

FINNFARE

The official magazine of the International Finn Class

GOLD CUP TO WRIGHT
WORLD TOUR
LAND BASED TRAINING
WORLD RANKING LIST
TAILORING SAIL TO MAST



MARCH 2023

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Opening shot: Domonkos Nemeth at the 2023 Finn Gold Cup in Miami



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PRESIDENT'S LETTER

Dear Finn sailors,

Rob McMillan
IFA President
AUS 2



***You don't stop sailing Finn when you get old.
You get old when you stop sailing Finn.***

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SCAN ME



BACK ISSUES

Sets of back issues of FINNFARE dating back to the late 1990s are available in the Finn Shop. In total there are about 60 editions available, totalling more than 1500 pages. SET 1 covers all available issues from 1997 to 2009. SET 2 covers all issues from 2010 to 2019. There are at least 20 complete sets of all 30 issues. In addition, some sets of the Masters Magazine are available. It includes all copies from 2015 to 2020 (6 editions). See finnclass.org/shop



FUTURE CHAMPIONSHIPS

The following venues and dates are now confirmed.

2023 Open and U23 Europeans, Csopak, Balaton, HUN, May 12-18
2023 Finn World Masters, Kavala, GRE, May 26-June 2, www.finnworldmaster.com
2023 Finn Silver Cup, Gravedona, Lake Como, ITA, 15-21 July
2023 Finn European Masters, Campione, Garda, ITA, September 2-8, www.finnworldmaster.com
2024 Finn Gold Cup, Anzio, ITA, Early May dates TBC
2024 Finn World Masters, Puntala, ITA, May 17-24
2024 Open, U23 and Masters Europeans, Cannes, FRA 19-26 October
2025 Finn World Masters, Medemblik, NED, June 6-13

To bid for future events please contact the IFA Office.

IFA 2023 AGM

This will be held during the Europeans at Csopak. The key issues will be deciding the venues for the major events in 2025 and 2026. For the 2025 Finn Gold Cup there are bids from Aarhus, Denmark, and from Cascais, Portugal.

For 2026 there is an exciting bid from the Royal Queensland Yacht Squadron in Brisbane, Australia, for both the Finn Gold Cup and the Finn World Masters, combined with the Australian Championships.

The Agenda and supporting papers will be published on www.finnclass.org, together with proposed date and time, in advance of the meeting. Online voting may be made available for those members nations unable to send a representative to attend in person. There are unlikely to be any Class Rule changes this year.

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Europeans: YEAR.finneuropeans.org

Silver Cup: YEAR.finnsilvercup.org

Finnshop: finnclass.org/shop

Finn Masters: finnworldmasters.com

YouTube: finnclass.org/finn-tv

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Facebook Group: <https://www.facebook.com/groups/848887039847759/>

Instagram: [finnclass](https://www.instagram.com/finnclass)

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Cover photo: Ronald Van Klooster at the 2022 Europeans at L'Hospitalet • Inset: Ed Wright in Miami (Pics: Robert Deaves)



FINN-SPIRATION

Following the shocking fatal accident of Richard Blowman at the UK Masters Championship in 2022, British Finn was motivated to find a positive and lasting memorial to Richard's short but hugely enthusiastic time in the fleet. Hence, **'Finn-spiration', the Richard Blowman memorial project** was created.

It had been Richard's lifelong desire to race a Finn, but with a career working away on super yachts, it wasn't until 2021 that he was able to fulfil his ambition and buy a Finn.

Richard turned to the BFA to assist him to find a suitable boat and the members kindly helped out by procuring a good boat and plenty of advice on rigging and tuning. Richard made an impressive debut at the Warsash Open in 2021 and was all set to take six weeks off work the following year to train for the UK Nationals in Weymouth, followed by the World Masters in Helsinki. Sadly it was not to be. The shock of his passing was made even worse by the fact that Richard was a very fit 45-year-old, a keen sportsman and fundraiser.

The memorial project was created and the BFA raised enough funds – supported by Richard's family with very generous donations from BFA members plus contributions from Richard's friends and family – to buy his boat, now called **Finn-spiration**.

The BFA will lend it out to sailors keen to try a Finn and also to borrow for events. British Finn invites all interested sailors, maybe a U23 sailor who has outgrown their current class or anyone who is inspired to sail the ultimate single-hander.



FINN NEWS



2023 MASTERS MAGAZINE

In a change to the normal publishing schedule, there will now be two FINNFAREs each year, one at each end of the year, with the Masters Magazine moved to the summer.

The 2023 Masters Magazine will be published in June to include 2023 World Masters in Kavala. A media pack is on the website for those interested in advertising in the magazines or on the website



2023 CHAMPIONSHIPS

Entry is now open for all remaining major Finn Championships in 2023.

Open and U23 Europeans at Csopak
2023.finneuropeans.org

Finn World Masters in Kavala, Greece.
finnworldmaster.com

Finn Silver Cup Gravedona on Lake Como
www.finnclass.org

Finn European Masters Campione del Garda
finnworldmaster.com



ED WRIGHT

Following his win at the 2023 Finn Gold Cup in Miami, Ed Wright was immediately selected for the Sailor on the Month competition, recognising his amazing legacy in the class, now spanning 18 years, two world titles and two European titles, and a lot more besides.



FINN WORLD RANKING LIST

After months of development, the Finn Class launched its new World Ranking list in October 2022. The latest world rankings can be found at the end of this issue. They now include more than 1100 sailors from nearly 40 nations.

Laurent Hay (above) was the No 1 on the first release and maintains that position on the second release in March 2023. The ranking list provides an excellent illustration of the spread, popularity and energy within the class at the moment.

The new Finn World Ranking list is part of the class's longer term global event strategy that will be designed around inclusivity, cross border cooperation with calendars and with a focus on supporting national associations across the world. It also provides the class with a unified platform to promote events, sponsors and sailors.

The overriding concept is one of an inclusive and accessible initiative that promotes and supports a global 'World Tour for Finns' through all of IFA's member countries.

The Finn World Ranking list is based on each sailor's best five events over a two year rolling system and aims to include results from as many events around the world as possible along with the major class championships. A full explanation of the platform can be found on <https://finnclass.org/ranking>



SOCIAL MEDIA

If you haven't checked out the Finn Class social media platforms lately, then it's worth a look. Relive the live stories on our Instagram page @finnclass at various events by finding these buttons on our Instagram page - lots of photos, chat and reels each day.



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#FINNTALKS

Every month there is a new #Finntalks on the Finn Class YouTube channel. These are well worth a watch. Previous interviews include Zsombor Berecz, James Lyne, Sjoerd Hofland and Peter Sangmeister and there are some coming up you do not want to miss...
<https://finnclub.org/finn-tv/finntalks>




DOUBLE EVENT IN MAY 2023

In May 2023 there is an opportunity to sail two major regattas back to back at two great venues. From May 12-18 the 2023 Open and U23 Europeans will be hosted by Procelero SE at Csopak on Lake Balaton, in Hungary, the home club of 2020 silver medallist Zsombor Berecz. After a few days off, the 2023 Finn World Masters, is being held from May 26-June 2 in Kavalá, Greece. This scheduling allows two great regattas within a three-week block, with enough time for travel and rest between. Already there has been huge interest from those from outside Europe in taking part in both events. The event website for the Open Europeans will be at 2023.finneuropeans.org, while lots of information about the Finn World Masters can already be found at finnworldmaster.com




FINN TRAINING CAMPS

Two Finn training camps are being held prior to the Europeans at the same venue, Procelero Sport Club in Csopak, Hungary, run by Ian Ainslie and Zsombor Berecz. Camp 1 is from 17-21 April and Camp 2 is from 10-5 May. More info at 2023.finneuropeans.org



PHOTOS

Most of the photos in this issue and from the major events can be obtained as prints or downloads from:
<http://robertdeaves.smugmug.com>



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www.finnclub.org/shop



MIAMI GOLD (CUP) FOR ED WRIGHT

*In Miami in January 2023,
Ed Wright won his second
Finn Gold Cup. 58 sailors
from 16 nations took part*



Back in the day, Miami OCR in January always marked the traditional start of the northern hemisphere Finn season, so it with some pleasure that the Finn class returned there for the 2023 Finn Gold Cup, the first time it has ever been held there, and for many sailors the first time in Miami. The host Club was the Coconut Grove Sailing Club.

