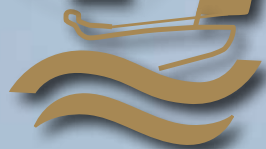


# FINNFARE



**MARCH 2020**



- JOSH JUNIOR WINS FIRST GOLD CUP FOR NEW ZEALAND
- MEXICO AND VENEZUELA QUALIFY FOR TOKYO
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Opening shot: Nenad Bugarin checks for jellyfish before the medal race in Melbourne

## PRESIDENT'S LETTER

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

**O**nce again we are back in Olympic year, the 18th time that the Finn will be used as Olympic equipment. There remain many people around the world that think it should not be the last, and we continue to work to realise that goal. The Finn has brought something unique to the Olympics for so long that we have become part of the culture, an essential component in the story of the Olympic Games. This counts for far more than most people realise or will admit.

In terms of the Olympic competition, Tokyo 2020 will be no different. Nineteen Finn sailors will line up for six days of tough racing in Sagami Bay, off Enoshima, a fascinating venue by any standards and which will hopefully deliver conditions that will not only test the skill of this group of supreme athletes but also showcase the Finn's incredible beauty and relevance to Olympic sailing.

Since the last issue of FINNFARE we have had the 2019 Finn Gold Cup at the Royal Brighton YC on Port Phillip in Melbourne. Congratulations to Josh Junior on becoming the first Kiwi to ever win the Finn world title. After seven years in the class, the hard work finally paid off for this highly talented sailor. He doesn't have long to enjoy the moment though as we head into the combined 2020 Finn Gold Cup and Finn Silver Cup in Palma in May.

Many of the sailors who will go to Tokyo are still undergoing

intense national selection trials, some of which are so tight it is impossible to tell which way they will go. Most should reach an exciting conclusion in Palma.

Before then there will also be the final continental qualifier for Tokyo 2020. Genoa will be a fascinating and intense battle with up to 18 European nations trying to qualify for the final place

available in Tokyo. I wish everyone taking part in Genoa a fair, but tough week of racing. It is highly likely that the winner in Genoa will be the nation and the sailor going to Tokyo.

It says something about the depth of the class and the current realities of Olympic competition that as many nations will be competing for that one final place as will be the total number of competitors in Tokyo.

We can also celebrate with our Masters sailors this year as they sail the 50th Finn World Masters in The Netherlands. This event must have grown out of all proportion to what the original proponents intended and has outgrown many sailing clubs. I have no doubt that it will continue to thrive and continue to provide a challenging pathway to many more generations.

To return to my first point, the IFA Executive realise there are still a lot of questions about the Olympic situation. The key message we have for you at the moment is that the Finn

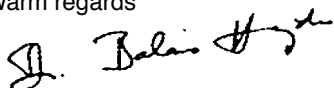


remains an Olympic class until the IOC approves the World Sailing proposed event slate for 2024. There are many dissatisfied national sailing federations and national Olympic committees and IFA is working on informing the IOC and its stakeholders on the imbalance and discriminatory nature of the proposed slate in the hope that the IOC will not approve it as it is now. The IOC decision will probably be made by late 2020 or early 2021.

Until then I encourage all of you to enjoy your Finn sailing, engage with the changes being introduced by the Executive Committee and continue to promote the class with a positive and constructive approach.

May I wish you all a fantastic year of Finn sailing, whether that is at your club, on your national circuit or internationally. We can all be sure it will be another great Finn year.

Warm regards



**Dr. Balazs Hajdu**  
HUN-1  
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The 2019 Finn Gold Cup in Melbourne  
Pic: Beau Outteridge

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**Cover photo:** Josh Junior on his way to Finn Gold Cup glory Inset: Champagne showers for top three in Melbourne. Pics: Robert Deaves





# FINN NEWS

## FINN SAILOR SURVEY

A survey has been published to build a better picture of Finn sailors needs and ideas worldwide, which will help the IFA develop a class strategy in the coming years. More than 300 responses have already been received, with more than 800 comments, and the results so far are quite interesting. The survey will remain open for about a month and then a full report will be published. More details can be found on [finnclass.org](http://finnclass.org)



## 2020 EVENT NEWS

### Finn Gold Cup Mallorca

Entries are coming in for the combined 2020 Finn Gold Cup and U23 World Championship, from 8-16 May at El Arenal, Palma. The entry form and Notice of Race are published at <http://2020.finngoldcup.org>. Contrary to previous news, entries are limited and allocated under normal quota.

### Finn World Masters Port Zélande

The Dutch are going to great efforts to make the 50th Finn World Masters a very special event, with lots of initiatives, parties and even a brand new Finn to be won. At press time there were more than 200 entries. Entry form at [www.fwm2020.com](http://www.fwm2020.com)

### European Masters Gdynia

The dates for the Finn European Masters have been confirmed as 31 August to 5 September. Racing will take place over the four days from 2-5 September. More information soon on [finnworldmaster.com](http://finnworldmaster.com)

### European Championship Gdynia

The 2020 European Championship will be held in Gdynia, Poland from 3-11 July. The Notice of Race and entry forms will be published soon. The event site will be 2020.finneuropeans.org, so keep an eye for updates. There are also a lot of other details on [finnclass.org](http://finnclass.org).

## 2020 AGM

The 2020 IFA Annual General Meeting will take place on Sunday 10 May at 10.00 during the Finn Gold Cup in Palma. As required by the IFA Constitution, please send any submissions or proposals to [office@finnclass.org](mailto:office@finnclass.org) before 10 March, to allow all papers and agendas to be published ahead of April 10 deadline.

## PHOTOS

Most of the photos from the major events can be found at [robertdeaves.smugmug.com](http://robertdeaves.smugmug.com) and can be purchased as prints or downloads. All are tagged with sail number and name.





# JOSH JUNIOR WINS FIRST FINN GOLD CUP FOR NEW ZEALAND



**T**he 2019 Finn Gold Cup was officially opened by John Bertrand AO at the opening ceremony at the Royal Brighton YC. Sixty Finn sailors from 23 nations gathered in Melbourne from December 13-21 for the penultimate world championship before the Tokyo Olympic Games. It was also the Oceania qualification event for Tokyo.

The line up include most of those who will be or would have liked to be in Tokyo in the summer of 2020, including defending world champion, Zsombor Berecz, and four time world champion,

1	NZL 24	Josh Junior	1	5	5	1	2	3	5	(16)	8	14	44
2	NED 89	Nicholas Heiner	(13)	3	7	5	7	7	6	8	3	6	52
3	HUN 40	Zsombor Berecz	(23)	8	1	16	5	2	3	1	13	4	53
4	GBR 41	Giles Scott	16	6	4	4	10	5	1	5	(17)	16	67
5	AUS 1	Jake Lilley	(19)	14	16	11	6	9	8	2	4	2	72
6	NZL 61	Andy Maloney	5	1	19	2	8	18	2	(21)	6	18	79
7	CRO 10	Nenad Bugarin	8	2	9	7	14	21	15	6	(25)	10	92
8	CAN 18	Tom Ramshaw	4	11	12	(14)	9	13	13	4	9	20	95
9	ESP 26	Joan Cardona (U23)	3	15	18	(30)	13	6	7	22	2	12	98
10	TUR 21	Alican Kaynar	9	(26)	26	17	4	12/rdg	12	11	1	8	100

and Olympic champion, Giles Scott.

The whole event was also set against the catastrophic bush fires sweeping Australia, though in general there was little evidence in Melbourne except one day when strong northerlies brought smoke down onto Port Phillip.

## Day 1

Over the past few years the Kiwi team of Josh Junior and Andy Maloney have been getting stronger and stronger. They shared the early lead after the first two races with a race win and a fifth each. Nenad Bugarin was in third.

The day began wet and overcast but improved through the day to leave

a pleasant 8 to 12 knot breeze on Port Philip, with clearing skies and for many here the first real taste of summer with rising temperatures and blue skies. For several weeks previously the conditions had been quite cold.

Race 1 got away first time with Joan Cardona and Alejandro Muscat leading the fleet. Junior had a mixed first upwind, but gradually pulled through to challenge the leaders, rounding the second windward mark in second place, and then moving ahead on the final downwind to take the win from Muscat and Cardona.

