

FINNFARE



DECEMBER 2019



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Photo Robert Deaves

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Photo: Sailing Energy/World Sailing

Opening shot: Joan Cardona in Enoshima

PRESIDENT'S LETTER

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

I am sure you followed the developments from the World Sailing Annual Conference. Despite the disappointing news from Bermuda, we must continue to hope that wise decisions on the future of Olympic sailing, especially by the IOC, will allow the Finn to continue its presence at the Olympic Games and its unrivalled sailing legacy.

IFA sent a strong team, and many thanks to them for their efforts, but were ultimately unsuccessful in getting the Finn reinstated for Paris 2024. Let me also remind you that until the IOC approve the Paris 2024 slate of events, and the equipment selected by World Sailing, the Finn is, and remains, an Olympic class.

In the meantime we have a great year of Finn sailing to look forward to. There are two Finn Gold Cups at two iconic venues, Melbourne and Palma, within a six-month period. There is also the 50th Anniversary Finn World Masters in The Netherlands, where a huge fleet is once again expected. And then there is the Olympics.

Judging by the test event in Enoshima, and the Sailing World Cup event that followed, the battle for gold in Tokyo next August not only promises to be one of the tightest Olympic fights in recent memory, but also a great showcase of Finn sailing, especially if the conditions match those experienced in the summer of 2019 with big wind and big waves.

While continuing our efforts to find a way back onto the

Olympic programme, we must also look to the future with optimism, sure in the knowledge that the Finn class will thrive as it has always done.

For the vast majority of Finn sailors in more than 50 countries worldwide, nothing has really changed. We still have a great class, a beautiful and challenging boat and an appealing range of attractive and illustrious events worldwide. We have one of the largest single-handed dinghy fleets in the world with some of the best sailors in the world. There is a lot to celebrate in our great class. The best way we can continue to promote our class, and keep it relevant, as the premier single hander is to continue to sail it.

I hope you enjoy your Finn sailing over the coming season, whether that is at your club or at one of our major events.

Warm regards

Dr. Balazs Hajdu
HUN-1
IFA President



AU REVOIR CORINNE

After 19 years of loyal and committed service to the Finn Class and Finn sailors worldwide, Corinne McKenzie stepped down from the Executive Board of the International Finn Association (IFA) on September 1, 2019.

Corinne joined the Executive Board of the IFA in 2001 and steered the class through four Olympic reselections. She provided oversight and management to a wide number of projects over the years including the establishment of the class development programme, FIDeS (Finn International Development Support), expansion of the classes media services, and encouraging and supporting many developing nations to come to the Finn class. During her time on the Board, membership of the IFA has increased by more than 20 per cent and she leaves the class in a much healthier position, in terms of members, sailors and finance than when she started.

Corinne has also contributed to the work of World Sailing as Chairman of the Olympic Classes Sub-Committee since

2012, as well as Vice-Chairman of the World Sailing Classes Committee. She will continue in the same roles until the end of her terms in November 2020.

Balazs Hajdu, President of the IFA said, "Corinne has made a very valuable contribution to the IFA, and to Finn sailing in general, and I wish her all the best in the future.

She has not only been a devoted and important advisor to the world of Finn sailing but also a passionate advocate of the values that our beloved class and its sailors represent."

The International Finn Association expresses its heartfelt thanks to Corinne for such dedicated work over nearly two decades, and the huge impact she has had on Finn sailors and developing Finn sailing. Bon voyage Corinne and good luck with whatever comes next.



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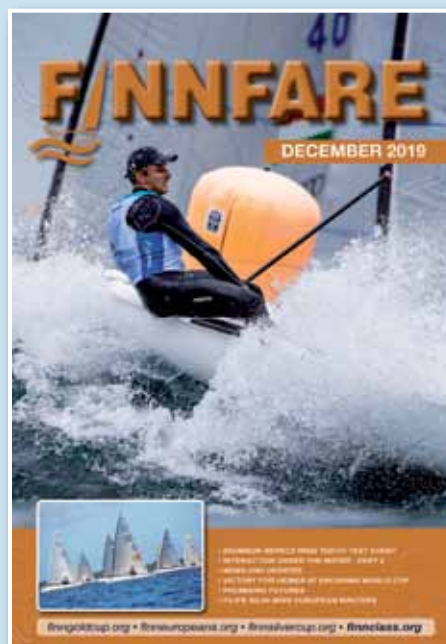
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Cover photo: Ioannis Mitakis rounds the top mark at the Enoshima Sailing World Cup. Photo: Sailing Energy/World Sailing





FINN NEWS



NEW CHIEF MEASURER

Following the sad passing of long time IFA Chief Measurer Jüri Saraskin in June, Andre Blasse has been announced as his successor.

Andre is known to most Finn sailors having officiated in Perth 2011, Santander 2014, Aarhus 2018 and of course in Rio 2016, as well as at many other championships.

He will also officiate at Tokyo 2020.



2020 FINN WALL CALENDARS

As usual two Finn calendars are available featuring the best images from 2019. They are £14.99 each plus tax and delivery and can be ordered from <http://www.lulu.com/spotlight/robertdeaves>



PHOTOS

Most of the photos from the major events can be found at **robertdeaves.smugmug.com** and can be purchased as prints or downloads. All are tagged with sail number and name.



NEW ADMINISTRATION FOR THE FINN CLASS

On November 13, the Executive Committee of the International Finn Association decided to appoint Robert Deaves as Class Secretary for the period up to the 2020 IFA AGM in Palma, during the Finn Gold Cup. He will share the class management with Paul McKenzie, who will take on the role of Finance and Membership Secretariat. Between them Robert and Paul will oversee the class management until May 2020 when a new strategy will be presented, looking at the structure and policy of the Finn Class for the coming years. The rest of the Executive remain unchanged.

The President of the International Finn Association, Balazs Hajdu commented, *"Paul and Robert are two of the most experienced Finn sailors in the world, with extensive knowledge of the boat, the fleets and the sailors. Robert has been on the Executive Committee for 22 years and before that was Secretary of the British Finn Association for 10 years. Paul has sailed Finns since the early 1990s, was an Olympian in 1996 and came back in 2014 as a Master. He is a past IFA Treasurer and is now also the Chairman of the Technical Committee. I cannot think that our class could be in more safe hands over the coming months as we work through this transition period."*

Until May 2020 the principal class contacts will be:

Class Secretary: Robert Deaves

Principal point of contact, Event Management and organisation, Documents, AGM, General Enquiries
Email: office@finnclass.org • WhatsApp/Tel: +44 7936 356 663

Finance and Membership Secretariat: Paul McKenzie

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ZSOMBOR BERE CZ DOMINATES ENOSHIMA TEST EVENT



A fleet of 22 Finns, three larger than the 2020 Olympic Regatta will be, gathered in Enoshima from 15-22 August for the 2019 Olympic test event – Ready Steady Tokyo.

The fleet included 17 nations and 12 sailors who competed in Rio. Of those, 13 nations had qualified for Tokyo 2020. It included most of the top sailors including world champion Zsombor Berecz and Olympic and European champion Giles Scott.