In a fleet of 58 sailors from 16 nations, Ed Wright won the world title that he last won in 2010, just over 12 years previously. The first day, for the practice race and the final day were lost with very light wind, but the fleet sailed eight great races to determine the title. It was a massive effort from the national class, the international class and the club to make sure everything went smoothly, with three containers from Europe containing a number of charter boats as well as sailor's own boats.

DAY 1

Wright opened with two bullets. After the opening day, Domonkos Nemeth was second, while Federico Colaninno was third. After a very hot and sunny week, an overnight change in the weather brought much cooler conditions with moderate north-westerlies from 12-18 knots, and a lot of cloud cover. Both races got away first time with two windward-leeward courses.

Wright led around Race 1 in the strongest wind of the day with Nemeth recovering from around 15th at the first mark to place second, with Colaninno in third. The wind decreased and became more unstable for the second race. Initially the left was looking good then a big shift to the right changed the front. Laurent Hay led from Peter Sangmeister and Colaninno. Wright rounded in sixth but gybed off down the run and was soon in the lead, extending for a comfortable win. Nemeth again finished second after a close battle with Colaninno.

James Golden, from Annapolis, is part of the US Olympic development team and only entered the event at the last moment and this was his first day ever in the Finn. He sits in ninth overall. "I signed up just a few days ago, my friend Peter [Sangmeister] gave me an opportunity to come sailing. I was coming down here to sail in the Clearwater OCR next weekend, in the Laser and I was given an opportunity to go sailing and I had to do it. I'm just glad to be here. It's a very physical boat and I had a lot of good fun pushing the limits, working hard."

Wright had not sailed a Finn regatta since the 2019 Finn Gold Cup in Melbourne but was very happy to be back in the boat. "It's



lovely to be back in the Finn, I did some training last week and then I entered the Finn Gold Cup and I'm enjoying every minute so far. It's very tricky out there. By the second race it was getting trickier with lots of shifts, lots of pressure differences and it was quite interesting to see those little bands going down. It adds to the fun, doesn't it?"

DAY 2

It was breeze on for Day 2 and after two more races Wright, from Britain extended his lead. Nemeth, stayed in second while European champion, Miguel Fernandez Vasco moved up third. With the windiest forecast of the week, it was a blustery day on Biscayne Bay with winds up to 17-18 knots, but still a lot of cloud cover and patchy sunshine. The wind was also further round to the east with slightly bigger seas. It was a tough, but exciting and exhilarating day for everyone.

Colaninno made the best of the first beat in Race 3 and rounded the first mark overlapped with Nemeth and these two sailed off downwind with Wright, who rounded fifth, chasing hard. Nemeth had the lead by the bottom, but then managed to capsize. Wright and Colaninno split gate marks but the Italian had a good final upwind to lead down to the finish to win his first ever Finn Gold Cup race. Wright crossed second with Vasco in third. Nemeth finally crossed in fifth.

1	GBR 111	Ed Wright	1	1	2	1	3	2	12	1	11
2	HUN 80	Domonkos Nemeth	2	2	5	2	1	4	15	6	22
3	ESP 161	Miguel Fernández Vasco	4	4	3	5	2	6	ret	2	26
4	FRA 75	Laurent Hay	8	5	8	3	7	3	3	5	34
5	ITA 171	Federico Colaninno	3	3	1	dnf	4	1	20	3	35
6	USA 186	James Golden	6	13	10	19	9	7	1	13	59
7	USA 16	Rodion Mazin	12	6	4	6	6	17	10	21	61
8	BRA 53	Pedro Trouche	7	17	9	8	5	11	7	15	62
9	ITA 40	Marko Kolic	10	ocs	7	4	19	12	2	14	68
10	BRA 32	Pedro Lodovici	9	7	14	9	16	9	38	10	74
11	FRA 99	Marc Allain des Beauvais	16	20	12	13	25	8	6	7	82
12	USA 69	John F Dane	14	11	32	14	10	19	14	22	104
13	AUS 22	Paul Mckenzie	5	10	12	7	ocs	5	ufd	9	107
14	FRA 38	Michel Audoin	24	19	20	16	17	25	4	19	119
15	USA 81	Jack Jennings	11	14	19	12	ocs	13	26	26	121
16	USA 5272	Chris Raab	21	23	40	20	20	14	13	12	123
17	NZL 2	Ray Hall	15	12	16	22	12	26	22	29	125
18	USA 7	Nikita Mazin	dnf	25	27	28	15	10	16	18	139
19	USA 58	Caio Gerassi	26	22	35	23	28	ocs	5	4	143
20	USA 1138	Scott Griffiths	31	18	15	15	22	15	32	44	148
21	NED 977	Sjoerd Hofland	13	15	25	21	29	27	29	ufd	159
22	USA 19	R. Phillip Ramming	20	36	24	27	11	36	41	8	162
23	USA 9	Rob Coutts	22	26	11	17	ocs	32	18	38	164
24	SUI 99	Laurent Chapuis	29	32	18	26	24	23	17	33	169
25	USA 96	John Dane III	27	30	30	dnf	18	30	11	25	171
26	USA 86	Peter Sangmeister	17	8	34	dnf	8	21	25	ufd	172
27	NED 68	Joost Houweling	ocs	9	13	10	13	35	36	dsq	175
28	POR 73	Nuno ES Silva	18	16	21	11	ocs	34	dne	16	175
29	USA 117	Michael Mark	28	21	28	34	23	44	13	32	179
30	USA 64	Dave Martin	33	33	22	24	21	20	34	35	187
31	UKR 7	Anatolii Nosar	30	24	23	29	14	37	31	37	188
32	USA 741	Andrew Kern	25	31	17	25	35	29	scp	27	189
33	NED 67	Remko Boot	19	29	31	33	32	28	28	23	190
34	CAN 11	Jim Cameron	43	27	29	30	37	16	9	ufd	191
35	USA 89	Schaeffer Dane	35	34	38	39	26	24	21	24	202
36	USA 40	Charles Rudinsky	40	42	37	41	31	22	19	17	207
37	USA 47	Robert Kinney	32	28	41	31	27	31	30	30	209
38	GBR 9	Tim Tavinor	ocs	35	26	18	30	39	43	39	230
39	USA 61	Lee Hope	36	49	44	42	34	33	24	28	241
40	UKR 15	Vadym Zadvornov	39	37	33	35	38	40	36	40	258
41	USA 74	Henry Sprague	23	ocs	39	32	33	18	dnc	dnc	263
42	USA 101	Peter Frissell	42	47	45	45	46	dnc	8	34	267
43	BRA 44	Fabiano Vivacqua	38	45	46	dnf	40	38	37	31	275
44	POL 151	Jakub Micewski	49	39	42	40	39	43	45	41	289
45	USA 32	Charles Heimler	50	46	50	dns	45	42	27	36	296
46	USA 76	Ricardo Vadia	41	40	47	ret	44	48	35	42	297
47	USA 3329	Andras Nady	44	48	43	37	43	41	42	51	298
48	USA 303	Joe Chinburg	37	44	36	36	dnf	dnc	45	43	300
49	USA 154	David Hickman	48	43	dnf	38	42	47	40	45	303
50	USA 11	Julian Bingham	47	38	49	44	41	45	scp	46	310
51	USA 79	Eduardo Vadia	ocs	52	48	43	36	ocs	dns	17	314
52	VEN 1	Gabriel Aguilera	45	41	51	dnc	47	46	46	ufd	335
53	USA 975	August Miller	51	53	dnc	dnc	49	50	33	50	345
54	USA 3	David Branch	46	51	dns	dnc	48	49	48	48	349
55	USA 62	Larry Suter	dnc	dnc	dnc	dnc	dnc	dnc	41	20	356
56	USA 31	James DeWolfe	34	50	dnc	dnc	dnc	dnc	dnc	dnc	379
57	USA 13	Kay Statz	dnc	dnc	dnf	dnc	dnc	dnc	44	47	386
58	USA 316	Clay VanNortwick	dnc	dnc	dnc	dnc	dnc	dnc	53	49	397



L-R: FEDERICO COLANINNO, JAMES GOLDEN, LAURENT HAY, RODION MAZIN, DOMONKOS NEMETH, ED WRIGHT, MIGUEL FERNÁNDEZ VASCO, PEDRO TROUCHE, MARKO KOLIC, PEDRO LODOVICI

Race 4 started after a general recall and again Colaninno led at the top from Nemeth, with Wright very close in third. Unfortunately, Colaninno then had gear failure with his boom bolting exploding and pulled put. Wright passed Nemeth downwind and extended for a big win. Nemeth crossed second with Hay having a great race to cross in third.