It took two attempts to get Race 2 away, but the fleet got away cleanly in a slightly reduced breeze. Maloney





led throughout the race with Bugarin and Milan Vujasinovic, Fabian Pic and Nicholas Heiner in the mix just behind. Maloney took a confident win from Bugarin and Heiner.

Maloney: *"It was a good day of sailing with a nice southerly. We had one free pumping downwind and the rest was without and I was going really nicely out there."*

No Kiwi had ever won the Finn Gold Cup. Junior: *"The goal is always to win, but there is a lot of racing to go for both of us so we just need to keep chipping away and every day hopefully get better and better."*

## Day 2

The fleet was held ashore an hour to wait for the wind and once everyone got on the water it was only 6-8 knots southerly for the first race before the wind died down again, causing another wait between the two races of the day. The fleet only got back ashore at seven p.m. but managed to get two races in.

Race 3 got away cleanly at the third attempt under black flag. Nils Theuninck led at the top from Johannes Pettersson and Berecz, who gradually moved through the fleet to take the race win while Max Salminen finished second with Pettersson in third.

After a long wait, Race 4 got underway on the second attempt after a general recall following a change in the wind direction. Ed Wright led the charge ahead of the Kiwi pair of Maloney and Junior. Junior took the lead downwind and was never really threatened for the win, while Maloney passed Wright on the second upwind. They finished in that order.

Junior had already moved into a 14-point lead while Bugarin was up to second with Maloney down to third.

Scott: *"Yesterday, I had two clangers off the start. I managed to fill my boat up with water in the first start which isn't really the way that you want to start a world championship, which was dark times, though I managed to pull through the fleet reasonable well which was good."*

11	FRA 112	Jonathan Lobert	27	13	15	(29)	3	4	16	12	11	3	104
12	ESP 7	Alejandro Muscat	2	9	11	13	(bfd)	25	9	19	5	18	111
13	GBR 11	Ed Wright	(33)	30	21	3	1	15	20	7	18	1	116
14	SUI 1	Nils Theuninck (U23)	18	19	6	6	12	(26)	4	17	23	11	116
15	CZE 5	Ondrej Teply	12	(28)	10	12	23	19	23	3	21	9	132
16	SWE 33	Max Salminen	21	24	2	(bfd)	15	10	18	20	27	6	143
17	USA 91	Luke Muller (U23)	26	10	22	8	19	24	26	(33)	14	5	154
18	GRE 77	Ioannis Mitakis	32	21	(ret)	18	20	8	14	18	16	7	154
19	FRA 17	Fabian Pic	6	7	23	(35)	27	27	10	13	22	22	157
20	FIN 8	Oskari Muhonen (U23)	10	(34)	17	26	18	20	24	24	26	2	167
21	AUS 261	Oliver Tweddell	22	17	24	15	24	16	35	(42)	10	4	167
22	CRO 369	Milan Vujasinovic	7	4	8	31	21	22	29	26	20	(dnc)	168
23	CRO 1	Josip Olujic	29	(32)	20	27	16	12	11	9	31	14	169
24	GBR 71	Henry Wetherell (U23)	17	(35)	31	9	17	30	19	30	7	10	170
25	USA 6	Caleb Paine	20	16	32	23	(bfd)	17	17	10	30	8	173
26	GER 25	Max Kohlhoff	24	12	27	21	25	11	28	(32)	24	17	189
27	NOR 1	Anders Pedersen	14	37	(bfd)	37	11	14	27	15	33	13	201
28	SWE 11	Johannes Pettersson (U23)	15	18	3	19	32	29	30	37	(49)	23	206
29	GER 259	Phillip Kasueske	30	25	13	20	(31)	28	25	29	29	13	212
30	ESP 17	Pablo Guitian	(38)	22	29	10	30	23	32	28	19	34	227
31	BRA 109	Jorge Zarif	28	27	30	40	(bfd)	31	21	23	12	20	232
32	IRL 9	Oisín McClelland	34	36	(40)	22	22	32	22	14	36	15	233
33	CAN 2	Kyle Martin	11	33	(36)	28	26	34	31	27	32	25	247
34	FRA 93	Antoine Devineau	(dnf)	23	14	25	28	36	33	25	45	24	253
35	AUS 91	Lachlan Gilham (U23)	31	20	34	24	34	33	38	(44)	34	19	267
36	FRA 111	Valerian Lebrun	25	29	28	32	33	(39)	37	31	37	21	273
37	AUS 41	Lewis Brake	40	43	(46)	34	29	35	36	39	28	16	300
38	GER 595	Simon Gorgels	36	31	33	(46)	37	37	34	35	40	26	309
39	JPN 7	Yuki Nishio (U23)	37	(42)	41	38	35	40	40	40	15	28	314
40	AUS 32	Jock Calvert (U23)	41	38	25	44	40	41	42	(45)	38	29	338
41	ESP 57	Víctor Gorostegui	35	39	37	41	36	(43)	39	43	43	27	340
42	USA 14	Eric Anderson	42	41	35	36	38	38	(dnf)	38	41	32	341
43	BER 9	Rockal Evans	(43)	40	38	39	39	42	41	34	35	33	341
44	AUS 4	Harmon Mcaullay (U23)	46	47	44	33	42	47	47	46	(50)	31	383
45	AUS 110	Marcus Whitley	47	44	45	47	44	46	44	(49)	39	30	386
46	FIN 118	Waltteri Moisio (U23)	44	(50)	42	42	45	49	50	36	42	38	388
47	FIN 99	Jesse Kylänpää	45	45	(52)	50	41	45	46	42	44	35	393
48	JPN 6	Hajime Kokumai	39	48	(54)	43	43	44	45	48	48	37	395
49	JPN 3	Yuji Fujimura	48	46	39	48	46	(50)	43	47	46	40	403
50	AUS 296	James Bevis	49	49	47	45	47	48	49	50	(52)	36	420
51	JPN 8	Yoshiki Sato	50	(53)	43	51	49	51	51	51	47	41	434
52	AUS 61	Mark Jackson	51	51	48	49	48	(52)	48	52	51	39	437
53	AUS 255	Ajay Rau	57	52	56	(dnf)	50	53	53	53	53	42	469
54	AUS 302	Peter Wallace	52	54	53	53	51	54	52	(dnc)	dnc	dnc	491
55	AUS 277	Robert Lichter	58	59	57	58	52	55	55	55	54	(dnf)	503
56	AUS 45	Kerry Spencer	54	58	51	56	54	56	54	(dnc)	dnc	dnc	505
57	AUS 7	Greg Clark	53	56	55	54	53	(dnf)	dnc	dnc	dnc	dnc	515
58	AUS 68	Jay Harrison	55	55	49	55	(dnc)	dnc	dnc	dnc	dnc	dnc	519
59	AUS 9	John Shallvey	56	57	58	57	55	(dnf)	dnc	dnc	dnc	dnc	527
60	AUS 303	David Ellis	(dnc)	dnc	50	52	dnc	dnc	dnc	dnc	dnc	dnc	529

*"The Kiwis have been really consistent, especially JJ, though Andy had a bit of a wobble in one of them today. They have been good for a long time and have a good thing going, but I come to world championships to try and win."*

Heiner: *"Really nice sailing conditions and I think I managed well again today. But I need to step it up a little as the Kiwis are on fire, but pretty happy with the racing so far."*

## Day 3

Melbourne turned on the heaters on Wednesday, reaching 40 degrees by the afternoon. There were successive postponements as the sailors sought shelter out of the heat but the wind did not come. At 15.00 AP over A was raised to abandon for the day.





#### Day 4

Three races were scheduled on Thursday. Following a cool change overnight, temperatures had dropped down from 40°C to 22°C and with winds picking up to a reasonably stable breeze of 13-17 knots. All three scheduled races were completed with plenty of opportunity for sailors to move up the leader board or to consolidate positions.

In the first race of the day, Wright led all the way for a comfortable win. Jonathan Lobert rounded second with Junior not far behind. Junior proved faster than Lobert on the downwinds to take second place, with Lobert crossing in third. Scott was originally scored BFD, but that was later overturned after it was established he was misidentified.

Race 6 got underway first time with an individual recall for Alican Kaynar who led throughout the whole race but was scored OCS at the finish line. As a consequence, Berecz took the win after moving into second place before the second top mark rounding. Junior again moved up into the top three on the last downwind to finish third ahead of Lobert. Scott followed in fifth. After coming

ashore Kaynar was given redress for the late display of the X flag at the start.