The week started with the tail end of a typhoon, which passed by further south. Two days were lost, including most of the equipment inspection time and the practice race. However the high winds left exciting conditions for the opening day of racing.

Epic opening day

Berecz, held the lead after the opening day, with Nicholas Heiner in second and Scott in third. The day dawned with near perfect conditions, complete with a large swell, clear blue skies and soaring temperatures.

Facundo Olezza was the early leader in Race 1, but Scott was right behind him and took the lead at the gate from Jonathan Lobert. While Scott went on to claim victory, Heiner came through for second and Berecz moved up to third.

He Chen led round the top mark in Race 2 after a tricky first beat with the pressure moving side to side. Berecz rounded second and had a nice lead by the gate, to extend to win. Heiner again came through for second, while Ioannis Mitakis took third.

Berecz said, "As we expected we had beautiful conditions, around 17-18 knots with the big waves. During the training it proved to be good conditions for me and I didn't make any mistakes today. I stayed with the fleet and trusted my speed and I



delivered the best I could do. So it was a very solid day."

Max Salminen: "It was brutal conditions. It was really nice though. Wind, big waves, sunny, hot, as expected I think. The racing was great and I think Luigi [Peter Reggio] did a good job like always and it was fair racing and all good. Tight racing."

Scott commented, "It was super hot today, the downwind especially. I think everyone was struggling with the heat

which was a bit of an eye opener. Almost all the nations are walking around in cooling vests onshore and rightly so. It's really hot out there on the water."

Jorge Zarif wins only race on Day 2

Scott took the lead on Day 2 after only one race was possible due to light winds. Berezcz dropped to second while Heiner dropped to third.

It was a race of many changes. Mitakis led at the top, from Heiner and Berezcz. The downwind decisions were crucial with Jorge Zarif making the best choice and rounding the gate ahead. He escaped up the second beat and led down the final leg to the finish for a comfortable win. Scott, who had rounded the top mark in 12th, moved up to second just before the gate. Soon after that it was clear the wind was dying, as per forecast, so the fleet was sent back to Enoshima.

Zarif said that sailing well in Japan is very challenging. "It's super hard here. Yesterday we had a hard day physically. It's brutally warm as well. My heart rate goes up very quick here, which is a little bit different from other places."

Berezcz leads after Day 3

After a difficult start to the regatta, Andy Maloney came out and posted two bullets on the third day, quite a feat in a fleet of this standard. Having placed highly at all regattas so far this year it was an untypical start from the winner in Palma and runner up at the Europeans.

Despite that, Berezcz was back in front with a nine point advantage over Scott. Heiner was another five points behind. Three races were sailed to catch back up to schedule, with Berezcz winning the third.

The biggest surprise of the day though was the wind with a solid offshore breeze, however. the three races were characterised by huge shifts, shuffling the fleet. Olezza was the early leader in Race 4, before Maloney came past on the second upwind to take the win from Berezcz and Olezza.

1	HUN	Zsombor Berezcz	3	1	3	2	8	1	2	2	2	(12)	24
2	NED	Nicholas Heiner	2	2	7	7	6	9	6	5	(11)	3	47
3	GBR	Giles Scott	1	6	2	10	4	6	1	14	4	(16)	48
4	NZL	Andy Maloney	7	8	9	1	1	12	8	8	3	(15)	57
5	GRE	Ioannis Mitakis	(14)	3	10	13	11	14	3	4	6	9	73
6	NOR	Anders Pedersen	5	7	(19)	3	15	4	11	9	19	2	75
7	TUR	Alican Kaynar	11	16	12	15	2	5	12	7	1	(20)	81
8	BRA	Jorge Zarif	8	13	1	11	9	2	16	(18)	13	13	86
9	ESP	Joan Cardona Mendez	(17)	17	13	4	16	10	5	1	12	10	88
10	FRA	Jonathan Lobert	4	19	6	17	13	7	(21)	3	8	11	88
11	FIN	Tapio Nirkko	13	18	5	(19)	5	8	13	11	10	6	89
12	SWE	Max Salminen	12	4	(18)	9	10	16	9	15	9	8	92
13	CRO	Josip Olujic	10	10	17	(20)	3	19	10	12	7	5	93
14	AUS	Jake Lilley	9	11	8	14	7	3	17	10	15	(ufd)	94
15	CZE	Ondrej Tepy	16	9	11	6	14	11	15	13	(17)	1	96
16	SUI	Nils Theuninck	15	5	4	16	(20)	17	7	16	16	7	103
17	CAN	Tom Ramshaw	(bfd)	20	20	12	17	18	4	6	5	4	106
18	USA	Luke Muller	6	12	16	5	(18)	15	18	17	14	17	120
19	ARG	Facundo Olezza	(bfd)	15	15	8	12	dsq	14	19	ret	ret	143
20	CHN	He Chen	18	14	14	18	19	13	19	(20)	18	18	151
21	HKG	James Dagge	19	21	(22)	22	21	21	20	21	20	19	184
22	JPN	Hajime Kokumai	20	(22)	21	21	22	20	22	22	21	21	190



After a brief wait while the wind first died and then strengthened to 15-16 knots, Tapio Nirkko led round the top in Race 5, but again Maloney took the lead on the second upwind to win from Alican Kaynar and Josip Olujic.

Zarif led to the top in Race 6, but Berezcz took the lead on the second upwind to extend away for a huge win from Zarif and Jake Lilley.

Anders Pedersen was up to sixth overall. "I think when we get the sea breeze and the waves it is great. The big challenge for me from a different side of the globe is the heat. I wish for a bit colder climate but we try to service the heat and do whatever we do to stay cool, using cooling vests, towels, ice, shade as

well as drinking a lot." He explained that he would drink between 5 and 7 litres of water during the racing.

Berezcz extends on Day 4

On Day 4 Berezcz extended his lead to 16 points over Scott, with Heiner a further five points back. Race wins went to Scott and Joan Cardona.

The heat was the main talking point, with many sailors monitoring core temperatures to understand where the limits were for racing. Keeping cool was essential, or at least as cool as possible, with ice issued to all sailors every day to reduce body temperature after each race.

After a frustrating time on Monday when he lost the series lead, Scott took control of Race 7 out of the start and led at every mark for a confident win. Berezcz rounded third and moved up to second, while Mitakis rounded fifth and moved up to third on the final downwind. As usual there was big movement within the fleet.

Lobert was one of many struggling, but he finally found the front in Race 8 to lead round from Berezcz and Nirkko. However it was to be Cardona's day taking the lead downwind for a well-deserved win from Berezcz and Lobert.

Tom Ramshaw had a poor start to the week but made up for that slightly with a





fourth and a sixth on Day 4.

"I had a really rough start to the week. I've been working on my starts, and had good starts, but wasn't able to put together the first beat. But today I felt a little bit faster and a little bit better about everything and was able to put it together and compete in the top group, so that was really satisfying to finally be able to do that after six really bad races."

The second best performance of the day was from Cardona. *"It was a super good day for me with a fifth and a first. So I am really happy. Conditions were great I think. The first race was a bit more tricky but the second race was in 12-14 knots and quite stable, and it was just about speed. I think I have got some good speed both upwind and downwind, so I could manage to win the race."*

Gold beyond doubt on Day 5

Berecz put gold beyond doubt and with a day to spare after sealing victory on Wednesday. Heiner moved up to second, while Scott dropped to third. The wind remained fairly light and unstable all day with frequent position changes throughout the fleet.