Colaninno was ecstatic about a Finn Gold Cup race win. *"I won the first race, after a tight battle with Ed Wright and I got a nice first place. On the second race I rounded the top mark in first and twenty seconds after my boom pin exploded. It something that unfortunately I can't control, it happens and now I can only think about tomorrow. Winning a race in the Gold Cup is something special. It's an unbelievable feeling."*

The event was supporting a revival of the class in the USA. A number of new boats were imported for the event and for charter, so the fleet has been boosted by these boats. In addition, a new boat project during the pandemic is about to bear fruit and the first US built boats for a generation will soon be available. For many years the US built Vanguard was the boat of choice and it was lovely to see Peter Harken around the boat park and talking to the sailors.

US Finn Secretary, Rodion Mazin, said, *"I absolutely enjoy having the fleet here. It's amazing, you know. First of all it's such an opportunity for the Finn fleet to show numbers in the US. We've already seen it in the last couple of years, how much Finn promotion is going on and how much stronger the US Finn fleet is becoming, so the more international events we have, the more people can look forward to competing in these events. It's like a pinnacle, Masters Worlds, Gold Cup. It's an amazing opportunity for us."*

DAY 3

After two days of very cloudy conditions, the Sunshine State started to live up to its name again on Bacardi Race Day, the third day of



the 2023 Finn Gold Cup. Wright maintained his lead, but the race wins for Nemeth and Colaninno closed the gap on Wright and created a fascinating three-way battle at the top with the next two days forecast to have light winds.

On arrival at the race area there was a nice 13-14 knots warm breeze, which shifted and decreased through the day, Race 5 was sailed under Oscar for free pumping, but this was removed for Race 6 as the wind dropped to 8-9 knots and much more cloud cover.

Pedro Trouche led at the first top mark in race 5, but Vasco moved from second at the top to a nice lead by the gate. He held it up the second beat, but on the final downwind Nemeth closed the gap and moved into the lead just before the finish. Wright crossed in third.

Colaninno was the undisputed winner of Race 6, leading all the way for his second win of the week. Much of the fleet including Wright overstood on the left and though he rounded around seventh and was up to second by the gate but couldn't match the Italian's pace. Hay was also quick around the course in the lighter winds, to secure third place and end the day in fifth overall.

Nemeth said, *"Today we had two good races, the first one was free pumping. I managed to do a good start and keep my pace. I scored a first by beating Miguel on the last downwind. I surfed pretty good, so it was nice. The second race was a bit more challenging because the wind dropped to 8-10 knots, so we didn't have pumping. It was very shifty, and you had to find pressure all the time. I didn't do very well in the first upwind, but I was very lucky because everyone was passing by and going over the lay line on the left line, so in the end I got fourth. Miami is really cool. And the organizers here are really putting their hearts in, everything is really good."*

Trouche was thoroughly enjoying his return to Finn sailing. *"I sold my boat in 2016 and I had the opportunity to sail this championship because my skipper in the Star class, Jack Jennings, let me use his boat, as he has two. I am super happy to be back in the class. I have a lot of friends in Miami, it's a kind of second home for me and I am still learning about the racing area, which is very good for me as we have a lot of Star class events during the winter here, it's a very nice combo."*

DAY 4

Further light winds on Day 4 produced the expected mix of results. However, Wright extended his lead to 11 points from Nemeth while Vasco was back up to third. With winds never more than 8-9 knots and patchy lanes all over the course the conditions played havoc with the fleet and many sailors paid a heavy price. On the flipside there were some new names at the front. The race wins went to James and Wright. Hay had the best of the day with a third and a fifth to move up to fourth.

In Race 7, Jim Cameron led at the top from Michael Mark and

Golden, both from the USA. Golden was soon in the lead and sailed away from the fleet for a huge win. While Cameron slipped to ninth, Marko Kolic moved up to second with Hay in third.

All the regatta leaders were deep at the top mark. Wright made the best recovery from somewhere in the 40s to 14th at the finish. Colaninno could only make it up to 20, which he had to count after the earlier retirement. In addition, Vasco picked up a second yellow flag had had to retire from the race.

Vasco soon made amends and led round the top mark in Race 8, with Wright close behind. They rounded the gate overlapped but Wright pulled out on the second upwind to lead down to the finish as the wind dropped to 4-5 knots. Vasco crossed in second to move up to third overall, while Colaninno crossed third.

Vasco said, *"Today was a difficult day, because the light wind was terrible and very shifty. In the first race, when I was in 11-12, I got a second penalty by the jury right when I was crossing the finishing line, so I had to retire from the race. In the second race I started very well by the pin. I went straight to the left, and I arrived first at the top mark, but Ed Wright was super-fast and he overtook me on the downwind. In the second downwind we had a battle for the top and at the end I finished second. Right now I am sitting in third overall, tomorrow is the last day and it will be as difficult as today."*

"Miami is fantastic, it's a super location for sailing and the organization is super. Every day we have free meal after the racing, and everything is perfect. The level of the fleet is so high; you can never breathe too much because in one tack you can lose so much."

Caio Gerassi had a great day with a fifth and a fourth. *"This was the trickiest part, if you missed one pressure you fell behind very quickly. I think I did well by being in the pressure all the time. I was in low mode pretty much all the time, trying to get the next pressure and that worked out."*

"This event is being amazing, the people here have all welcomed me, especially the people from the Coconut Grove Sailing Club, which is actually what opened the door for me to come back sailing the Finn. It's been a pleasure sailing my biggest Finn event in this club, plus the conditions are amazing and sailing against the top guys is just amazing."

DAY 5

By the fifth day the wind had had enough and racing was abandoned fairly early, handing the 2023 Finn Gold Cup to Ed Wright. Domonkos Nemeth went one better than 2022 to take the silver while European Champion, Miguel Fernandez Vasco took the bronze.

Nemeth said, *"It's been a really nice week in Miami. We were sailing really good, with very nice conditions. It was really nice sailing with super good people, the organisation was really good, I really liked it and I hope to see more of these sailors at the Europeans."*

"I am super happy with the silver medal. It's really thrilling to be honest, super good guys were here and it was really tight at the end. I am happy to compete against these guys and it was good to test my skills in another boat, [he sailed the TT2 this week] which I am not used to. It was good to test my skills also in the lighter winds. I am really happy with my sailing to be honest."

Fernandez Vasco was elated with the bronze, coming just four months after the European title.

"I am really happy because in three months I have won the Finn Europeans and now I finished the Finn Gold Cup in third, so it's a dream for me. I am taking nine months break also because I haven't really stopped sailing from the previous Gold Cup and this Gold Cup was very close to the Europeans, so it's a lot of time that I've dedicated to the Finn. Miami is fantastic. If we do the Gold Cup another time here, I will come back for sure."

Ed Wright last won the Finn Gold Cup 12 years ago in San Francisco, the longest gap in Finn Gold Cup history for first and second titles.

"Many times I've been second or third, so probably I've been knocking on the door a bunch of times; it's a nice feeling to win it again. It was a stressful day with very light winds, but we didn't race today in the end so by default I got the win. It's been a fun week and it's nice to be back after a few years off the boat, I think it was



GUS MILLER, THE OLDEST PERSON EVER TO SAIL A FINN GOLD CUP FINISHED 53RD OVERALL. THE HIGHLIGHT WAS RACE 7 WHEN HE ROUNDED THE TOP MARK IN THE TOP 20 TO WHOOPS FROM THOSE WATCHING THIS REMARKABLE SAILOR. HE FINISHED 33RD IN THAT RACE. EVEN AT 87 YEARS OLD HIS MARK ROUNDINGS WERE FLAWLESSLY SMOOTH, AND HE EVEN HAD HIS LUFF CURVE RECUT PRIOR TO THE EVENT, CRITIQUING IT WITH HIS EXPERIENCED EYES. HE INSPIRED ADMIRATION AND AWE FROM ALL THE OTHER COMPETITORS, MANY OF WHOM HELPED HIM GET AFLOAT EACH DAY.

2019 the last time I was in the Finn, so it was really nice racing, and I really had a nice week."

