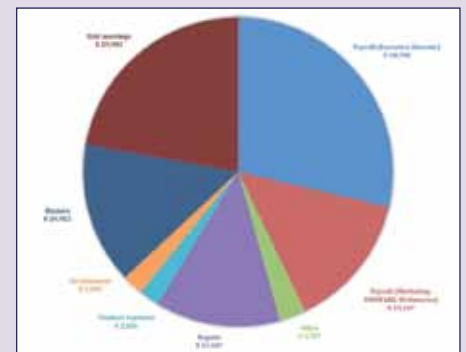
#### INCOME

Membership has stayed strong, and Sails, Masts and Hull sales have all held up well. With the Games moving to 2021 this revenue should continue for another year although we can expect the effect of COVID-19 to hit us. It is hard to forecast the impact though of what is still an evolving situation.



#### EXPENSES

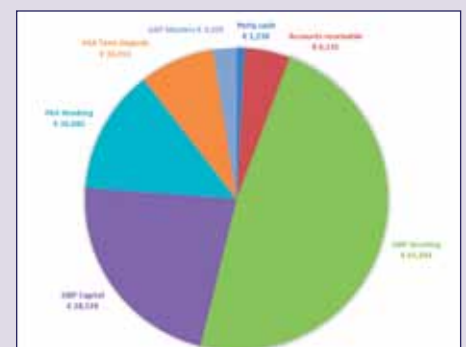
Expenses will need increased attention in the next 18 months, but changes have already been made to address some of what needs to be done. The fact that Paul and Robert are sharing the day-to-day management of the class between them means that we will avoid most of the costs previously associated with the Executive Director's position and that is a big and very necessary saving in the current climate.



#### ASSETS

Paul and Robert have worked incredibly hard on our Accounts Receivable position and as a result the capital position looks very healthy, providing us with a solid base to take the Class forward.

**Tim Carver**





# ART OF RACING BOOMS

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