Kaynar made the best of the first upwind in Race 9 to lead throughout for a comfortable victory from Berecz who rounded in sixth and Maloney, who made the comeback of the day from 20 at the first mark.

Race 10 got even harder with some big swings. Ondrej Tepy rounded first



and led all the way. Berecz had the opportunity to close the series there and then and had worked his way up to fourth, before a rare mistake left him on the wrong side of a big shift. Fortunately for him Scott was still behind him.

Tepy went on to win from Pedersen and Heiner. Berecz crossed in 12th and with Scott back in 16th, Berecz had won with a race to spare.

Kaynar had made hard work of the event, so the race win was something of a relief after a high scoring week. *"I started the week very badly. I had quite big results in the first four races and after that I tried to do better and I had some problems with the downwinds, so lost some points there, but then I found my rhythm and moved up to seventh position. I am not so happy with my results, but I think it is positive to have some good results."*

Windless on Final Day

Ready Steady Tokyo concluded windless with the medal race was abandoned.

Though the forecast was 8-9 knots, it was a largely grey day with the wind failing to materialize and the lack of sufficient wind led to postponements through the afternoon.

Berecz hardly put a foot wrong all week. He was almost lost for words at the magnitude of his victory.

"I am thrilled with my performance this week and it's good to know, because this was my big regatta, that we can do very good preparation by ourselves, so we are on a good track and I am very happy."

"Definitely the best regatta I had was last year when I won the worlds, but this one is over that. I had such a great week, such great days. I was sharp all week and this is probably the best regatta of my life that I could manage to put together. I am speechless actually because I am very surprised and very happy that we can achieve this."

"Every day was good, but I was a bit worried after the third day. After six races that's usually when I start to over think, and you get emotionally attached, but I managed to get over that and just focus on the next race and I managed it well. My performance was the same after that so I am very happy with that."

Heiner had another great week but a major victory continues to elude him.

"It took a long time to decide whether I was happy with the week. Everything after the top mark was great with some really nice comeback races. But we somehow always struggled off the line from 100 metres off the line to the top mark, and for sure that's something we need to work on looking back at starting positions."

"So summing up, it was a week of comeback races."

"We came here early for this event with the goal to win, but Zsombor did an amazing job. If I had started sailing well a bit earlier in the races, it would have meant two or three points every race, and it is safe to say in the first beat I lost a lot of points, though Zsombor couldn't put a foot wrong."

A bronze medal is something that Scott doesn't see very often. Too many mistakes in the tricky conditions gave away points he couldn't afford, though when in front he was looking dominant.

"I think we've had quite a good week of racing apart from today obviously. The big thing for me was the latter part of the week when I let things slip a bit, which



was a bit annoying, but Zsombor sailed very well this week so kudos to him. A frustrating way to end the regatta but a lot of lessons that I will take through to next year, which is where it really matters."

It was a challenging week for all sailors, not least because of the heat but also the wind conditions. This is obvious when looking at the results with most sailors having results up and down the fleet. One thing is sure about Enoshima – finding anything resembling consistency is going to be hard, even for the best sailors. To win here you are going to have to be your best, every day. That is what was remarkable about Berecz's performance, with only two results outside the top three.

If practice was what they needed, the fleet didn't get much time off. Most stayed in Enoshima for the Sailing World Cup event that was held the following week.

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FILIPE SILVA WINS EUROPEAN MASTERS



In only his third season in a Finn, Filipe Silva, from Portugal, won the second Finn European Masters, sailed on Lake Schwerin, Germany from 11-14 September. It was a very tight event throughout, sailed in a range of conditions, but Silva led after the opening day and only lost the overall lead once in the four-day event. The event attracted 65 entries from 16 nations across the world.

Day 1

The opening day produced the best conditions, with a light south-westerly building through the day to top out at 20-22 knots at the end of the second race.

Silva was the early leader in Race 1, chased by the two Germans, Uwe Thielemann and Andre Budzien. Thielemann took the lead on the first reach and led all the way to the finish to

win from Budzien and Silva. However Thielemann was scored UFD, handing the win to Budzien, on his home waters.

The wind increased for Race 2, with some great downwind sailing. Thielemann executed a fantastic port end start; well it would have been fantastic, but he picked up a second UFD. Thomas van den Berg led at the top from Ricardo Santos and the two extended on the fleet, with Budzien catching them up in the latter stages. On the second lap the wind increased to 20 knots and apart from a few capsizes, the fleet handled the conditions well. Santos passed van den Berg on the final downwind to lead into the finish, but then tried to take out the committee boat as he broached at the finish after being challenged by van de Berg, however he inflicted more damage on his own boat. He rerounded and finished ninth, while van de Berg crossed in second, but was UFD, as was



Budzien, which left Silva as race winner and overnight leader from Bas de Waal and Volodymyr Stasyuk.

Day 2

De Waal took the lead on the second day while Silva dropped to second with Gerko Visser third. The races were won by de Waal and Michael Maier.

The conditions were more benign than on the first day, dropping to 4-5 knots at some points but at other times



1	POR 51	Filipe Silva	2	1	2	8	3	9	(12)	25
2	NED 29	Bas de Waal	4	2	1	4	7	11	(21)	29
3	GER 711	Andrè Budzien	1	(ufd)	25	2	2	4	1	35
4	GBR 74	Lawrence Crispin	7	18	11	5	(26)	2	5	48
5	CZE 4	Gebhardt Zdenek	(28)	3	4	14	15	22	4	62
6	DEN 7	Martin Mikkelsen	18	8	12	21	5	5	(27)	69
7	POL 73	Andrzej Romanowski	19	6	6	26	6	(33)	6	69
8	NED 1028	Thomas van den Berg	11	(ufd)	18	6	9	16	11	71
9	BRA 97	Ricardo Santos	6	9	32	3	17	8	(48)	75
10	NED 81	Gerko Visser	14	5	8	9	13	26	(41)	75



there were enough gusts to catch out the unwary. It was a changeable and challenging day.

In Race 3, De Waal rounded the top mark with a nice lead and sailed away from the fleet for what seemed like a certain race win. On the first downwind large clouds sucked away the breeze and the fleet drifted down to the gate in 4-5 knots. Though de Waal led at the

gate, Silva was applying pressure and on the second upwind, closed right up. Silva briefly took the lead on the final downwind, but de Waal just eked out enough to round the final mark ahead to lead into the finish. Maier crossed in third after a big recovery on the first beat.

Maier was back on the water on Thursday after carrying out a delivery trip on the first day for Finns heading to

Melbourne for the Gold Cup in December. After being squeezed out of the start in Race 3, he made a better job of it in Race 4 and, rounding the top mark just behind Lawrence Crispin, took the lead on the first reach to extend on the fleet each leg for a comfortable win. Budzien took quite a few places on the final downwind as the breeze returned in force, while Santos, with newly repaired boat, crossed in third. The breeze brought the whole fleet down at speed for a fast, packed finish.