"The other guys have definitely picked up the level by training hard and there's a couple young sailors that are improving. Coconut Grove Sailing Club put together a great event, the race officer was outstanding this week, really hats off to her and everything went amazingly, it was a well-oiled regatta."

For the American fleet the event was hopefully been a catalyst for further growth and development, and it is healthier now than it has been for a long time with growing numbers, new boats and a new builder on the horizon.

Through the week the fleet has been joined by other icons of American Finn sailing, John Bertrand did some coaching, Cam Lewis turned up and recounted many colourful stories to the younger sailors and Peter Harken also showed up for a while.

Coconut Grove Sailing Club were amazing hosts with a huge band of enthusiastic volunteers made the event remarkable with food and the Bacardi Bar available off the water every day. The race management was impeccable, the hospitality was second to none, the Miami weather delivered, and everyone had a finntastically fun and memorable regatta. Everyone who made the effort was rewarded with an awesome event on and off the water. The Finn class and Finn culture lives on and goes from strength to strength.

Ed Wright remains world champion for 17 months with the next Finn Gold Cup heading back to another old Finn haunt, at Anzio in Italy, in May 2024. We are looking forward to it already...





TAILORING THE FINN SAIL TO YOUR MAST

*MIKKO BRUMMER, FROM WB-SAILS
DISCUSSES THE IMPORTANCE AND
METHODS OF MATCHING YOUR SAIL TO
YOUR MAST - AND YOUR BODY*

The title is incomplete: Apart from the mast, it is equally important to tailor the sail to the sailor, yourself. It all starts with what naval architects call 'the righting moment'. It depends, in addition to weight and height, on your physical condition: If you are young and fit, you can hike further out and for extended periods without resting. That is your hiking power.

The Finn righting moment has been investigated thoroughly: in 2009, Paul Iachkine built a frame that fit the hull of the Finn in it. With the help of Thomas Le Breton and Jonathan Lobert, he investigated the effect of sailor height, weight and the toe strap position on the hiking power and righting moment of the Finn sailor. The Finnish master Jukka Partinen constructed a hiking bench with a digital scale and demonstrated how your righting moment could easily vary by 20 per cent, depending on your posture and stance. Read more about this in the Finn Masters Magazine & Yearbook 2015.

Technically, your righting moment is the product of your weight and the distance on your centre of gravity from the centre of buoyancy of the boat. It must cancel the heeling moment from the sail to keep the boat upright. When heeling,



The screen dump from the design software reveals the complex relationship between your hiking power, mast stiffness and leech tension. With this as input, it tells how the standard luff curve needs to be adjusted to give you the best fit possible. Adjustments of just a few millimetres do make a difference.

the centre of buoyancy moves leeward, increasing your righting moment slightly, and the effective sail area is reduced, lowering the heeling moment.

From hiking power to tension

The righting moment, a measure of your hiking power, determines a suggested leech tension for your weight, height and mast. This correlation is empirical and nonlinear; there is only so much you can compensate for differences in size and hiking leverage in the Finn, overpowered with nearly 11 square metres of sail. Leech tension is probably the most important single trim number for the Finn. With the leech tension, we determine a mast bend and rake value, largely following a procedure presented by Professor Alain Michaud.

The 3-dimensional shape is introduced into the sail in two ways:

- By shaping the seams, often also called the mould shape. The mould shape comes in our different designs: Classic, Neo, Bmark etc.
- With the luff curve: More luff curve means a fuller sail, which will open its leech later as the wind picks up. The distribution of



A young Jonathan Lobert performing hiking tests at École Nationale de la Voile in Quiberon in 2009.

the luff curve between the bottom/middle/upper part of the sail is also critical. In the top section, where the sail is narrow, 2 mm makes a difference, while down low, where the sail is wider, a few millimetres difference is ironed out by adjusting the inhaul. The mould shape is cut into the sail and cannot be flattened without distorting the sailcloth. The luff curve, however, is absorbed by the mast bend, gradually flattening the sail. You can transfer cloth from the mould shape into the luff



To ensure a perfect fit, a 50 mm allowance is left on the luff and the leech and hand-finish them after the desired luff curve has been drawn on the assembled sail. The leech line is sewn in simultaneously, batten pockets only after the leech is completed.

curve, though, by using the cunningham aggressively. The mould shape itself influences how effectively this transfer works - amongst the WB designs, the Neo is more responsive to the cunningham than the Classic.

Determining the luff curve

Our design software solves the complex relationship between your hiking power, mast stiffness and leech tension. The aim is to have everyone starting on the same line in 8 kn of wind, with a nearly similar sail shape, when you have pulled the boom to the gunnel and are beginning to hike. Nothing happens with the sail until the wind pressure exceeds the tension on the leech: For a smaller, lighter sailor with less leech tension, the sail will start depowering sooner than for the heavyweight. Remember that



The heeling force of the sail increases as the square of the wind speed, and with it, so does the heeling moment. To cope with this the sailor can

- Hike further out (up to a certain limit)
- Point higher to decrease wind angle
- Ease traveller to reduce wind angle
- Flatten the sail to lessen power (these 3 all have a linear only effect on the force)
- Open the leech of the sail to twist it. This brings the centre of effort down, allowing a larger heeling force for the same moment) Mast bend, both fore and aft and sideways, notably in the top part, helps with this.
- Raise the centreboard to reduce the heeling arm. On the Finn the effect is not very significant.
- Allow the boat to heel. Moves the centre of buoyancy to leeward, increasing righting arm, and reduces effective sail area & angle. A last resort before capsizing ;-).

The sail heeling force can only be about one third of the hiking force of the sailor, as it has a lever roughly three times as long.



The 3-dimensional shape is built into the sail in two ways:

- By shaping the seams, often also called the mould shape. The mould shape is defined in WB sail models, Classic, Neo, Bmark etc., all corresponding to a slightly different shaping.
- With the luff curve: The luff curve is an extra amount of cloth added to the sail's luff. When set into a straight mast, the luff curve adds considerably to the sail's shape, especially in the upper part where the sail is narrower. As the mast is bending, it progressively consumes the luff curve until all of it is depleted. The sail starts to support the mast more and more, preventing it from bending excessively.

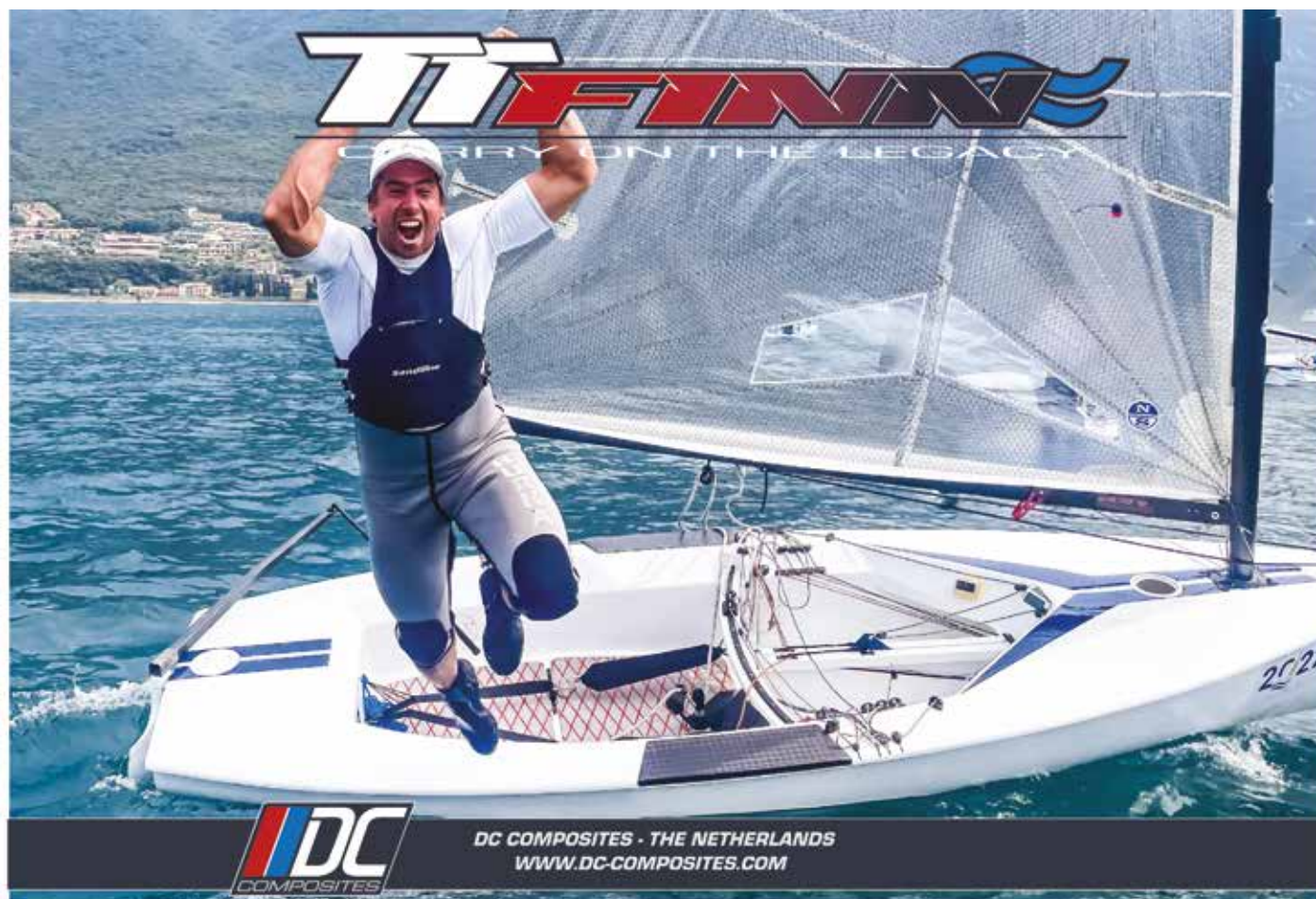
tensioning the boom on the gunnel is an adjustment of its own. If you pull the boom lightly on the deck, it will bend off the deck with some leech pressure. If you tighten the sheet and pre-bend the boom against the deck side, it will not give in a gust, and the mast will release power instead.