In the final race of the day Scott made his move and took the lead at the second top mark rounding to take his first race win of the regatta and move up to second overall. Maloney rounded the top in fifth and moved up to second by the finish, just ahead of Berecz, who had rounded the top mark in the lead.

Junior now led by 13 points from Scott and Berecz

Berecz: *"Finally the day that we were all waiting for arrived. This is why we love this boat, and finally today they let us work a bit. It was perfect conditions, 15 knots of sea breeze and three races. I made the most out of it but it was not easy. There were a lot of gusts I missed, especially downwind, and you really had to keep your eyes open all around the course and I made only a few mistakes."*

Lobert: *"Today was a proper Finn sailing day with nice breeze and waves. I am very happy because in the first two races I managed to get a good start and get out of the line quite easy, and then I was alone so I could speed up and sail my lines and two times I was second to the top."*

*But Josh was just too strong. Every time he was passing me on the downwinds and he had a little bit extra speed."*

#### Day 5

Each day in Melbourne threw different conditions and different challenges at the fleet. The final day of the opening series, brought another change with shifty northerlies and extreme high temperatures. The fleet launched after a short postponement into a 15 to 20 knots of very hot wind. It was cooler than the shore, which reached 44 degrees, but the heat took its toll on the fleet as two out of the scheduled three races pushed them to physical limits. It was one of its hottest December days on record, with most of Port Phillip obscured with dust and haze.

Berecz won the first race of the day, leading the race from start to finish. He battled throughout the first lap with Wright, who dropped back to seventh at the end, while Jake Lilley had his best race of the championship so far and finished second. Ondrej Teply followed in third. Regatta leader, Junior as well as Maloney, put in their highest scores of the opening series finishing 16th and 21st.

Race 9 also got underway the first time in 13-15 knots with Cardona leading at the first top mark ahead of Oliver Tweddell and Heiner. By the bottom gate Muscat had taken over the lead with Kaynar, in second and Cardona back in third. Kaynar built his lead at the final top mark to take out the race win with Cardona crossing in second ahead of Heiner. Lilley finished fourth ahead of Muscat in fifth.

The regatta leaders made hard work of the race. Junior rounded the top mark just outside the top 10 with Scott and Berecz some way back. While Junior moved up to eighth, Scott couldn't do



better than 17th with Berecz recovering better to cross 13th.

An attempt was made to start the third and final race, but the wind was becoming increasingly unstable and had dropped to 8-9 knots with big wind shifts. After 30 minutes waiting, further racing was abandoned. Most of the sailors were pretty relieved to come ashore, where ice lollies and ice baths awaited them.

Junior: *"We went out there in nearly 40 degree temperatures and ended up with a very shift 15 knots that slowly died off during the day. For me it was pretty tough. I really struggled to find my groove and find the shifts as the wind wasn't doing what you'd expect, but I ended up moving further ahead, so pretty happy with that."*

Did nerves play a part? *"I guess, but it's like any other day. You go out there and race your best. It was very tricky but I just kept trying to do what I could do."*

Heiner: *"Definitely it was the right sport for the heat. On the water it was actually pretty nice, especially upwind with the waves coming over it was quite refreshing so I think we were the lucky 60 that were out sailing today. I had a really good day, pretty consistent at least, so no big results. So that was good. I was really hoping for a third race but it is what it is and the medal race is tomorrow and all to play for. I know Josh will probably match race, but I just need to have a good race tomorrow and we'll see."*

## Day 6

The battle for the 2019 Finn Gold Cup came down to Junior and Heiner. Junior had a 16-point lead and kept everyone guessing until the later stages of the race. He made hard work of the start, engaging with Heiner with a minute to go, but then allowed him to escape and control the start to lead up the first beat.

Starting in 20-22 knots, the wind gradually increased, as did the sea state, producing some epic racing conditions and supreme boat control. Heiner made

the best of the first beat to round with a nice lead with Junior about sixth. Nothing much changed downwind, but a big shift to the left on the second upwind left Lilley in the lead followed by Berecz and Heiner. Junior was still back in seventh. While Lilley got away to win the race and move up to fifth overall, Berecz and Heiner battled downwind for silver and bronze. A mistake by Junior at this stage would have cost him the title, but he maintained control down on the final hairy downwind, to cross the line to whoops of joy. He had rewritten the history books, and despite a long line of celebrated Kiwi Finn sailors, he had become the first one ever to win the Finn Gold Cup.

Earlier in the day, Wright won the final race for the rest of the fleet, from Muhonen and Lobert.

## APART FROM FRIDAY'S

tricky races Junior was never out of the top five, leading from Day 2 all the way to the nail-biting finale. It is an understatement to say he was pretty pleased with himself.

*"I had a big lead but, to be fair, Heiner did a really good job at the start and on the first beat and he sort of got away on me. I was a bit worried I was in trouble of losing the whole regatta but I managed to hold it together and get the result I needed and I'm absolutely over the moon."*

*"I have never won a world championships or even a medal so I'm stoked. There have been a lot of successful sailors in the Finn for New Zealand in the past and to be one of those is a great honour."*

*"It's been an outstanding week. I seem to have put pretty consistent results together and that's seen me near the*



*front and took a bit of pressure off. But it's certainly a bit nerve racking. I have never been leading a world championship before, especially for so many days."*

Heiner: *"It was an awesome medal race today. Breeze and nice waves and especially with the points from second to fifth, it was all to play for and with JJ well ahead, it was a bit of a hard one. He's a match racer so I knew what was coming and I think I did a really good job beating him off the line and had a good first beat. The wind kept going left and made it a bit more exciting but luckily I still had Giles behind me."*

*"I felt pretty comfortable day today and I think that showed especially in upwind speed and sailing away on the downwind. So I think I definitely stepped up my game in the big breeze."*

Berecz: *"I think today everyone enjoyed the sailing. We loved it. I thought I would have the toughest job in the fleet, but I was pretty fast upwind and I didn't make any mistakes, and it was not easy, but it was easier than I expected. There was a lot to gain or lose but I decided to save the bronze so I didn't push too hard and risk a capsized and lose it all."*

*"Before I came here my goal was to get a medal and I managed it so I am pretty happy. On the other had it was a magical week for Josh. He didn't make mistakes, so there was nothing we could do to beat him. I am happy that he managed to win the Gold Cup. Next time he meets Russell Coutts he can say 'I have something you don't have.' So I am really happy for Josh and thrilled to get third after a bad start to the week."*





# DOES A STIFF BOOM MAKE A DIFFERENCE?

By OTTO STRANDVIG  
WITH ASSISTANCE FROM JENS  
KRISTIAN ANDERSEN, PRESIDENT  
OF DFA. THANKS TO BJÖRN  
ALLANSSON FOR COMMENTING

**D**uring the last years there has been a tendency to use stiffer booms in the Olympic part of the Finn fleet. This tendency is slowly dripping down to the Master's fleet.

But the question is: How much difference is there in stiffness and does it make any difference?

As the fortunate owner of a new Devoti Racing boom (EUR 650), an older Allen boom (EUR 300) and an Art of Racing AKA 'AoR' boom (EUR 800) I was curious to know the difference between the three booms. Surprisingly there seems to be no standard for measuring boom stiffness and the manufacturer's market their booms with no documented measurements. In order to get real measurements of the differences between the different boom suppliers I decided, together with the Danish

Finn Class secretary, to create a measurement method and get some comparative numbers.

## Situation

Assuming 33kg leach tension and the mainsheet in the middle of the boom, the vertical load case is approximately 66kg and freely supported in both ends. A test of the vertical stiffness that requires 66kg is not going to sell many tickets so we decided to base our test on 12kg, which is the same weight used for the mast bend test. The expected vertical deflection for the test is five times smaller than the actual deflection so we needed something more accurate than the string and ruler used for the mast test.

We therefore invested in a dial indicator gauge (EUR 20) and a magnetic base stand (EUR 25) and the subsequent measurements showed an accuracy of 0.1mm. That converts into an accuracy of 0.5mm for the actual load, which is pretty much what you can expect using string and ruler.

## Suggested Measurement Standard

We suggest a standard measurement where the boom is supported at the centre of the boom pin hole and at the limit mark and loaded with 12kg between the two mainsheet fittings. We supported the booms using one-metre high stands so we could be seated while measuring and put the gauge on a ladder. We loaded the boom, reset the gauge and gently offloaded the boom and took the measurement. It was repeated three times and averaged.