At the half way stage de Waal held a two-point advantage over Silva, while Visser was a sizeable 23 points behind in third. The day however was won by Maier with a 3, 1.

Day 3

Silva was back in the lead after the third day. De Waal dropped to second while Budzien was up to third. Maier won both races.

A change in wind direction from the south-westerly of the last two days to a colder north-westerly wind, also meant a change in tactics with the right side favoured at times, but generally being on the right shift into the top mark paid dividends, with very different conditions at the top to the bottom of the course.

Maier led from the start in Race 5, winning the pin and leading the fleet up

11	UKR 14	Volodymyr Stasyuk	81	38	SUI 65	Thomas Bangerter	190
12	UKR 10	Valentyn Klymentyev	81	39	GER 717	Uwe Thielemann	197
13	HUN 7	Antal Székely	85	40	GER 175	Michael Möckel	197
14	RUS 41	Felix Denikaev	90	41	RUS 142	Yury Polovinkin	200
15	DEN 25	Allan Hansen	96	42	HUN 69	Stadler Csaba	233
16	DEN 80	Michael Staal	99	43	GER 45	Dirk Sundermann	240
17	NZL 15	Greg Wilcox	101	44	GER 71	Klaus-Dieter Götz	240
18	NED 50	Jan Zetzema	109	45	HUN 2	Peter Sipos	245
19	NED 027	Paul Kamphorst	111	46	GBR 44	Simon Philbrick	250
20	CZE 75	Vladimir Skalicky	117	47	AUS 307	Bill Hodder	259
21	RUS 333	Dmitriy Akhramenko	125	48	BAH 1	Pierric Bourbin	262
22	NED 111	Chris Frijdal	130	49	GBR 68	Garry Phare	268
23	GER 972	Dirk Zilius	132	50	RUS 189	Sergey Lukin	272
24	RUS 17	Vasily Kravchenko	133	51	GER 155	Edwin Gast	279
25	RUS 34	Alexander Kasatov	139	52	GER 42	Jürgen Kraft	280
26	RUS 4	Alexander Banko	139	53	GER 89	Günter Kellermann	293
27	GER 6	Ralf Behrens	143	54	DEN 77	Flemming Bender Jensen	293
28	UKR 12	Maksym Krukovskiy	147	55	GER 470	Thomas Krbek	302
29	CZE 1	Michael Maier	148	56	UKR 121	Anton Svishchov	304
30	RUS 51	Mikhail Petriga	148	57	TUR 33	Ali Turksen	310
31	RUS 25	Anatoliy Voschennikov	152	58	GER 301	Wolfgang Gnann	312
32	RUS 3	Aleksey Boroviak	154	59	GBR 19	Simon Hoult	324
33	GER 713	Torsten Haverland	160	60	CZE 76	Jiří Dvořák	334
34	NED 746	Marald Van Reijssen	161	61	GER 34	Dieter Borges	346
35	NED 11	Henk de Jager	161	62	SUI 3	Carlo Lazzari	350
36	HUN 51	Istvan Rutai	165	63	NED 860	Loek Kruijer	359
37	AUS 6	Bob Buchanan	186	64	GER 178	Norbert Winkler	373



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The Winner's Choice

the middle right. Silva rounded in second but Budzien came through downwind to round the gate level with Maier. However, Maier escaped up the second beat to lead down to the finish with Budzien close behind again. Silva crossed in third.

Race 6 followed a similar pattern with Maier and Budzien fighting for the pin and then fighting for the right. Crispin led round the top but lost pressure downwind with Maier and Budzien again pulling through to round the gate together. Maier stretched out on the second upwind while Budzien dropped back on the left. Crispin recovered to second at the top and followed Maier down to the finish with Allan Hansen also making gains on the second upwind to cross in third.

Day 4

After a week of great sailing conditions, Saturday was always forecast to be the lightest and trickiest day of the championship and so it turned out to be. It took more than two hours to get Race 7 away and the first attempt at that was abandoned half way up the first leg with a huge wind shift.

The next attempt got away first time with Felix Denikaeve leading the fleet around the top mark from Antal Székely and Crispin. Székely led at the gate but Budzien was catching up fast. Coming into the final mark he passed Székely

and then attacked Gebhardt Zdenek just before the final mark. Zdenek fouled and after doing turns, Budzien led down to the finish line to win from Székely with Maksym Krukovskyi crossing in third.

After a further wait, Race 8 was started but the wind really wasn't cooperating and shortly after the top mark, the race was abandoned and fleet sent back to the club. The championship was over.

An elated Filipe Silva had done enough to win the title from Bas de Waal and André Budzien.

Silva commented, *"It was a great event, a very nicely organised event here in Schwerin. We were expecting a few more boats but a fleet of 65 is still excellent to race against. We had all conditions. Up to 20 knots on two days and today very low winds. It was a bit of a rollercoaster for me today but I managed to hang on to the lead so it's very positive for me."*

"I started sailing the Finn two years ago, so my first regatta was in Spain. And after that I gradually started doing some international events. This is my first victory so it has a special flavour, so I feel very happy."

Commenting on the standard of the fleet here, he said *"In the Finn class we always have good sailors. At the end of the day we are sailing with ex world*



champions, ex medalists, so it is very rewarding to win an event like this one."

"I had no expectations to be honest. It was an open book. It started well and it finished well, so that's the most important thing. It was really good and I feel really happy."

Other results

Masters: Filipe Silva, POR, Ricardo Santos, BRA, Volodymyr Stasyuk, UKR

Grand Masters: Bas de Waal, NED, Andre Budzien, GER, Lawrence Crispin, GBR

Grand Grand Masters: Gebhardt Zdenek, CZE, Antal Szekely, HUN, Michael Staal, DEN

Legends: Henk de Jager, NED, Bob Buchanan, AUS, Yury Polovinkin, RUS





INTERACTION UNDER THE WATER - PART 2

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

In Finnfare April 2019, we looked at the water flow under the boat. We found out that the hull is dragging a layer of surface water behind it as it moves along. In this second part, we look more concretely at some interference cases with boats in different positions relative to each other, in the same manner as we did in the air for the sails.

The big picture that we get from the simulations is that the interaction between sailboats is dominated by what happens in the air (see Finnfare November 2018). Under the water, the primary influence is "the favourable current" in the near wake

right behind another boat. The effect from one boat to another is much smaller than what we found in the air. Remember this, when looking at the cases presented here: most of the loss/gain under the water are clearly outclassed by those in the air.

Also keep in mind, that these simulations only take into account the underwater effects, except for the comments referring to the in the air-simulation we did earlier. A simultaneous, two phases simulation air/water would be possible with the existing software but would be computationally extremely costly.



Figure 1: In the first session, we have two boats sailing side by side, bows even, at one boat length distance from each other. Given that the sail forces are similar, the leeward boat (white) is gaining at a rate of 2,5 cm/10 seconds or 14 cm per minute. In our air-simulation the windward boat had a tiny advantage 89% vs 88%, so with the underwater loss, we score this situation deuce, in tennis terms.