Individual tailoring

To allow us to tailor the sail to your mast and morphology, every sail is cut with a 50 mm allowance both on the leech and the luff side. This is to ensure that the sail is always the maximum size allowed by the rule. The leech and the batten pockets must follow when the luff curve is changed. Less luff curve means more leech roach and vice versa. In terms of €, this is costly: Some sailcloth is wasted, and most of all, more than one extra hour of labour is needed when both sides of the sail are finished manually, and the cross measurements must be checked. In a more economical approach, one could have 3-4 different patterns for different mast bends, with both the luff and leech finished by the laser cutter, and pick the one that fits closest to a particular sailor. That's not how WB has chosen to cut its sails for a perfect match.



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ATTRACTIVE VENUES ON THE HORIZON

There is a great range of venues over the coming years. For the rest of 2023 the Open and U23 Europeans returns to Lake Balaton, in Hungary, but at a new venue for the class, Csopak. The event was scheduled to allow sailors to continue on to the Finn World Masters in Kavala, Greece the following week.

Those Finn Masters who went to Kavala in 2015 will remember an amazing week of sailing, hospitality and Greek food and wine. The venue will be the Sailing Club of Kavala MP, located about 12 km west of the town of Kavala. The sandy beaches of Nea Iraklitsa are a major summer tourist destination in Northern Greece and it is undoubtedly one of the most picturesque tourist resorts in the region of Kavala. Launching will be from the beach and there is space for campers and ample accommodation in the town.

Finally for 2023, the 2023 Finn European Masters heads to Campione del Garda on Garda (below), and hosted by Univela Sailing, which has been open since 2012 and hosts many training camps and regattas. Campione del Garda is a unique place on the north-west side of the Lake Garda with specific wind conditions, which are perfect for sailing. Univela includes a hostel, a restaurant and coffee bar, parking, an 850 meters wide ramp, drying room, and gym.



2024 Finn Gold Cup

Looking ahead to 2024, many 'older' Finn sailors will remember events in Anzio in the 1970s and 1980s. Famed for its great conditions, the fleet last visited Anzio for the 2019 Silver Cup, which produced some fantastic sailing in Anzio's renowned waves. The championship will run just before the Finn World Masters in Puntala, just a 3.5 hours drive to the north. Two iconic events in two iconic venues.



2024 Finn World Masters

The 2021 Finn World Masters should have been in Punta Ala, Italy, ten years after it was last held there. It is remembered as one of the best venues the Masters has ever visited. Unfortunately, due to COVID-19, the organisers felt that they would not have been able to commit in 2022, and they were fully booked with events in 2023, so the Masters Committee offered it for 2024.

It will be organised again by the Centro Velico Punta Ala at the beautiful PuntAla Camping Resort, a 27 hectare camping site and holiday park located in a Mediterranean pine forest adjacent to the an unfeasibly beautiful and long beach.

During the summer months there is a regular afternoon thermal breeze, which makes sailing pleasant and fun. The organisation has held many other international events over the years.

2024 Open, U23 and Masters Europeans

The 2024 Open, U23 and Masters Europeans will return to the Yacht Club de Cannes, 20 years after the same club held the Finn World Masters. The host club will be the Yacht Club de Cannes, which has also organised the Semaine Internationale des Finn for many years.

Located at the Pointe Croisette, the Yacht Club de Cannes is located in one of the most attractive Mediterranean destinations, with spectacular beaches in addition to the Vieux Port and Le Suquet, which bring a picturesque supplement to the area. There is a huge range of accommodation in Cannes, from upmarket hotels to budget conscious apartments. Everyone can find accommodation that suits them according to his budget, with most bookable online.

Today there are 25 Finns based at the YC de Cannes where many regattas are organised throughout the year, including the for the International Finn Week since 2003.

In 2004, the Yacht Club De Cannes was the host of the Finn World Masters with 192 competitors.



2025 Finn World Masters

And then we return to Medemblik. Twice the Dutch had to cancel events because of Covid, so we hope this is third time lucky. The organisation is always underway and we can be sure the Dutch will make it a top class event on and off the water and already planning for 300-400 boats.

Looking further afield, other events will be decided at the 2023 AGM in Csopak, with some strong bids at many great venues, including a possible excursion to Australia. Whatever you want there is sure to be an event near you, or well worth the travelling to attend. We cant wait.



POSTCARDS

FROM MIAMI

wish you were there?



EUROPEAN TITLES FOR FERNANDEZ VASCO AND GIOVANELLI

61 FINNS HEADED FOR SOME AUTUMN SUNSHINE AND IDYLIC SAILING AT CLUB NÀUTIC HOSPITALET-VANDELLÒS ON SPAIN'S MEDITERRANEAN COAST

The 2022 Open Finn European Masters Championship returned to Club Nàutic Hospitalet-Vandellòs, at Hospitalet de l'Infant, 26 years since the Finn class held the Europeans there in 1996. The home nation's Miguel Fernandez Vasco took the Open European title while Italy's Giacomo Gionvanelli won the European Masters title from a fleet of 61 sailors from 16 nations.

After being rearranged at the last moment from Kiel, prospects were not looking good pre-event with a week of very light winds, however for a change on the first day of racing the breeze arrived and stayed more or less for the rest of the week.

DAY 1
Fernandez Vasco took the early lead from Laurent Hay and Paul McKenzie from Australia in third. The championship opened with two unexpectedly spectacular races in 8-12 knots and some great racing. A huge thunderstorm overnight had deluged the town and left heavy cloud cover, and soon after 12.00 a postponement was raised. However, within 30 minutes a solid south-easterly had filled in and the fleet was launched. Both races got away first time.
In race 1, Hay rounded the top in the lead, just ahead of Christoph Burger and Fernandez Vasco, and extended that lead to take a comfortable victory. With the wind increasing, the second beat was extended, and Oscar flag was raised for free pumping. Burger held off Fernandez Vasco for a while but eventually the Spaniard broke through to take second, while the new Spanish champion, David Terol, also passed Burger to take third.
The right was again favoured in Race 2, with McKenzie starting at the boat end to take advantage of a big right shift. He held a comfortable lead at the top from James Bevis and Fernandez



Vasco. McKenzie sailed away for a big win, while Fernandez Vasco passed Bevis on the second upwind, finishing in that order.
Hay said, "It was a perfect day because the wind was more than expected, so for the first race we had free pumping on the second downwind leg and on the second race there was a big shift on the right just after the start. I was in the middle so it was not so good, but I improved. I finished fourth and that's ok for me for this day."
McKenzie said, "It's a pretty good fleet, with some top guys. The forecast, when I looked at it this morning, was 8 to 12/14, and I know that in the Mediterranean you don't need that much wind for good waves. So I guess we only had about 10 to 12, maybe 8 sometimes on the first upwind of the first race, but the waves were there all the time and that's what I like."
"The second race was easy, I had a good start, got on the first shift in phase and I had a big lead at the first mark and it was the easiest race I've had for years."