## Results

Holt is the 'softest' (could be the age (2009) of the boom) with Devoti Racing being slightly stiffer. The stiffest is the AOR - not a



lot but still enough to get your mind going if the boat to leeward has one and you don't.

### Effect of a stiffer boom?

To be able to answer why stiffer booms are better would require that we fully understand what makes a Finn go fast, and we don't, but we can describe what happens to the geometry.

The vertical stiffness will affect the shape of the sail when there is a puff, so a stiffer boom will result in more mast bending or put differently, if you buy a stiffer boom you will need a softer mast. How much softer? A 0.2mm deflection in the measurement will be roughly equivalent to 1mm actual deflection when sailing which again roughly converts to 0.5kg leach tension

The horizontal stiffness will also affect the combined rig stiffness but as we haven't estimated or calculated the horizontal load it is difficult to comment on the actual effect of a stiffer boom.

### Allen and Devoti Booms

The two booms are almost identical in their construction the only difference being that the mainsheet fittings are Dyneema on the Devoti Racing and metal on the Allen boom. The metal fitting has the longest distance from the boom to the mainsheet block, which subsequently makes the mainsheet angles less favourable for easy sheeting, which is a bummer for grown-ups.

The kicking strap fitting on the two booms made us sentimental because they are identical to the fittings, we used in the pre-Dyneema period when we used wire (wire is like rope only softer). It made us wonder if anyone uses the stay adjuster fitting and if not, why is it fitted on the 'Racing' version from Devoti?

The outhaul has also remained unchanged since we did serious sailing but we find that it's OK and gives a choice of using a shackle or tie to the sail.

The reinforcement at the opposite end are solid 4mm on both booms which should mean that the boom pin hole doesn't deform easily.

The Devoti Racing is stiffer than the Allen boom but it could be the age of my Allen boom (2009).

### Art of Racing / AoR

'Art' is no exaggeration – this spar is a beauty in black and red and we are very enthusiastic about the kicker fitting. It has got rid of the ridiculous stay adjuster and two shackles so it has three less fittings that can break and we think it saves time de-rigging the boom plus other benefits: Not having to go to the trailer to get pliers and back; not losing the split ring in the stay adapter; not DNF-ing in races because the shackles break and so on. We can come up with many reasons to convert to AoRs kicker fitting (EUR 250).

And the AoR boom is stiffer – not a lot but still enough to get the mind going if the boat to leeward has one and you don't.

### Suggested Changes to the Finn Class Rules

While working on this project we came to the conclusion that there are a couple of class rules that should be reviewed regarding the sail foot and boom material. We will forward the suggestions through the appropriate channel.



### RESULTS OF TESTS

	Devoti	AoR	Allen
Length overall, mm	3319	3289	3333
Length, centre pin to limit mark, mm	3220	3220	3220
Bolt, mm	16	16.2	16.7
Reinforcement, mm	4	1.5	3.2
Main sheet fitting	String	Metal	Metal
Distance from fitting to boom, mm	N/A	10	17
Boom height, mm	81.6	81.8	81.3
Boom width, mm	36.5	37.0	36.6
Distance, kick to bolt	565	565	565
Profile bottom, mm	2.7	3.3	1.9
Profile top, mm	1.9	1.5	1.3
Centre of gravity from pin, mm	1545	1515	1545
Weight, kg	5.16	5.16	5.26
Deflection, 12kg, horizontal, mm	11.7	10.3	10.8
Deflection, 12kg, vertical, mm	3.1	2.9	3.9



### METHODOLOGY

- Boom is supported at forward edge of boom band and centre of boom pin hole
- 12 kg suspended between the mainsheet hangers
- Gauge supported on vertical structure, here a ladder, about 1 metre off the floor, for ease of reading

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# VENEZUELA SECURES TOKYO QUALIFICATION IN RIO



**T**he South American Continental Qualifier for Tokyo 2020 was held in Rio de Janeiro, Brazil from 25-30 November. Just eight boats came to the starting line representing four countries, of which just two were competing for a place in Tokyo – Venezuela and Chile.

The 10-race regatta was won by Antonio Moreira, from Pablo Guitian and Pedro Lodovici. Andres Lage placed fourth, but that was enough to secure the place for Venezuela with a day to spare.

The five-day event was sailed on the famous Sugarloaf course area, which was the scene of the medal races at the Rio 2016 Olympics. It was as tricky as ever, throwing many challenges at the fleet.

Lage explained said, “It was very tough. I never saw a course area with so many variables. You could be winning the race by a mile and in a blink of an eye everything could change. At the same time if you had

enough patience you could have great comebacks. But in the end it was all about keeping it simple as possible.”

The event opened in a moderate southerly that suited Lage’s sailing style and he dominated the day to come away with two race wins and a second.

Then the wind died and it all became very much harder. “I think for me the key moment was the second day in which the wind dropped a lot and I needed a solid performance that day to consolidate the leverage from the first day. I had good confidence in medium-strong winds, but we

had three days of light wind and in a difficult race course like Rio, everything could happen so I needed to be very focused.”

He still led after the second day, but the points were much closer. Even lighter winds on the third day brought Moreira to the top of the fleet, but importantly for Lage, his main competition, the Chilean sailors were still behind.

After the fourth day, in which Pablo Guitian won both races, Lage was still in fourth, but with only the top five boats heading into the medal race, he had achieved his goal with a day to spare. The medal race the following day was a formality. Lage paced second in the better wind conditions while Moreira took the overall win.

Lage said, “The overall feeling now is a mix, a relief of accomplishing a dream as well as a big motivation to keep working hard towards the Games in Tokyo.”

	1	2	3	4	5	6	7	8	9	MR	Pnts
1 ESP 17 Pablo Guitian	3	2	1	3	6	4	1	1	1	3/dpi	22
2 BRA 114 Antonio Moreira	2	4	4	2	1	1	3	dsq	2	6	22
3 BRA 32 Pedro Lodovici	dnf	3	5	1	2	2	2	2	3	8	28
4 VEN 17 Andres Lage	1	1	2	5	4	6	6	3	7	4	32
5 BRA 97 Ricardo Santos	4	5	6	4	3	7	4	5	4	10	45
6 CHI 12 Antonio Poncell	5	6	3	6	7	3	5	dne	5	-	42
7 CHI 5 Juan Enrique Gaete Larraín	6	7	7	7	5	5	7	4	6	-	47
8 BRA 77 Leonardo Fabiano Seger	7	8	8	8	8	8	8	6	8	-	61

Photos: Fred Hoffmann



## AUSTRALIA



There has been a very busy summer sailing season in Australia with the last major event being Sail Melbourne. During the year there were Finn regattas in four States commencing with Queensland States, followed by Sail Brisbane, Sail Sydney and Sail Melbourne. There was the Finn Gold Cup in December, the Nationals in Adelaide plus various other regional regattas.

### Ronstan 2020 International Finn Australian Championships

The Nationals were held at the Adelaide Sailing Club from 5-10 January. The facilities and hospitality was fantastic with large rigging lawns, protected launching ramp and excellent club facilities. The on water management was first class.

There were 10 races scheduled over 5 days. The first three days were just perfect, with medium breezes, warm sunny weather and crystal clear water. Two races per day, however the weather changed dramatically on Thursday with temps in the 40s and zero wind...no racing. Friday was the opposite with very strong wind and big waves. The race committee decided to proceed with racing but quickly decided to send everyone back with the wind over 25 knots and huge seas. The PRO kept everyone on



shore with the expectation the conditions would improve to allow at least one more race. That was not to be and racing was abandoned.

Six races constituted a series so John Condie, who sailed very consistently, was crowned 2020 National Champion, ahead of youngster Lachy Gilham, who was hot on his heels and looking forward to sailing on the final day. Condie also finished as the highest placed sailor in the Grand Master division, Gilham was the first Under 23, James Bevis was the first Master and local Dirk Seret came away as the first Legend, as well as finishing as the first local boat.

The 2021 Nationals will be at Woollahra Sailing Club, Sydney from Sunday 10-15 Jan.