Figure 2: In the second session, the white boat is in the "safe leeward position", with the yellow boat on its windward hip, one boat length behind and higher. This time, the windward boat would be gaining at a rate of 6 cm per minute, unless it was for his lousy position on the aerodynamic map. In all, the leeward boat still has the advantage.



Figure 4a: Lastly, let's take a look at a case where the two boats are crossing each other on opposite tacks. Here, no significant difference between the white starboard-boat and the yellow port-boat can be seen. There is some interaction, mostly when the port boat is crossing the wake of the starboard boat, but overall the differences tend to cancel each other. So with the crossing boats, the interaction in the air is dominating: In our earlier simulation we could see, that the port boat is gaining up to 70 cm for each stern taken when crossing behind starboard boats.



Figure 3a: In the third session, we have the yellow boat starting half a boat length behind the white one, precisely in its wake.

This is the case where the boat behind can exploit at full the water being dragged along by the boat in front. In 10 seconds, the boat behind would catch the one in front - if it wasn't for the backwind he gets from his frontrunner's sail. In this simulation, like in all these presented here, the sail forces on both boats are exactly equal. From the November 2018 issue, you can read that at one boat length's distance, the sail efficiency is down by 30%, so upwind you don't hit the transom of the boat in front of you just like that. But downwind the case is different: Your sail performance is not marred, and you enjoy a favourable current of nearly two knots. A downwind study, with the boat behind crossing from the leeward side to the windward side, would be a worthwhile future project.

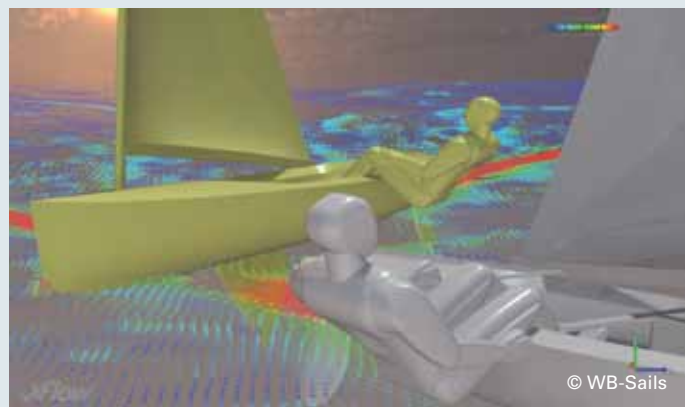


Figure 4b: Close-up of two boats crossing at near distance. Flow field with velocity vectors, red colour represents 2 knots.

Conclusion

The nature of these simulations is more qualitative than quantitative. This is partly due to our limited resources, both computationally and time-wise, but also because the underwater influence, on the performance of nearby boats, is small. The thing to remember would be that boats push the sea in front of them, and drag it behind them, in remarkable quantities.



Figure 3b: If it wasn't for the backwinding, the boat behind would easily catch the one in front.





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PROMISING FUTURES

The Finn has been the dinghy of choice for generations of sailors seeking to challenge themselves to the limits of their sailing skills and their physical endurance. It has a culture that embraces sailors of all ages and a camaraderie that lasts a lifetime. It is a class that is proud of its incredible history and legacy as well as its amazing sailors. And it is looking forward to a promising future, wherever that future may lie.

The Finn Class refuses to be discouraged by last month's World Sailing Conference in Bermuda, and is anticipating some great events and great competition over the coming year. While the IFA continues to do its best to keep the class Olympic for 2024, until the 2024 events are approved by the IOC the Finn is Olympic. However, we also have to look to and plan for the future of the class.

While the decision to drop the Finn from the Olympics is hard and, perhaps, life changing for a few hundred young athletes, the Finn class remains strong with worldwide fleets and dedicated sailors, as well as, of course, being a fantastic boat to sail.

There is no doubt that the Finn will have a bright and happy future, even while it undergoes some restructuring. It will be a future in which thousands of sailors worldwide continue to regard the Finn as the ultimate singlehanded dinghy, the toughest test of a true sailor and still one of the best platforms that any young sailor can utilise to advance their sailing career to wherever that may lead. The technical, strategic and tactical knowledge within the class

are beyond measure. Nothing has or will change that and this knowledge base will continue to be expanded as the sailors continue to find better and faster ways to sail the boat. The class will continue to expand the science of sailing as it has done for the past seven decades.

The IFA executive is putting together a strategy to take the class forward. It is looking at introducing new admin processes, as well as new event structures and circuits. The change in the administration of the class is the first step on a long-term plan to make sure that Finn sailing and Finn events remain as attractive and as relevant as they have been for seventy years.

There will necessarily be some rationalisation in the annual calendar to continue to ensure Finn sailing remains affordable and attractive to as many sailors as possible. There is a lot of work to do and the class will seek to engage with Finn sailors in many countries to make sure everything is on the right track.

We will need help to put all this together and plan a future for the class that is sustainable and offers the potential for growth. We plan to take the Class in new directions and provide new opportunities. We plan to ensure that not only can the class survive outside the Olympics but that it continues to thrive.



At the 2019 World Sailing Conference in Bermuda, Hector Simpson, a young Finn sailor from the UK, was asked to make the presentation on behalf of Finn sailors everywhere. What he said was both powerful and emotional and deserves to be read. Here are some excerpts but the full presentation can be found at www.finnclass.org/technical/papers.

I think the best way to demonstrate what is so wrong with the current 2024 slate is to tell you my story. I started sailing on holiday in a 20-year-old bright yellow topper. I found my talent. Local grass routes sailors saw me and encouraged me. I qualified for the regional squad in a Topper, and met some inspiring coaches. They taught us that anything is possible. They said we all had talent, that was why we were selected but it was what we did with that talent that counted. There was no reason why, if we put the work in, we couldn't be the next Ben Ainslie or Iain Percy. There was a pathway ahead of us and whatever size we ended up there was a boat we could sail in the Olympics.

I progressed through the classes. I was always disadvantaged because of my size. Too big and heavy in the light winds then when it was windy, racing was always cancelled. I always got good results, but I was never the RYA's superstar. It didn't matter though. There was a clear pathway to the Olympics.

I finally transitioned into the Finn. When I finished university, I was able to turn my attention to the class full time. I saw a huge improvement. I was suddenly in contention for medal races, I was racing neck and neck with the best guys in the world and I'd just medalled at the junior worlds. But then I get news of the decision; the Finn won't be in the Olympics. My Olympic dreams that were starting to look real, were gone. Nowhere for me to go.

By removing a men's heavyweight dinghy, World Sailing is telling me they don't want me. People like me; people my height, people who are always going to be too big for another Olympic class; just don't bother. Give up. The Olympics aren't meant for us. What am I meant to tell the tall local topper sailor at my club who is training every weekend? Don't bother mate, people like you and me, sailing doesn't want us. Give up. Do something different, go do another sport. If that isn't discrimination, then I don't know what is. The crazy thing is that we are all becoming bigger and bigger. A sport that has the opportunity to cater for everybody through selection of classes is going to be excluding more and more of us.

The guys who once gave me tips when I was younger and supported and encouraged me, now find it hard to recognise the Olympics. They don't feel the Olympics properly represents them or the sport at the grass routes. The problem is that without these people, there will be no support, no community, no pathway and no sailing as we know it.