DAY 2
There was no change in the top three after the second day, but it was defined by changeable winds and a close and intense battle between Fernandez Vasco and Hay, resulting in Fernandez taking a two-point lead after four races. The race wins went to Gionvanelli and Fernandez Vasco.
The day started early in an offshore breeze, with James Bevis and McKenzie showing the fleet round the course, but on the final beat the wind went all funky and boats were heading in all directions so the race was abandoned and the fleet sent home



1	ESP 161	Miguel Fernandez Vasco, S	2	2	3	1	9	4	(14)	21
2	ITA 202	Giacomo Giovanelli, M	(12)	10	1	11	1	1	4	28
3	FRA 75	Laurent Hay, GM	1	4	2	3	(18)	5	13	28
4	FRA 96	Florian Faucheux, GM	8	6	5	(bfd)	15	3	1	38
5	NED 29	Bas De Waal, GM	11	(23)	6	8	4	8	5	42
6	SUI 7	Christoph Burger, M	4	(16)	16	4	3	11	7	45
7	POR 21	Filipe Silva, M	9	7	(28)	13	2	10	10	51
8	ITA 1071	Matteo Iovenitti, S	15	5	29	2	(32)	2	3	56
9	FRA 61	David Huet, M	5	8	4	15	10	14	(18)	56
10	ESP 7	David Terol Albaladejo, M	3	9	(25)	12	22	9	9	64
11	BRA 97	Ricardo Santos, GM	7	18	24	7	(43)	7	6	69
12	GBR 74	Lawrence Crispin, GM	10	(ufd)	26	6	13	18	2	75
13	BRA 11	Robert Rittscher, GM	22	stp	13	19	(25)	12	25	107
14	NED 43	Ronald Van Klooster, GM	16	21	(27)	18	26	6	22	109
15	FIN 201	Kristian Sjöberg, GGM	14	17	12	(bfd)	28	22	16	109
16	NZL 16	Tom Dodson, GGM	18	11	9	(bfd)	30	21	31	120
17	POR 61	Fernando Bello, GGM	(47)	30	8	27	8	29	19	121
18	BEL 18	Sigurd Vergauwe, M	17	15	(40)	22	12	33	24	123
19	TUR 21	Sinan Sumer, M	21	19	stp	16	16	34	(ufd)	123
20	ESP 317	Roque Terol Albaladejo, M	19	20	32	20	6	28	(34)	125
21	POR 73	Nuno Es Silva, M	25	24	22	10	36	(ufd)	8	125
22	NED 68	Joost Houweling, M	24	29	(44)	25	stp	23	15	129
23	CHI 21	Felipe Gil, M	23	31	33	9	(stp)	27	12	135
24	GER 334	Andreas Gillwald, GGM	27	35	(36)	14	34	15	11	136
25	AUS 22	Paul McKenzie, GM	6	1	11	5	(dnc)	dnc	dnc	147
26	AUS 330	James Bevis, M	13	3	41	(bfd)	stp	20	20	147
27	NED 39	Peter Vollebregt, L	33	39	30	(bfd)	5	24	17	148
28	NED 88	Chiel Barends, GGM	38	34	14	30	21	13	(dnc)	150
29	ITA 77	Alberto Bellelli, GGM	28	37	17	17	27	(dnf)	27	153
30	ESP 555	Juan Grau Cases, GGM	20	(45)	42	21	33	19	21	156
31	NED 17	Marck Smit, GGM	(39)	13	37	stp	23	16	29	157
32	NED 939	Willem Van Walt Meijer, GGM	30	25	10	42	19	(45)	38	164
33	POR 55	Jorge Pinheiro De Melo, GGM	34	12	19	31	38	(stp)	30	164
34	CZE 75	Vladimír Skalický, GGM	48	(stp)	7	35	29	17	35	171
35	BEL 41	Tony Delava, GM	(44)	22	31	24	31	32	32	172
36	SUI 33	Bernhard Seger, GGM	29	(42)	39	29	7	41	42	187
37	POR 3	Carlos Azevedo, GM	(42)	40	38	26	20	38	33	195
38	BEL 50	Filip Willems, L	31	(50)	23	28	45	40	28	195
39	BRA 108	Cristiano Ruschmann, M	35	(stp)	45	32	17	31	37	197
40	NED 111	Chris Frijdal, GGM	(49)	43	21	33	37	42	23	199
41	NED 67	Remko Boot, GM	37	(dnf)	46	41	stp	26	26	202
42	GBR 13	Roman Khodykin, M	32	32	35	39	stp	30	(dnc)	217
43	GER 188	Michael Klügel, GGM	40	44	(49)	23	49	25	40	221
44	SUI 99	Laurent Chapuis, GGM	36	26	18	(dsq)	42	ufd	39	223
45	ESP 99	Gerardo Seeliger, L	26	36	(52)	44	51	37	41	235
46	GBR 18	Jonathan Pyke, GM	41	27	48	stp	50	35	(dnc)	246
47	BEL 76	Paul Goossens, GGM	(50)	41	47	46	41	36	44	255
48	FRA 53	Gilles Corcaud, GGM	46	38	53	38	35	46	(dnc)	256
49	SUI 39	Hans Stöckli, GGM	(51)	48	43	45	46	43	36	261
50	ESP 260	Victor Serrano Conesa, GM	52	33	51	36	53	(ret)	43	268
51	USA 32	Charles Heimler, GGM	58	53	50	stp	stp	(dnc)	dnc	288
52	ESP 123	Miguel Alvarez, L	57	52	20	40	(dnc)	dnc	dnc	293
53	ESP 6	Roger Jordana Quer, GM	stp	(dnf)	34	34	dnc	48	dnc	296
54	BEL 78	Björn Cotteleer, M	(55)	54	54	48	52	47	45	300
55	UKR 90	Igor Pietukhov, GGM	53	51	(dnc)	dnc	40	stp	dnc	314
56	ESP 739	David Rivero Martinez, GM	43	28	(dnc)	dnc	dnc	dnc	dnc	319
57	NED 179	Kik Van Swol, GM	45	49	(dnc)	dnc	39	dnc	dnc	319
58	ESP 21	Mauricio Luque Diaz, GM	stp	(dnc)	dnc	dnc	dnc	dnc	dnc	368
59	ESP 325	Pablo López(Baldán, GM	(dnc)	dnc	dnc	dnc	dnc	dnc	dnc	372
59	NED 8	Rodrick Casander, L	(dnc)	dnc	dnc	dnc	dnc	dnc	dnc	372
59	NED 164	Joop Wuijts, SL	(dnf)	dnc	dnc	dnc	dnc	dnc	dnc	372

to await the afternoon sea breeze. This duly arrived and the fleet enjoyed two great races with high temperatures and sunny skies. Both races were started on the black flag after general recalls.
Race 3 was a close fight between Hay, Fernandez Vasco and Gionvanelli, with each of them having a turn at leading the race. Gionvanelli led at the first top mark, but then lost the lead downwind only to retake it on the second upwind to win the race.
The next race was led at the top by Kristian Sjöberg, however he was one of five boats picking up a back flag. Eventually the race turned into a fight between Fernandez Vasco, Hay and Matteo Iovenitti. Fernandez Vasco secured the lead on the second upwind

and held onto to take his first win of the championship, while Iovenitti piped Hay on the line to take second.
Gionvanelli described his race, "I started by the pin end and I immediately went right. I had good wind, so I managed to stay in control of the fleet. On the final downwind I kept myself on the right of the racing area, and this paid off a lot as I ended up crossing the finishing line in first."
Iovenitti is in ninth overall. He said, "Today we had a really good wind and it was really shifty, but in the end was good conditions, good waves and really beautiful to sail. In the second race I took second place in the end after being near the front all the race. This place is an



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amazing to place with good conditions and the place is really beautiful, but I also enjoy sailing in this fleet with all these really good guys."