1	AUS 10	John Condie, GM	11
2	AUS 91	Lachlan Gilham, U23	14
3	AUS 288	Curtis Skinner, O	16
4	AUS 75	Phil Chadwick, GM	17
5	AUS 296	James Bevis, M	24
6	AUS 303	David Ellis, GM	33
7	AUS 33	Stuart Skeggs, GM	33
8	AUS 8	Dirk Seret, L	40
9	AUS 282	James Chilman, O	47
10	AUS 297	Brendon Green, M	50

### Sail Brisbane 2019

Sailed from 6-9 December from the Royal Queensland Yacht Squadron, Phil Chadwick took the 2019 Sail Brisbane with a string of five first places and a third to clinch the week with a near perfect score. The first race was won by Tony Baisden. 15 boats took part.

1	AUS 75	Phil Chadwick	5
2	AUS 17	Tony Baisden	11
3	AUS 282	James Chilman	14
4	AUS 50	Jason Passey	31
5	AUS 43	John Croston	31
6	AUS 93	Tristan Perez	31
7	AUS 300	David Bull	33
8	AUS 8	Curtis Skinner	38
9	AUS 98	Ben Downey	39
10	AUS 77	Mick Patrick	42



Photos: Beau Outteridge

### Sail Melbourne 2020

Jake Lilley took the win at Sail Melbourne after a consistent week in a range of conditions. Nils Theuninck finished second overall with Anders Pedersen in third. All told it was a week of rather strange weather.

With wind limits on the edge, conditions on Day 1 provided many competitors with a wild, windy and challenging day on Port Phillip Bay. Racing started out in around 20-22 knots but with wind gusting into the high twenties as the afternoon progressed, racing was cut short after several classes reached their



# FINN SAILING FROM AROUND THE WORLD



wind limits. Lilley took the first win. He extended on the fleet after two race wins and a second on day two in 10-18 knots of breeze. Theuninck won the second race of the day.

Despite a huge storm in the early afternoon on day 3, with a sheet of small hail stones, two races were completed. Lilley continuing to build his lead after two more race wins. Theuninck was in second Tom Ramshaw in third.

Pedersen won both races on Day 4 as more storm fronts passed over Port Phillip but Lilley was already too far ahead and a 5.2 on the final day was enough to wrap up the series. On the final day Theuninck and Ramshaw shared the wins.

Theuninck said. *"It's really close racing because there is only a few boats out there, if you make a mistake, losing one place is almost ten percent of the fleet so it is pretty tough."*

Also racing were Japan's Yuki Nishio and Alex Kokumai, making the most of Australian summer to get race practice in for the Japanese selections for Tokyo 2020. *"It's winter in Japan*



*and this regatta has strong winds which is good practice for us because we have to improve in the strong wind stuff. It is a good event for us to try and improve for the Finn Gold Cup in Palma, which will be our final selection event,"* Yuki Nishio said.

*"It's a small fleet but a really high-level fleet. Every day is very windy and we really need that training, that's why we came back to Melbourne,"* Alex Kokumai added.

Lilley said, *"We had some fantastic international guys and Aussies here. There was some really tight, close racing so happy to come away with the win in*

*what were basically ten practice medal races. There were just millimetres in some of the races so I couldn't have asked for much more."*

1	AUS 1	Jake Lilley	14
2	SUI 1	Nils Theuninck	21
3	NOR 1	Anders Pedersen	24
4	CAN 18	Tom Ramshaw	26
5	AUS 91	Lachlan Gilham	47
6	JPN 7	Yuki Nishio	52
7	JPN 6	Hajime Kokumai	59
8	AUS 303	David Ellis	73



## DENMARK



Richard Berg Larsen writes: This winter has been so warm, that we have been able sail even from all the usual places. We have never before been able to sail this much through a winter without breaking any ice, when sailing in and out of the harbour. We have often been forced to move to marinas closer to open water, as fjords and inlets have been frozen.

Four fleets have sailed through the winter, namely Middelfart/Aarhus, Veddelev, Vallengsbæk and Dragør. We hope that will increase participation in the coming regattas, starting early May from Kastrup. The regatta dates have this year been coordinated to a certain degree with Norway and Sweden, avoiding clashes over the same weekends.

The photo was taken late January with typical dramatic winter cloud formations, showing the Vallengsbæk fleet returning to port after a Saturday morning practice trip.





### 2019/20 Auckland Championship

The weekend of 16-17 November 2019 saw eight Finn sailors descend upon Tamaki YC once again for the running of the annual Auckland Championship. Races were approximately 35 minutes in duration on a mixture of windward leeward and triangle courses.

Returning to the fold was Tom Dodson who had recently refurbished KZ 29 a diagonal kahikatea strip planked classic uplifted from Gary Lock. He last sailed a Finn in 1981 where stiff Marten Marine fibreglass hulls, Needlespar aluminium masts and Dacron sails dominated the NZ landscape. Some change was noted with today's Devoti flexible hulls, carbon fibre wing masts and laminate sails now the norm. Examination of the Finn national championship trophy shows Tom won in 1980 and 1981.

Saturday saw 3 races completed in a strong 15-25 knot NW wind, the outgoing tide making it a one way beat. The tall timber of Ray Hall and Mark Perrow generally leading at the first top mark with Karl Purdie gradually making his presence felt on the free pumping downhill runs and reaches to climb into contention. Sunday yielded a variety of conditions making for challenging beats and runs with no particular side dominating throughout the day.

It was a day where it paid to have eyes out of the boat and the thinking cap firmly on. Ray Hall did enough in the final event to secure second from Mark Perrow. Karl, Ray and Mark taking up, once again the close battle they had shared at last seasons national championship for overall podium honours.

1	NZL 111	Karl Purdie	6
2	NZL 2	Ray Hall	8
3	NZL 4	Mark Perrow	14
4	NZL 10	David Hoogenboom	21
5	NZL 16	Gerard Lelieveld	23
6	NZL 17	Illia Ovsiiiko	29
7	NZL 193	Gerrit Bearda	34
8	NZL 1	Tom Dodson	44

### New Zealand Nationals

Ray Hall writes: Hosted by the recently re-built Worser Bay Boating Club over February 6-8 2020 the regatta attracted 12 entries from both North and South Islands and was held in conjunction with the OK Dinghy Nationals. The fleet welcomed new Finn World Champion

Josh Junior escaping Team NZ duties to return to the club where it all began for him. Numbers were down on what was expected but some superb sailing conditions, outstanding club hospitality and truly excellent race management was experienced by both fleets. The Gold Cup was on display at the club. After many, many decades of trying a NZ sailor finally lifted one of the most elusive and most prestigious of all international sailing trophies.

Day 1 graced sailors with hot, sunny conditions and a 15-22 knot northerly. Each race winner was primarily being determined downwind. Karl Purdie came from behind in every race to take three narrow victories from of Ray Hall and Mark Perrow.

Junior joined the fleet on Day 2 and impress with some very athletic technique and accurate low risk strategies. Races 4 and 5 were sailed in a 10-15 knot southerly dropping to 8-10 knots for Race 6.

Josh dominated Race 4 to build a large lead at the finish from Hall and Purdie. Race 5 was also won by Josh, this time from Purdie and Hall, the fleet however managing to keep him a bit more honest in this one. Fair to say Josh was in a class of his own downwind with the free pumping flag up, upwind all top boats showing near identical speed.

Race 6 saw Oscar flag lowered and a change in fortune as Paul Bamford emerged at the first top mark from the right with a clear lead from Karl close by in second. Josh having been bounced repeatedly out to the left course side after missing the first shift off the start line rounded in sixth. Purdie led at the gate from Bamford and Junior and until final upwind when Junior capitalised on a wind shift to round just inside Karl and maintained his narrow lead to the finish. Bamford crossed in third.

On the final day of racing the sailors were greeted with a northerly of 25-40 knots and the postponement flag. It was hoped there would be a temporary respite to allow racing but with 40 knot



gusts across the Cook Strait racing was abandoned.

So Purdie retained the overall championship and grand master titles of the previous season with Hall in second and Perrow third. Gary Lokum finished an extremely credible fourth with Junior fifth despite missing the first days racing. First South Islander was Chris Wells in seventh.