It's not about fancy videos; it's not about the latest technology. It's about progression. It's about knowing that you are on a journey. It's about knowing that whatever your background, whatever your gender, whatever your size, if you work hard you can become Olympic champion.



HEINER LAYS DOWN TOKYO MARKER WITH WORLD CUP WIN



After picking up the silver medal at the Ready Steady Tokyo test event, Nicholas Heiner was keen to make his mark at the Enoshima Sailing World Cup, which took place the following week.

In contrast to the often light and tricky conditions of the test event, the wind was predominantly strong with big waves, which kept many fleets ashore and only able to complete a limited series. However the conditions showcased why the Finn deserves its place at the Olympics,

comfortably handling the extreme weather and putting on a great spectacle on schedule. The fleet completed ten races but the medal race was again cancelled because of light winds.

The event was also the Asia Continental Qualifier for Tokyo 2020 with three nations taking part. After some great form at the test event, He Chen (right) from China was the best of the three, beating Hong Kong's James Dagge (above) and Iran's Ahmad Ahmadi in all nine opening series races.



Photos: Sailing Energy/World Sailing

1	NED 89	Nicholas Heiner	2	2	3	3	(5)	1	1	3	3	1	19
2	CRO 1	Josip Olujic	1	(13)	8	8	3	8	5	2	5	4	44
3	GRE 77	Ioannis Mitakis	6	3	(ufd)	1	7	13	3	6	2	6	47
4	ESP 26	Joan Cardona Mendez	3	1	1	(17)	15	2	4	5	13	11	55
5	HUN 40	Zsombor Berecz	12	12	10	6	4	3	2	9	1	(17)	59
6	BRA 109	Jorge Zarif	10	6	(12)	9	6	4	6	10	6	2	59
7	CAN 18	Tom Ramshaw	5	4	6	10	1	15	16	(17)	12	5	74
8	NOR 1	Anders Pedersen	(23)	15	11	2	13	6	7	7	14	3	78
9	AUS 1	Jake Lilley	(16)	8	9	13	2	14	8	8	9	9	80
10	USA 91	Luke Muller	13	7	4	4	11	12	(18)	14	10	7	82
11	USA 6	Caleb Paine	92										
12	TUR 21	Alican Kaynar	92										
13	CZE 5	Ondrej Teply	99										
14	FIN 8	Oskari Muhonen	99										
15	ARG 48	Facundo Olezza	102										
16	SUI 1	Nils Theuninck	105										
17	FRA 17	Fabian Pic	121										
18	CRO 369	Milan Vujasinovic	122										
19	CHN 1	He Chen	164										
20	HKG 8	James Dagge	178										
21	JPN 7	Yuki Nishio	182										
22	JPN 6	Hajime Kokumai	194										
23	JPN 3	Yuji Fujimura	197										
24	IRI 1	Ahmad Ahmadi	208										
25	JPN 8	Yoshiki Satou	217										



AUSTRALIA



2019 NSW Finn Championship

Cronulla Sailing Club, 2-3 November

1	GBR 11	Ed Wright	7
2	ESP 100	Rafael Trujillo	9
3	AUS 2	Rob McMillan	10
4	AUS 91	Lachy Gilham	17
5	BER 9	Rockal Evans	23
6	JPN 7	Yuki Nishio	28
7	AUS 110	Marcus Whitley	32
8	JPN 6	Alex Kokumai	32
9	AUS 5	Matt Visser	34
10	AUS 296	James Bevis	39

Woollahra Finn Masters 2019

Woollahra Sailing Club, 5-7 October

1	BER 9	Rockal Evans	7
2	AUS 2	Rob McMillan	11
3	AUS 5	Matt Visser	23
4	JPN 6	Hajime Kokumai	27
5	AUS 10	John Condie	28
6	AUS 231	James Bevis	34
7	AUS 32	Marcus Whitley	36
8	AUS 302	Peter Wallace	48
9	AUS 68	Jay Harrison	55
10	GBR 88	Kai Holdgate	64

GREECE



Athens International Sailing Week

8-16 November 2019

Over six races at the Athens International Sailing Center, Zsombor Berecz once again sailed a great week for the win, taking two race wins along the way. Ioannis Mitakis won the opening race and Josip Olujic the final race, with Jonathan Lobert and Max Salminen picking up a race win each.

1	HUN 40	Zsombor Berecz	12
2	GRE 77	Ioannis Mitakis	20
3	CRO 1	Josip Olujic	20
4	ESP 26	Joan Cardona	21
5	CZE 5	Ondrej Tepyly	25
6	842	Nenad Bugarin	29
7	SWE 33	Max Salminen	30
8	TUR 21	Alican Kaynar	30
9	ESP 7	Alejandro Muscat	34
10	SWE 11	Johannes Pettersson	35

GERMANY



German Championship 2019

Max Kohlhoff dominated the German Championship at Flensburg with four wins from eight races in a fleet of 52 boats.

1	GER 25	Max Kohlhoff	12
2	GER 259	Phillip Kasueske	25
3	GER 723	Nicolas Thierse	37
4	GER 711	Andrè Budzien	41
5	GER 501	Fabian Lemmel	42
6	GER 332	Nick Heuwinkel	46
7	GER 713	Lars Haverland	48
8	GER 279	Nicolaus Schmidt	53
9	GER 193	Thomas Schmid	69
10	GER 251	Mark-Raimondo Bayer83	



Photos: Sven Jürgensen

DENMARK



Richard Berg-Larsen writes: The last Danish regatta of the year has for years been the Pork Cup in Vallensbaek, the first weekend in November. This year we moved it to Veddelev, just north of Roskilde to meet a lot of the new Finn owners in that area. Veddelev has experienced explosive growth lately and has now passed 20 boats.

Pork Cup was held on 5 October, with 30 entries, of which 10 had their

first ever race in a Finn. We had great sailing in a protected fjord, just outside the marina. We really see this area as a new catchment area, and will work on a trim & race arrangement on 23-24 November.

1	Andre Hoejen	9
2	Michael Staal	16
3	Martin Mikkelsen	20
4	Peter Overup	22
5	Stefan Sandahl	24
6	Jan Peetz	28

We will in 2020 once again try to get the Nordic Cup up and running. There

will be three regattas, namely the Springrace in Tresloevslage in May, an Autumnrace in Dragør in September and a Summer race in the Oslofjord area at a date and place to be announced.

We have been in contact with the Finnish Finn Association about them also joining the Nordic Cup, so that will be discussed this year when we meet after the races, so we can see if that is possible for 2021. All in all, an active class going from strength to strength.

FINN SAILING FROM AROUND THE WORLD



GREAT BRITAIN



UK Masters

12-23 October, Warsash SC

A dismal forecast didn't deter 25 hardy sailors from travelling to Warsash for the 2019 UK Masters. Saturday brought wet, cold conditions with a breeze that varied from 3-8 knots, but provided four great races. Defending champion, Lawrence Crispin took two race wins while Simon Percival and John Greenwood took one each. After a great Finn dinner Saturday night, Sunday

dawned with a rising 25 to 40 knots and all racing was abandoned. David Howlett provided coaching for everyone over the weekend, and also presented the Traveller's Trophy prizes.