There were a lot of old and new faces at the event, but one of the new, old faces was Tom Dodson from New Zealand. He has recently taken up Finn sailing again, after being the Kiwi rep for the 1980 Olympic Games, where unfortunately he didn't sail because of the boycott.

He explained, "There's a nice bunch of guys in New Zealand, with close racing, so I thought I'd get into it and I was able to buy one of the Olympic Finns and now I am hooked. I get out and sail it whenever I can and love lining up with the guys."

"Today was interesting. It was an up day for me in the first race and then I the second race I found out what life's like in the sewer. I was back there rucking it out, but they are all good competitors and they are all very good yachtsmen and they know these Finns. They sail them downwind amazingly. I have got a lot to learn."

DAY 3

It was game on for the third day of racing as Giovanelli won both races. Despite this, Fernandez Vasco extended his lead to three points, from Hay while Giovanelli moved up to third.

In the first race he had the course to himself, sailing away from the fleet and enjoying a big win from Filipe Silva and Burger. Some of the leading boats were buried on the first beat, but Fernandez Vasco managed to extract himself from the 30s to cross ninth, while Hay couldn't quite find the lanes and crossed 18th.

Then in the second race a crowded pin end start left a few boats floundering while Hay started well. However, Giovanelli emerged from the right in better shape to lead downwind. He was challenged on the final downwind by Iovenitti, who took the lead half way down the leg but then picked up a jury penalty to allow Giovanelli to take his second gun of the day. Iovenitti crossed second with Florian Faucheux third.

Burger was up to sixth overall. "The first race we started in a marginal 5 knots I would say. I had a great start; I got the first right shift and I managed to take third from there so that one was really good. During the second race the wind built up a little bit but not quite quickly enough to be fully hiking. Again, one of these rather difficult starts and first beats. The left was paying, so I really wanted to go there, and I managed to stay in the top 10 all the way through. Then I had a few little hiccups, but I think no one really gets around these days without a few hiccups, it's only about having a few less.

On the event, "I think the Spanish club and the Finn class did a great job putting the event together. We are still in finding our way after the Olympics. We are having a great time here, we are getting taken care of, the weather is great and it's a good time of the year for most of us to join these events, so hopefully we can do a few more in the future."

Sinan Sumer, from Turkey, was at his first Finn event since 1997. He was sailed the event in L'Hospitalet in 1996.

"I sailed the Finn Class until 1997, then I stopped sailing it for a while. In 1996 I came to Hospitalet de L'Infant for the Junior



European Championship and now, after 26 years this is my first event, after a very long time. The Finn Class is always on my mind, in my blood and now I am finding the opportunity sometimes to come back to these events, and I am very happy to be here again after such a long time.

"It's really nice to sail with these guys after such a long time, Everybody is sailing hard, training hard but on the water everyone is so fair and we are all helping each other. It's so nice to be here."

DAY 4

With an early start planned to get two races in, the forecast finally proved correct and 25-35 knots of wind delayed racing until early afternoon, and then promptly died when the fleet was sent out. Finally, a sea breeze developed, and the final race was started just 15 minutes before the 15.00 cut off.

With only one race possible and only three points between the top two, Fernandez Vasco went on the offensive at the start and after 10 circles, Hay bailed out and went back down the line and then had to play catch up. Both were deep at the top mark, but Fernandez Vasco still kept tabs on Hay. Hay finally got past on the final downwind, but ran out of race track to make enough of an advance to overcome the Spaniard. However, with Giovanelli clear of the trouble he crossed the line in fourth to end on equal points with Hay and take the European Masters title on countback.

Lawrence Crispin led the final race all the way to the end of the second downwind, when Faucheux found the best side to sail through and take the win. Crispin crossed second with Iovenitti, sailing another great race to cross third.

So, Miguel Fernandez Vasco won the 2022 Open Finn European Championship He described the race, "It was an intense race. The fight with Laurent was hard because there were only three points between us, hence, we fought through all the race. In the end, he finished in front of me, but it wasn't enough to beat me.

"It's so important for me because 26 years ago, Jose Maria van de Ploeg won Finn Class European Championship here, the last time a Spanish sailor has won the title, and I am so happy for this.

"The conditions were good, the wind was a little shifty, but at the end I've always figured out which side paid off the most. My speed is similar to the others fighting in the top 10. Laurent also had a very good speed.

Giacomo Giovanelli won the 2022 Finn European Masters title. He added, "The Class is always friendly. On the water we are all a little bit more competitive, but onshore the environment is always very good."



FINN SAILING FROM AROUND THE WORLD



AUSTRALIA



2022 Australian Championship

The postponed NB Sailsports 2022 Australian Championship were held at the Woollahra Sailing Club, Sydney from 30 September to 3 October, with 22 boats entered. They faced just about all conditions the weather could throw at the fleet, with 10 races over four days.

1	AUS 26	Ian McKillop	29
2	AUS 330	James Bevis	30
3	AUS 110	Marcus Whitley	33
4	AUS 333	David ELLIS	41
5	AUS 5	Matt Visser	48
6	AUS 10	John Condie	58
7	BER 9	Rockal Evans	68
8	AUS 75	Phil Chadwick	91
9	AUS 24	Greg Solomons	96
10	AUS 326	Nicholas Armstrong-Smith	98

2023 Ronstan Australian Championship

David Bull writes: After a couple of disruptive years, the Australian Championship eventually got back to being run at the usual time of January. The Ronstan 2023 International Finn Australian Championship was hosted by Royal Queensland Yacht Squadron, Brisbane from 8 January-13 January. This was again supported by our wonderful friends at Ronstan who supplied the prizes. We also had the support of Doyle Sails Brisbane who supplied a mid-fleet prize of a new mainsail. Thank you very much to both these sponsors. A total of 39 boats took part which was just short of the record, and we were fortunate to have several overseas visitors participate.

Racing commenced on Monday with two races scheduled. Champagne sailing conditions with lots of sunshine, moderate easterly winds and despite a first race nerves general recall, the fleet of 39 boats all behaved themselves to enjoy some very competitive sailing. Rob McMillan set the pace very early by winning both races although he received a UFD in the second race which spoilt things a bit. Cam Tweedle was close to Rob, came second in the first race but also had a UFD in the second. Rockal had a 7, 1 and James Bevis 11, 2.

Tuesday was a repeat of the previous day with similar conditions. Rob with a 2, 1 and Cam with a 1, 2. Wednesday was a Lay Day and a large group caught the fast ferry to Stradbroke Island for a fabulous lunch



Rob being presented with the Nationals perpetual trophy by Vice Commodore and Finn sailor, John Warlow

and drinks at the Pub overlooking the blue waters of the Pacific and a swim at Cylinder beach. Sailing resumed on Thursday with a further two races, again in similar medium breezes with lots of sunshine.

Friday was the final day with a further two races saw the wind increase significantly to 25 knots at times, which made for some exciting sailing with a few capsize and DNFs.

Overall Rob won the Australian Championships by the narrowest of margins of 1 point with a score of 13 points. Rob was presented with the magnificent silver perpetual trophy. Second was Cam Tweedle and third was Mark Perrow.

Masters division winners were: Masters, Mark Perrow, Grand Masters, Phil Chadwick, Grand Grand Masters, John Warlow and Legends Jay Harrison. A new perpetual Legends trophy of a half model made by Tom Stephenson was presented for the first time to Jay Harrison.

We were blessed with what most described as perfect sailing conditions. The social activities were enjoyed by everyone, including after sailing drinks at the Finn tent where lots of porkies were told and lots of laughs were had.



I think most agreed the facilities at RQYS are second to none...we were very spoilt and lucky to have so much space, grassed rigging lawns and great launching ramps, backed up of course with a good social environment. We also had the services of Mike "Spikey" Middelton who supplied the after race videos and stills which could be viewed on the various TV screens around the club. All agreed Mike's work was fantastic. His videos and photos can be seen on RQTV. (www.rqtv.com.au). The next Nationals will be held in Melbourne at Davey's Bay Yacht Club from January 11-15 2024.