1	NZL 111	Karl Purdie	7
2	NZL 2	Ray Hall	13
3	NZL 4	Mark Perrow	17
4	NZL 6	Gary Lokum	25
5	NZL 61	Josh Junior	29
5	NZL 10	David Hoogenboom	30
7	NZL 20	Chris Well	32
8	NZL 5	Brendan Hogg	35
9	NZL 81	Paul Bamford	37
10	NZL 19	Denis Mowbray	37



## SPAIN



### Comunitat Valenciana Olympic Week 2020

Despite picking up a starting penalty on the first race, Facundo Olezza took the Comunitat Valenciana Olympic Week 2020, after a very close series among the top three boats. Olezza took two race wins, while second placed Pablo Guitian won the third race. Piotr Kula, on his return to the class, after an enforced absence of nine months due to surgery, won the first race and placed third overall. The event attracted 14 entries from six countries



1	ARG 48	Facundo Olezza Bazan	4
2	ESP 17	Pablo Guitián Sarria	5
3	POL 17	Piotr Kula	6
4	POL 8	Lukasz Lesinski	14
5	SLO 99	Liam Orel	14
6	VEN 17	Andres Lage	14
7	ESP 57	Victor Gorostegui	15



8	HUN 30	Zsigmond Kantor	20
9	ESP 757	David Terol	27
10	ESP 888	Andres Ivan Lloret Perez	27

## SWEDEN



Torsten Jarnstam writes: The racing season has not yet started in Sweden, but during the winter Finn sailors have been training in a few different places including Malmö, Karlstad and Uppsala. When we cannot practice sailing so much during the winter, many Finn sailors are in the gym. For example, we can see Tonny Nyrén, training in the 'Multihall' at Friskis & Svettis in Karlstad.

The first Finn regatta for the season is the GKSS OCR in



Långedrag, outside Gothenburg, from May 9-10.

The Sweden Cup 2020 consists of:

- Sweden Cup no. 1, Träslövsläge, near Varberg, May 16-17.
- Sweden Cup no. 2, USS regatta in Uppsala June 13-14.
- Sweden Cup no. 3, Open Swedish Championship, Karlstad, August 27-30.
- Sweden Cup no. 4, Sola Cup / Sweden Cup Final / Masters Championship, Karlstad September 12-13.

The Open Swedish Championship for OK Dinghy and Finn will be sailed in Karlstad from the Skutbergets Recreation Area with registration on the 27 and racing from the 28-30. The organizer is KKF / Karlstad Kappseglingsförening in collaboration with KSS / Karlstad Sailing Society and SBS / Skoghalls Boatsällskap. The organizers in Karlstad hope that many sailors from other countries will travel to Karlstad to participate. During last year's annual meetings, we decided that the Open Swedish Championship for OK



Dinghy and Finn 2021, will be sailed in Sandviken, near Gävle, in mid-August.

We are will hopefully be 5-6 Swedish Finn sailors participating in the Finn World Masters in the Netherlands, and now we know that our national championship does not clash with Finn European Masters, it works to sail the Open Swedish Championship in Karlstad and immediately afterwards travel to Gdynia in Poland for the Finn European Masters. Admittedly, it is only a few days between the two regattas, after completed sailing in Karlstad, but it is still possible to travel to Gdynia in time.

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## SWITZERLAND



### 2019 Swiss Championship

19-22 September, Kreuzlingen

With 40 boats taking part, Nils Theuninck won six of the seven races sailed. The fourth race was won by Peter Ganzert.

1	SUI 1	Nils Theuninck	6
2	SUI 7	Christoph Burger	13
3	SUI 5	Christoph Christen	18
4	GER 15	Peter Ganzert	23
5	GER 8	Jürgen Eiermann	31
6	SUI 96	Oliver Wirz	35
7	GER 19	Andreas Bollongino	49
8	GER 22	Martin Mitterer	53
9	SUI 12	Franz Bürgi	68
10	SUI 593	Hans Fatzer	69



### FinnMania 2019

October 12-13, Biel

Twenty-five Finns sailed five races on Lake Biel with a different winner every race. It started in light winds but, then built to 10-12 knots with close racing. Peter Theurer won the first race, Michael Beyeler the second, Oliver Wirz the third and then Philippe Mauron won the fourth, his first ever race win, in waning winds. Sunday started with long wait ashore in no wind. Finally some breeze allowed one race to be sailed. Christoph Christen won that and the series by a single point



from Wirz. With the wind finally giving up, the race committee called it a day.

1	SUI 5	Christoph Christen	11
2	SUI 96	Oliver Wirz	12
3	SUI 20	Michael Beyeler	16
4	SUI 13	Peter Kilchenmann	16
5	SUI 67	Peter Theurer	27
6	SUI 88	Daniel Mueller	27
7	SUI 72	Patrick Ducommun	27
8	SUI 57	Rudolf Baumann	30
9	SUI 55	Philippe Mauron	32
10	SUI 65	Thomas Bangerter	32

### Lebkuchenregatta

November 2-3, Oberhofen

Carlo Lazzari won both races sailed. The yearly Finn Party with live music was perfectly organized by Carlo Lazzari.

1	SUI 3	Carlo Lazzari	2
2	SUI 65	Thomas Bangerter	10
3	SUI 59	Simon Bovay	11
4	SUI 7	Christoph Burger	12
5	SUI 63	Thomas Gautschi	13
6	SUI 13	Peter Kilchenmann	18
7	SUI 12	Franz Bürgi	18
8	SUI 79	Peter Scheidegger	19
9	SUI 9	Marc Friderich	19
10	SUI 27	Dominik Haitz	25

### Herbstregatta

5-6 October, Romanshorn

1	SUI 96	Oliver Wirz	4
2	GER 19	Andreas Bollongino	5

3	GER 215	Burkhard Werner	7
4	SUI 32	Urs Huber	11
5	SUI 63	Gautschi Thomas	15
6	SUI 80	Attila Szabo	17
7	SUI 34	Bruno Schwab	20
8	SUI 593	Hans Fatzer	22
9	GER 191	Marcel Deggelmann	25
10	GER 836	Romeo Goetz	26

### Wilke Cup

The 2019 season and the Wilke Cup ended with the Gingerbread Regatta. The winner and winner of the CHF 500 voucher from Wilke Swiss Marine Composites was Oliver Wirz. Many thanks to Christoph Wilke, who has been donating this prize for years. The series included six events throughout the year, with 64 Finns taking part at some stage.

1	SUI 96	Oliver Wirz	700
2	SUI 5	Christoph Christen	640
3	SUI 20	Michael Beyeler	573
4	SUI 13	Peter Kilchenmann	530
5	SUI 7	Christoph Burger	449
6	SUI 27	Dominik Haitz	416
7	SUI 65	Tomas Bangerter	405
8	SUI 57	Rudolf Baumann	395
9	GER 15	Peter Ganzert	388
10	SUI 79	Peter Scheidegger	388



## USA



### USAFA Ranking List 2019

A total of 73 sailors are on the USAFA Ranking list at the end of 2019.

#### Regattas

2019 Regattas included: Type 1: (North American Championship, Finn Gold Cup, European Championship, Miami OCR, US National Championship); Type 2 (CORK OCR, PCCs, Great Lake Championship, Gulf Coast Championship, Masters Worlds, Masters North American Championship) and Type 3 (Toilet Bowl Regatta, SD January One Design, SD Midwinters, MBYC Short Course).

1	USA 35	Darrell Peck	135.99
2	USA 16	Rodion Mazin	135.22
3	CAN 115	Derek Mess	134.89
4	USA 12	Stephen Landeau	127.39

5	USA 8	Michael Dorgan	127.16
6	USA 117	Michael Mark	124.34
7	USA 5088	Robert Kinney	124.27
8	USA 40	Chuck Rudinsky	120.19
9	USA 3487	Scott Griffiths	119.78
10	USA 2426	Greg Morton	119.19
11	USA 7	Nikita Mazin	110.57
12	CAN 15	Quinton Gallon	105.25
13	USA 303	Joe Chinburg	101.10
14	USA 18	James Buley	97.71
15	USA 61	Lee Hope	91.82
16	USA 101	Peter Frissell	91.31
17	USA 23	James Hunter	86.27
18	USA 5132	Adrian J. Pereira	84.96
19	USA 27	Michael Entwisle	84.05
20	USA 5024	David Brockbank	80.74

### ABYC Turkey Day Regatta

Rodion Mazin writes: The ABYC Turkey Day Regatta is in the books. Incredibly beautiful weather with Saturday sunny, perfect temperatures, and breeze clocking around to the 'Long Beach normal' with 8-10 knots early and finishing the day with 12-14 knots and

more. Saturday night Finn sailors were treated to a great sunset on the bar deck and the famous Thanksgiving turkey feast. There was close racing among the fleet and many sailors improving and mixing it up.