1	GBR 74	Lawrence Crispin, GM	8
2	GBR 5	John Greenwood, GGM14	
3	GBR 2	Allen Burrell, GM	18
4	GBR 635	Simon Percival, M	26
5	GBR 10	Robert Deaves, GM	31
6	GBR 61	John Heyes, GM	35
7	GBR 76	Fred van Arkel, GM	38
8	FIN 201	Kristian Sjoberg, GM	39
9	GBR 567	Martin Hughes, GGM	40
10	GBR 33	Kieron Holt, M	40

Traveller's Trophy 2019

John Greenwood took the overall win in the 2019 Traveller's Trophy after six events throughout the season. Greenwood was also the first Grand Grand Master while Lawrence Crispin was the first Grand Master. The first Master was Roman Khodykin and first Legend was Ray New. A total of 69 Finns took part in the series with Warsash being the final event in the series, for which the overall prize is the famous Silver Finn

Trophy. Greenwood won the Northern Championships at Yorkshire Dales SC, the Southern Area Championship at Meneham Rythe Sailing Club and the Oxford SC Open. Allen Burrell won the Harwich Town Open. James Skulczuk won the British Championships at Brixham.

1	GBR 5	John Greenwood, GGM	7
2	GBR 74	Lawrence Crispin, GM	12
3	GBR 2	Allen Burrell, GM	18
4	GBR 750	Ivan Burden, GM	29
5	GBR 61	John Heyes, GM	34
6	GBR 567	Martin Hughes, GGM	39
7	GBR 13	Roman Khodykin, M	57
8	FIN 201	Kristian Sjoberg, GM	67
9	GBR 33	Kieron Holt, M	69
10	GBR 76	Fred van Arkel, GM	70



POLAND

Andrzej Romanowski writes: The last three events of the Polish Cup 2019 were dominated by Łukasz Lesiński (POL 8) who won the Yacht Club Rewa Cup in Rewa, the Polish National Championships in Gdańsk and the Mazowsze Cup in Nieporęt near Warsaw.



Yacht Club Rewa Cup

- 1 Łukasz Lesiński (POL 8)
- 2 Bartosz Szydłowski (POL 1)
- 3 Andrzej Romanowski (POL 73)



The National Championship battle was very attractive despite the absence of the octuple Polish National Champion Piotr Kula (POL 17) who had undergone knee surgery. Before the medal race Łukasz Lesiński and Mikołaj Lahn (Polish National Champion in 2015, who sailed again after one year break) had equal results. The medal race was finally won by Łukasz.

Polish National Championships

- 1 Łukasz Lesiński (POL 8)
- 2 Mikołaj Lahn (POL 173)
- 3 Sebastian Kalafarski (POL 11) Junior
- 4 Piotr Mazur (POL 14)
- 5 Oskar Adamiak (POL 12) Junior
- 6 Andrzej Romanowski (POL 73)
- 7 Kacper Mazurek (POL 111) Junior
- 8 Krzysztof Stromski (POL 52) Junior
- 9 Bartosz Ptak (POL 18) Junior
- 10 Bartosz Szydłowski (POL 1)

Mazowsze Cup

- 1 Łukasz Lesiński (POL 8)
- 2 Andrzej Romanowski (POL 73)
- 3 Bartosz Szydłowski (POL 1)

Łukasz Lesiński won also Polish Cup 2019 and since he lives and sails in Gdynia, he will be an important competitor of the next year European Championship.

Polish Cup 2019

- 1 Łukasz Lesiński (POL 8)
- 2 Andrzej Romanowski (POL 73)
- 3 Piotr Mazur (POL 14)
- 4 Bartosz Szydłowski (POL 1)
- 5 Oskar Adamiak (POL 12)
- 6 Marek Kubat (POL 25)
- 7 Juliusz Reichelt (POL 38)
- 8 Piotr Rosiński (POL 27)
- 9 Borys Michniewicz (POL 161)
- 10 Lucjan Bładowski (POL 15)



Italian Championship

Marco Buglielli writes: The Italian Finn Championship took place at Gargnano on Lake Garda in mid September with 31 entries. Conditions were not usual for Garda, with the afternoon Ora almost completely missing. Only 6 out of 8 races were sailed in the morning northerly Peler, around 12-15 knots at start time (8:30 am) and slowly decreasing.

Federico Colaninno convincingly won his first Italian title with 6 race wins, one second and one third. Matteo Iovenitti continues improving and was able to recover from a bad first day to win last race and finish in second place. Third overall was Juan Perez Soltero, from Mexico, and third Italian was Roberto Strappati. Young Paolo Freddi was fourth of the Italians while Tommaso Ronconi was fifth and first Master.

Next year the Italian Championship will take place in Follonica, Tuscany, close to Punta Ala, and will probably be the last Championship sailed with the other Olympic classes. The Italian Finn class is willing to show a strong presence.

1	ITA 71	Federico Colaninno	8
2	ITA 1071	Matteo Iovenitti	23
3	ESP 57	Juan Perez Soltero	26
4	ITA 115	Roberto Strappati	30
5	ITA 89	Paolo Freddi	34
6	ITA 234	Tommaso Ronconi	35
7	ITA 202	Giacomo Giovanelli	40
8	AUT 7	Michael Gubi	45
9	ITA 2	Marco Buglielli	70
10	ITA 872	Nicola Menoni	76

Coppa Italia 2019

Roberto Strappati, from Ancona, won his second Coppa Italia, with a small margin from Giacomo Giovanelli and Matteo Iovenitti. The last event was Bertacca Trophy in Viareggio at end



of October. There were 40 entries and Roberto had just two points on Giacomo and Matteo, so the races were very tense. The wind was light and two races were sailed on Saturday and only one on Sunday. Giacomo made his best going on to win the Bertacca Trophy with two bullets, but Roberto was very concentrated and managed to finish second, which was enough to maintain his leadership in Coppa Italia.

1	ITA 115	Roberto Strappati	187
2	ITA 202	Giacomo Giovanelli	185
3	ITA 1071	Matteo Iovenitti	183
4	ITA 2	Marco Buglielli	165
5	ITA 234	Tommaso Ronconi	159
6	ITA 33	Bastiaan Brouwer	131
7	ITA 89	Paolo Freddi	131
8	ITA 30	Andrea Lino	124
9	ITA 191	Alessandro Cattaneo	108
10	ITA 52	Franco Martinelli	103

After Saturday races the annual meeting of the Italian class took place, followed by a wonderful dinner. Coppa Italia 2019 prizegiving was very rich, with lots of prizes including three Finn sails offered by 3FL Sails, Quantum and WB and took place just after Bertacca Trophy prizegiving, where Italo Bertacca always offers very nice prizes.

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.

Finn Cup Malcesine

At the end of September a beautiful edition of the classic International Finn Cup - Andrea Menoni Trophy was sailed, organized by Fraglia Vela Malcesine.

Participation was good, with 51 helmsmen from 14 countries. The weather was nice and warm, but the Ora wind was light and very shifty.