1	USA 8	Mike Dorgan	7
2	USA 47	Robert Kinney	9
3	GER 172	Andreas Siggelkow	17
4	USA 84	James Lawson	24
5	808	Eric Stiverson	24
6	USA 1066	Glenn Selvin	25
7	11	Ed Feo	33





# PATRICK PYM

## 1936-2019

**I**n the annals of Finn sailing there are legends and then there are legends. Patrick Pym's sailing career involved multiple successes including representing Great Britain at the 1972 Olympics, but he is perhaps most famous in Finn history for helping to develop the Needlespar Finn mast as well as the 'Pym the Paddle' incident, a legend that has been passed down through generations of Finn sailors. He died on 4 December 2019.



Patrick Pym (above in K 274) started his sailing career in Sidmouth, UK, in

about 1958. After huge success in the National 12s – in 1965 he sailed the National 12, 'Lucky Number' to wins at both the Burton Cup and the overall week at Thorpe Bay – from 1966 Pym set his sights on the Olympics, and the Finn was the natural fit for him as one of the toughest and most physical boats to sail.

He was soon making his mark in the class as an extremely competitive sailor and moved rapidly up the world rankings until in 1968 he was the British Olympic reserve and tune up partner in Acapulco for John Maynard.

### Needlespar

Quite apart from the sailing side, the technical aspects were another area where he was developing the Finn, and with engineer David Hunt (FD world champion with John Oakley, and Silver Medallist in 1972 crewing for Alan Warren in the Tempest) they set up Needlespar and developed the technology for the new aluminium Finn masts. Pym raced with the first ever Needlespar mast, made from wood, aluminium and glassfibre at Hayling Island, UK, on May 31, 1969.

Needlespar aluminium masts, innovatively made from tapered extruded tubes, soon came to dominate the Finn fleet and became the official suppliers of the Finn mast to the 1972 Olympics. The Olympic order was for about 200 masts, and involved two tapered extrusions with the lower section flattened front and back. Needlespar masts reigned supreme until the advent of carbon fibre masts moved the game on once more.

### Munich

Pym also became the Finn representative for the 1972 Munich Olympics and on the way to that position had the infamous 'Pym the Paddle' incident in Kiel.

The incident was so momentous at the time that it took up four pages of commentary in FINNFARE. Its legendary status has no doubt been embellished over the years as it was retold, but suffice to say that as a result of what happened in Kiel, Pym was banned for racing for four weeks after an RYA hearing.

The incident took place on June 30, 1971 at Kiel Week. A Dutch sailor allegedly pulled himself along Pym's gunwhale on the start line, and Pym fended him off using his paddle. The Dutch sailor received an injury to his elbow as well as a hole in his aft deck from Pym's paddle. The race was eventually called off, so no protest took place on the day, but the matter was not laid to rest until the RYA imposed the penalty. The ban conveniently ended the day before his next regatta.

There was a lot of comment at the time, some commending Pym for taking action and others condemning him for his conduct. However, most agreed that the standard of race organisation that year was poor with the Finns having 41 starts in five days. So it also led to calls for better race management and jury action.

Pym, who eventually finished 18th in the 1972 Olympics, later went into offshore yachts, with many successes including winning Round the Island (Isle of Wight) overall in 1975 and the Quarter Ton worlds. He was also helmsman on Brian Saffery-Cooper's 'Dragon' for the winning '81 British Admirals Cup team. After retirement he became an official measurer for the RORC for all the IOR and then later IMS and CHS racing yachts.

However, from the day of the incident in Kiel, Patrick Pym was always known as 'Pym the Paddle'.



Photos: Taken from FINNFARE



# 2020 CALENDAR

WHILE EVERY CARE HAS BEEN TAKEN TO ENSURE ACCURACY HERE, YOU ARE STRONGLY ADVISED TO CHECK WITH ORGANISERS BEFORE PLANNING AHEAD. A LONGER LIST OF EVENTS AND LINKS IS AVAILABLE ON [FINNCLASS.ORG](http://FINNCLASS.ORG), OR CHECK THE RESPECTIVE NATIONAL ASSOCIATION WEBSITES.

## JANUARY

5/1	10/1	Australian Championships	Adelaide Sailing Club	AUS
17/1	21/1	Sail Melbourne	Royal Brighton YC	AUS
26/1	2/2	Miami World Cup	Miami	USA

## FEBRUARY

6/2	8/2	New Zealand Nationals	Worser Bay	NZL
7/2	9/2	Setmana Internacional	Valencia	ESP
15/2	16/2	Finn Midwinters West	MBYC	USA
26/2	1/3	Andalusian Olympic Week	Cadiz	ESP

## MARCH

7/3	8/3	N2	CN Palamos	ESP
13/3	15/3	Garda Trentino Finn Cup	Torbole	ITA
14/3	15/3	Challenge J Martin	CVML	FRA
15/3		Finn Cup	Harelbeke	BEL
19/3	21/3	Campeonato Ibérico	Vilamoura	POR
20/3	22/3	Midwinter One Design	Sarasota	USA
20/3	22/1	Aniversário 100 anos do ICRJ	Rio de Janeiro	BRA
21/3	22/3	Coppa Italia	Anzio	ITA
24/3	30/3	Russian Finn Cup, 2nd stage	Sochi	RUS
27/3	4/4	Trofeo Princesa Sofia	Mallorca	ESP
28/3	29/3	Blütenregatta Kalterer See	Kaltem	GER
28/3	29/3	Gulf Coast Championship	Fairhope, AL	USA
28/3	29/3	Coppa Bongo	Trieste	ITA
28/3	29/3	Regata della Fioritura	Caldaro	ITA
28/3	29/3	Finn Ouest Tour	SNO Nantes	FRA

## APRIL

4/4	5/4	Challenge J Martin	CV Centre	FRA
4/4	5/4	Tulpenrace (FFF)	Loosdrecht	NED
4/4	5/4	Gerhard Vellusig Memorial	Alte Donau	AUT
4/4	5/4	Capman Cup	Oberhofen	SUI
11/4	13/4	Easter Egg Regatta	Loosdrecht	NED
17/4	23/4	Russian Finn Cup, 3rd stage	Sochi	RUS
18/4	19/4	Scharrendijke RYCB	Grevelingen	BEL
18/4	19/4	Bosham Open	Bosham	GBR
18/4	19/4	N2	El Balís	ESP
18/4	25/4	Semaine Olympic Francaise	Hyerès	FRA
18/4	19/4	Finn Ouest Tour	CN Arradon	FRA
18/4	19/4	Alpe Adria Cup	Wörthersee	AUT
25/4	26/4	39. Jollenregatta	Mammern	SUI
25/4	26/4	Blåveisen	Oslo	NOR
25/4	26/4	Trofeo Dr. Schaer	Caldaro	ITA
25/4	26/4	Regaty Otwarcia Sezonu	Wolsztyn	POL
25/4	26/4	Sprintregatta	Kaag	NED
28/4	4/5	Russian Finn Cup, 4th stage	Taganrog	RUS

## MAY

1/5	3/5	Challenge J Martin	CV Centre	FRA
1/5	3/5	Copa España Finn	CN Entrepeñas	ESP
1/5	3/5	Nesselblatt	Steinhude	GER
2/5	3/5	Southern Area Championship	Lymington	GBR
2/5	3/5	Coppa Barone Durrfeld	Caldaro	ITA
2/5	3/5	Allianz Cup	Immenstaad	GER
2/5	3/5	Schwerpunkt Traunkirchen	Traunkirchen	AUT
2/5	3/5	Polyester Cup	Kastrup	DEN
10/5		VVW Finn	Galgenweel	BEL
8/5	10/5	Coupe Granchamp	CV Bordeaux	FRA
8/5	16/5	<b>GOLD CUP &amp; SILVER CUP</b>	<b>CNA, PALMA</b>	<b>ESP</b>
9/5	10/5	GKSS OCR	Gothenburg	SWE
9/5	10/5	N2 Trofeo Cornudella	CN Balís	ESP
9/5	10/5	Jungfrau Trophy	Romanshorn	SUI
9/5	10/5	Trofeo Mazzoni	Gravedona	ITA
13/5	19/5	World Cup Series Genoa	Genoa	ITA
15/5	17/5	Campionato Italiano Master	Talamone	ITA
16/5	17/5	Sweden Cup 1	Träslövsläge	SWE
16/5	17/5	Finnale (FFF)	Hoorn	NED
19/5	23/5	Medemblik Regatta	Medemblik	NED
22/5	24/5	Puchar PZŻ	Krynica Morska	POL



23/5	24/5	HISC Open	Hayling Island	GBR
31/5	5/6	<b>FINN WORLD MASTERS</b>	<b>PORT ZÉLANDE</b>	<b>NED</b>
TBC		Mediterranean Finn Cup	CV Calella	ESP

## JUNE

6/6	7/6	Coppa Italia	Castiglione	ITA
11/6	15/6	Russian Finn Cup, 5th stage	Novosibirsk	RUS
11/6	14/6	Austrian Nationals	UYC Neusiedler See	AUT
13/6	14/6	Zonale	Bracciano	ITA
13/6	13/6	Finn Ouest Tour	St Pierre Quiberon	FRA
13/6	14/6	Sweden Cup 2: USS regatta	Uppsala	SWE
14/6	21/6	World Cup Series Final	Enoshima	JPN
19/6	21/6	Texas Blue Chip Regatta	Corpus Cristi, TX	USA
20/6	21/6	Finn Cup	Platte Taille	BEL
20/6	21/6	Trofeo Fiesta Mayor	CN Vilassar de Mar	ESP
20/6	21/6	Open d'Aquitaine	Biscarrosse	FRA
20/6	21/6	Finn Duell	UYC Wolfgangsee	AUT
20/6	21/6	Coppa Italia	Gaeta	ITA
20/6	28/6	Kieler Woche	Kiel	GER
20/6	21/6	Summerregatta (FFF)	Sneek	NED
20/6		Regata Jorge Zarife	Rio de Janeiro	BRA
25/6	28/6	US National Championship	Corpus Christi, TX	USA
25/6	1/7	Russian Finn Cup, 6th stage	Tolatti	RUS
27/6	28/6	Campeonato de Catalunya	CN Vilassar de Mar	ESP
27/6	28/6	Finn Ouest Tour	St Jacut	FRA
27/6	29/6	Nord Cup	Gdańsk	POL

## JULY

2/7	6/7	Siberia Championship	Krasnoyarsk	RUS
4/7	5/7	Scottish Nationals	Solway YC	GBR
3/7	11/7	<b>EUROPEAN CHAMPIONSHIP</b>	<b>GDYNIA</b>	<b>POL</b>
3/7	6/7	Russian Finn Cup, 8th stage	Moscow	RUS
4/7	5/7	Niederhornkanne	Thun	SUI
4/7	5/7	Trofeo Scrimieri - Zonale	Bracciano	ITA
10/7	14/7	Championnat de France	Saint Pierre SRSP	FRA
10/7	12/7	British Nationals	Hayling Island	GBR
10/7	13/7	Russian Finn Cup, 8th stage	Tver area, Konakovo	RUS
11/7	12/7	Coppa Italia	Ancona	ITA
11/7	12/7	Helmuth-Gubi-Memorial	UYC Mondsee	AUT
11/7	12/7	Great Lakes Championship	North Cape	USA
13/7	19/7	South District championship	Sevastopol	RUS
17/7	19/7	Olympic Classes Regatta	Long Beach, CA	USA
18/7	19/7	Segelwoche	Thun	SUI
18/7	21/7	Travemünde Week	Travemünde	GER
19/7	21/7	Campeonato Iberia	Vilamoura	POR
23/7	27/7	Ural district championship	Chelyabinsk	RUS
24/7	26/7	Trofeo Seleto	CN Vilassar de Mar	ESP
24/7	26/7	Dutch-Polish Masters	Bad Saarow	GER
28/7	4/8	<b>OLYMPIC GAMES</b>	<b>ENOSHIMA</b>	<b>JPN</b>
29/7	3/8	Siberia regatta	Novosibirsk	RUS
31/7	2/8	Regaty Fair Play	Szczecin	POL



19/8	24/8	Open Russian regatta	Moscow	RUS
19/8	24/8	IUSC	Moscow	RUS
21/8	23/8	Open Danish Championship	Reersø	DEN
27/8	30/8	Open Swedish Championship	Karlstad / Skutberget	SWE
28/8	30/8	Puchar Yacht Club Rewa	Rewa	POL
28/8	4/9	<b>FINN EUROPEAN MASTERS</b>	<b>GDYNIA</b>	<b>POL</b>
29/8	30/8	Rofi Pokal	UYC Attersee	AUT
29/8	30/8	Randmeerrace (FFF)	Harderwijk	NED

## SEPTEMBER

5/9	6/9	Setmana Catalana de Vela	Hospitalet-Vandellós	ESP
5/9	6/9	Spéciale Finn	ACAL Plobsheim	FRA
5/9	6/9	Challenge J Martin	CV Centre	FRA
5/9	6/9	OBK	Kinrooi	BEL
12/9	13/9	Pacific Coast Championship		USA
12/9	13/9	Herbst-Cup	Schwerin	GER
12/9	13/9	Weinlese Neusiedl	UYC Neusiedler See	AUT
12/9	13/9	Dragør Open	Dragør	DEN
12/9	13/9	Unterseeepokal	Reichenau	GER
12/9	13/9	Sweden Cup 4: Sola Cup	Karlstad	SWE
16/9	20/9	Schweizer Meisterschaft	Grandson	SUI
17/9	20/9	Mistrzostwa Polski AOC	Gdańsk	POL
18/9	20/9	ONK en Master ONK (FFF)	Medemblik	NED
19/9	20/9	UK Masters	Christchurch	GBR
19/9	20/9	Torneio Jorge Bruder	Rio de Janeiro	BRA
21/9	27/9	Autumn Sails of Taganrog	Taganrog	RUS
26/9	27/9	Catalunya Master	CN Aiguablava	ESP
26/9	27/9	Mémorial A. Lehoerf	Socoa YC Basque	FRA
26/9	27/9	Finn Ouest Tour	YC Carnac	FRA

## OCTOBER

2/10	4/10	Trofeo Andrea Menoni	Malcesine	ITA
2/10	3/10	UK Inlands	Northants SC	GBR
3/10	4/10	Challenge J Martin	CV Centre	FRA
3/10		Bacon Cup	Veddelev	DEN
3/10	4/10	Romanshorn		SUI
8/10	11/10	North American Masters	Lake Travis	USA
9/10	10/10	Warsash Open	Warsash	GBR
10/10	12/10	Campeonato de Espana	Coruna	ESP
10/10	11/10	FinnMania	Biel	SUI
10/10	11/10	Finn-Finale	Wörthsee	GER
10/10	11/10	Boerenkoolcup	Loosdrecht	NED

## NOVEMBER

5/11	11/11	Russian Championship	Sochi	RUS
7/11	8/11	N2	CM Torredembarra	ESP
7/11	8/11	Challenge J Martin	CVML	FRA
10/11	11/10	Puchar Mazowsza	Zegrze	POL
10/11	11/10	Finn Herbstpreis	Alte Donau	AUT
15/11		Speculoosregatta	Galgenweel	BEL
17/10	18/10	Finn Coupe de Canet	Roussillon	FRA
17/10	18/10	Finn Ouest Tour	CV Sillé le Guillaume	FRA
24/10	25/10	Trofeo Bertacca	Viareggio	ITA
30/10	1/11	Mémorial P. Mondétéguy	CVB	FRA
31/10	1/11	Lebkuchenregatta	Oberhofen	SUI

## DECEMBER

5/12	8/12	Criterium de Finn	CN Islas Menores	ESP
14/12	18/12	Christmas Race	Palamós	ESP



## AUGUST

7/8	9/8	Olympic Classes Regatta	San Diego Yacht Club	USA
8/8	9/8	Toilet Bowl Regatta	Cazenovia, NY	USA
8/8	9/8	Harwich Town Open	Harwich	GBR
8/8	9/8	Sisikon		SUI
12/8	16/8	German Championship	Steinhude	GER
13/8	17/8	Siberia Cup	Krasnoyarsk	RUS
14/8	18/8	North Americans	CORK, Kingston, ON	CAN
15/8	16/8	Mem. Janusza Sadowskiego	Poznań (TBC)	POL
15/8	16/8	Benelux Championships	Scharendijke	NED



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