The fight for the top positions was resolved in favour of the Spaniard Joan Cardona (12-1-1-4-4). In second place Anders Pedersen from Norway (4-5-3-6-2) and in third Arkadij Kistanov from Russia (6-3-9-7-1). First Master was Vladimir Krutskikh in fourth place, while fifth was Alejandro Muscat from Spain.

The first Italian was Marco Buglielli in 10th place and he was awarded the prestigious Andrea Menoni Challenge Trophy, dedicated by Nicola to his father Andrea, a Finn sailor, winner of the Finn World Master in 1971 and for many years coach of the Italian Olympic teams.

Other awards were assigned to age categories: first Master was Vladimir Krutskikh, first Grand Master Marco Buglielli and the first Grand Grand Master was Michael Gubi from Austria.

The award ceremony took place in a festive atmosphere and numerous prizes were offered by Negri Nautica Store in Torbole (wetsuits and other Zhik products) and by KevLove Curious Bags of Bogliaco sul Garda, which offered its products made of sail fabric, including beautiful bags for the transport of sailing equipment.

The President of Fraglia Vela Malcesine Gianni Testa congratulated all the participants for the sportiness and the beautiful atmosphere, bringing greetings from Hans Chiochetti, a Finn sailor from Lake Caldaro who created this regatta in 1980.

1	ESP 26	Joan Cardona	10
2	NOR 1	Anders Pedersen	14
3	RUS 1	Arkadij Kistanov	17
4	RUS 73	Vladimir Krutskikh	21
5	ESP 7	Alejandro Muscat	23
6	GER 25	Max Kohlhoff	23
7	GER 259	Phillip Kasueske	27
8	UKR 573	Georgii Paches	40
9	SUI 7	Christoph Burger	42
10	ITA 2	Marco Buglielli	43

SPAIN



Spanish Championship 2019

Club Vela Blanes, 31 Oct-3 Nov

Carlos Ordóñez, from Club Vela Blanes, won the Spanish Finn Championship at the end of October at his home club. The weather was very complicated with only three races managed. Facundo Olezza won the first two with Milan Vujanovic winning the third. On the last day the wind varied from 30 to just 3 knots, in



little more than an hour and no racing was possible. Catalan David Terol, of the CM Torredembarra, won the Spanish Masters Championship. **Photos by Alfred Farré**

1	ARG 48	Facundo Olezza	4
2	CRO 369	Milan Vujanovic	5
3	IRL 5	Oisin McClelland	12
4	GER 595	Simon Gorgels	16
5	POR 51	Filipe Silva	24
6	ESP 117	Carlos Ordóñez	27
7	FRA 96	Faucheux Florian	33
8	ESP 757	David Terol	37
9	FRA 49	Gachon Dorian	39
10	ESP 57	Víctor Gorostegui	43



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RUSSIA



The Russian National Championship in Olympic classes took place in Toliatti with 20 Finn sailors participating in the championship. The regatta started in relatively light winds, and Egor Terpigorev took the early lead. Later on the wind increased up to 15-20 knots, and Arkadiy Kistanov won seven races in a row. The fight for second was between three sailors and continued until the last race. Deev managed to take it, just one point ahead of Terpigorev and eight ahead of Krutskikh. This win was the fifth in a row for Arkadiy Kistanov at the Russian National Championship.

1	Kistanov Arkadiy	14
2	Deev Evgeniy	31
3	Terpigorev Evgeniy	32
4	Krutskikh Vladimir	39
5	Luzan Kirill	62
6	Yatsun Mikhail	71
7	Bozhedomov Yuriy	72
8	Lashuk Konstantin	80
9	Kulyukin Alexandr	86
10	Petrov Dmitriy	104



USA



GYA Finn Championship 2019

5-6 Oct, Buccaneer Yacht Club, Mobile, AL

Mike Woodhead writes: 21 boats entered the championship to fight for the newly introduced Louie Nady Trophy (donated by Karen Nady). The weather was hot and humid, even by Alabama standards, for early October.

On the first day, 16 boats took to the water in a strengthening south easterly breeze. Darrell Peck won the race from John F Dane and Rodion Mazin,

SWEDEN



Sola Cup

Torsten Jarnstam writes: The Sola Cup was sailed Sept 14-15 in Karlstad and was the final of the four regattas that make up the Sweden Cup 2019.



The Sola Cup regatta also includes the Masters Championship. The winner of this year's edition of the Sola Cup regatta was Lars Edwall. Top 5: Sweden Cup 2019: 1 Fredrik Tegnhed, 2 Mikael Nilsson, 3 Pär Friberg, 4 Henrik Rydell, 5 Stefan Sandahl. Top 3 Masters: 1 Lars Edwall, 2 Fredrik Tegnhed, 3 Stefan Sandahl. Winners in the various age categories: Master: Jonas Andersson, Grand Master: Fredrik Tegnhed, Grand Grand Master: Lars Edwall and Legend: Peter Bernstein.



a pattern that was followed in various combinations all weekend. The fleet enjoyed free pumping all day, except the final lap of the third race. By the end of the day, Rodion Mazin had won the second race and John F Dane the third, in very difficult conditions as the wind softened and the boats had to pick their way through left over chop.

The second day was slightly cooler (92°F) and the fleet was held on shore as a squall passed through the bay. With the wind softening to a fitful breeze with a big left over chop the fleet were left to



KSSS Olympic Class Regatta

On October 5-6, the KSSS Olympic Class Regatta was sailed in Saltsjöbaden. A fairly chilled regatta, you can say without exaggeration. About 4-5 degrees. Mostly northern winds 4-7 m/s. It was estimated there were over 400 sailboats on Baggensfjärden. Winning the Finn class was national team sailor Johannes Pettersson, from Stefan Nordström and Svante Collvin.



Winter season in Sweden

At the time of writing, most of Finn sailors in Sweden have no great focus on sailing. Winter is approaching. Most of our smaller lakes freeze and ice sailing and long-distance ice skating continues. When the snow falls, many of us also have an interest in skiing. Both cross-country skis and downhill skiing. Many Finn sailors supplement physical training, with regular visits to the gym. With that as a conclusion, we can assume that most of the Swedish Finn sailors will be in good shape for the 2020 season.

pick their way through a lumpy seaway. Both races were dominated by Peck giving him the championship from Rodion Mazin, Dane and Nikita Mazin.

Darrell received the inaugural Louie Nady trophy and thanked the club and race organization for an excellent regatta. He went on to share fond memories of Louie, his friend and mentor for many happy Finn years. The whole fleet shared his emotions and hope that they will compete for the trophy, for many years to come.

1	USA 35	Darrell Peck	9
2	USA 16	Rodion Mazin	10
3	USA 69	John F Dane	11
4	USA 7	Nikita Mazin	22
5	USA 117	Michael Mark	29
6	USA 71	AJ Pereira	32
7	USA 40	Charles Rudinsky	32
8	USA 101	Peter Frissell	45
9	USA 23	James Hunter	47
10	USA 116	Ernesto Bergeron	54

Texas Championship

26-27 October, Austin Yacht Club, Texas

The inaugural Texas Championship didn't attract a large crowd but did show off the Finn. Rob Coutts won from Peter Frissell and James Bland.



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