1	AUS 2	Rob McMillan	13
2	GBR 98	Cam Tweedle	14
3	NZL 4	Mark Perrow	31
4	BER 9	Rockal Evans	38
5	AUS 98	Lucas Prescott	41
6	AUS 75	Phil Chadwick	43
7	AUS 15	John Warlow	44
8	AUS 21	Bucky Smith	46
9	AUS 5	Matt Visser	54
10	AUS 330	James Bevis	59

Infinity Torquay Pharmacy, Hervey Bay Regatta, 2023

12 Finns make the trip to Hervey Bay Sailing Club over 25-26 February. On Saturday we were greeted with sunny weather and winds from the south east 15-20 knots. This wind direction is offshore and therefore nice flat water to launch the boats from the beach.

Three races were programmed with courses being windward leeward, triangle followed by another windward leeward and finish. Relatively long courses to accommodate the many catamarans that had entered in the mixed fleet regatta.

Phil Chadwick set the pace early with three first placings. John Warlow with 2, 3, 3 and Lucas Prescott with 3, 2, 2 were close by. On Sunday, another three races were sailed, although the wind had dropped to around 10 kts still from the south-east and sunny skies. Phil Chadwick again showed the pace



AUS (cont)

with placings of 1, 4, 1, followed closely by John Warlow with 2, 2 and young Hayden Barney with 3, 1, 6. Hayden is new to the Finns and will be our representative at the U23 Silver Cup in Lake Como, Italy in July. Thank you to Lucas Prescott for again lending Hayden his Classic. Hayden is showing great Finn sailing skills and has impressed everyone with the results he has been achieving since joining the class only a couple of months ago.

1	AUS 75	Phil Chadwick	5
2	AUS 15	John Warlow	11
3	AUS 98	Lucas Prescott	19
4	AUS 298	Hayden Barney	20
5	AUS 93	Tristan Perez	28
6	AUS 9	Maximilian Rott	30
7	AUS 300	David Bull	35
8	AUS 85	David Turton	37
9	AUS 71	Andy Harcourt	40
10	AUS 27	Craig Padman	40.5

FRANCE



DENMARK



The annual Pork Cup was sailed at Vallengsbæk in October, combined a training and instruction day. Thomas Schmidt won from a fleet of 27 Finns.

Danish growth continues, and Veddelev sailing Club in Roskilde now has an amazing 29 Finns in the dinghy park, and 20 boats out sailing on a winter day is not unusual.

Pork Cup 2022

1	GER 193	Thomas Schmid	12
2	DEN 16	Søren Kjær	16
3	SWE 12	Stefan Sandahl	19
4	DEN 25	Allan Hansen	27
5	DEN 80	Michael Staal	27
6	DEN 7	Martin Mikkelsen	34
7	SWE 72	Peter Overup	34
8	DEN 319	Hans Tønder Jensen	37
9	GER 194	Axel Schroeder	38
10	DEN 212	Jan Peetz	400



Semaine Internationale De Cannes

Herve Brillaud writes: An amazing week at Cannes. We were welcomed at the Yacht Club of Cannes from February 14-17 for the Semaine Internationale De Cannes. Everything was perfect: organization, restaurant and race committee on the water with GPS mark.

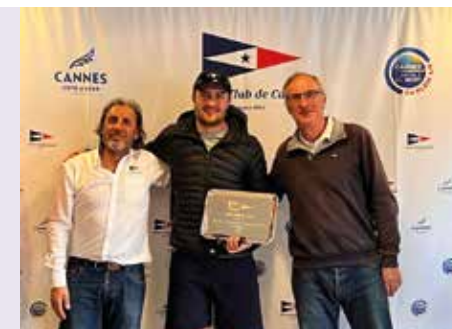
We had eight successful races, plus an extra offshore race around St Marguerite (a paradise for sailing).

During this week the weather was perfect with sea breeze between 6 and 18 knots. All the 72 boats from 14 nations enjoyed sailing in these conditions. Many came to prepare for the European Championship which is planned for October 2024.

Up until the end of the last day the results were in dispute. But it was Laurent Hay who has won the week, and first Grand Masters, after finishing fourth at the Gold cup two weeks earlier.

David Terol from Spain was a close second with Michel Audoin in third.

1	FRA 75	Laurent Hay	24
2	ESP 7	David Terol	30
3	FRA 38	Michel Audoin	40
4	POR 21	Filipe Silva	41
5	NED 29	Bas De Waal	51
6	FIN 201	Kristian Sjöberg	61
7	GER 8	Jürgen Eiermann	69
8	FRA 61	David Huet	72
9	FRA 99	Marc Allain D. Beauvais	85
10	ESP 71	Xavier Penas	92



Other prizes went to (from top): Tobias de Haer (Senior), David Terol (Master), Michel Audoin (GGM), Chris Frijdal (Legend), Howard Sellars (Super Legend).

NETHERLANDS

Borenkool Cup 2022

Tobias de Haer writes: The closing regatta of 2022 is also one of the biggest in the Netherlands. It's called the Boerenkoolcup in Loosdrecht, from 8-9 October. The regatta is named after one of the most iconic Dutch winter meals, Boerenkool. Without eating boerenkool when visiting The Netherlands in the winter, you have not had the real winter experience... With 60 sailors and four different nationalities on the start-ing line it was a regatta where every mistake was very costly. The win-ner overall was Bas de Waal who also took the Finn Fabulous Five prize home. The sponsor of the event, Contender sail cloth sponsored the cup with a WB Finn sail. The lucky winner by lottery was Paul Goossens.

After the closing regatta it became quiet for a while... Besides a few who travelled all the way to Portugal to sail the Portuguese nationals and showed how we do it in the Netherlands. Congrats Peter Peet on winning the Portuguese nationals. In the Netherlands only a few are brave enough to sail in sub-zero temperatures to stay in the rhythm.

With the Gold Cup being sailed in Miami, we did not have many Dutch sailors traveling to Miami. Luckily we had the representation of Joost Houweling, Remko Boot and Sjoerd Hofland. They sailed a great event and we can congratulate DC Composites again on winning the Gold Cup with their TT2 boat, sailed by Ed Wright. Two Gold Cup wins back to back; I have the feeling a winning streak is being developed here....

Everybody is already busy with the coming season, organizing amazing events, thinking about how to perform better compared to last year and which excuses they can use this year to sail in the Finn. Any interest in sailing an event in the Netherlands? Look up the calendar at finn-sailing.nl/wedstrijden/ the ranking will show you the importance of the race.

1	NED 29	Bas de Waal	12
2	NED 148	Peter Peet	19
3	NED 703	Eric Bakker	21
4	NED 98	Nanno Schuttrups	23
5	NED 66	Ewout Meijer	32
6	NED 117	Thierry Van Vierssen	32
7	NED 977	Sjoerd Hofland	36
8	NED 149	Matthieu Moerman	39
9	NED 1037	Jan Willem Kok	44
10	NED 7	Cees Scheurwater	46



PORTUGAL

2022 Portuguese Nationals

The 2022 Portuguese Nationals were held at Clube Naval de Cascais at the end of November just before the container was packed for Miami. There was fleet of 20 boats from six nations but light winds meant a reduced series of three races and no discards.

Miguel Fernandez Vasco won the first two races, but then pulled out of the third with a breakage. Peter Peet produced a 3-2-2 to take the win from top Portuguese Nuno Es Silva with a 7-3-1. There is a gradual revival of Finn sailing in Portugal, mainly in Cascais, with the club very interested in holding a major event there in the coming years. Remember the largest Finn Gold Cup ever was held in Cascais in 1970 with 180 Finns on one start line.



1	NED 148	Peter Peet (above)	7
2	POR 73	Nuno Es Silva (below)	11
3	AUS 22	Paul Mckenzie	11
4	NED 29	Bas De Waal	13
5	ESP 313	Antonio Parra Arrondo	17
6	POR 61	Fernando Bello	20
7	ESP 161	Miguel Fernandez Vasco	23
8	POR 55	Jorge Pinheiro De Melo	25
9	NED 746	Marald Van Reijssen	26
10	POR 56	Francisco Pinheiro Melo	32



SPAIN

2022 Spanish Championship

Just before the European Championship at the Club Nàutic Hospitalet-Vandellòs, at Hospitalet de l'Infant, the Spanish Championships were held in mainly light winds.

David Terol, from the host club, won the opening race and four races later had the title sewn p by a single point from Miguel Fernandez Vasco, who won the European title a week later. Other race wins went to Chiel Barends, Bas de Waal, Fernandez Vasco and Laurent Hay.

1	ESP 7	David Terol Albaladejo	13
2	ESP 161	Miguel Fernandez Vasco	14
3	FRA 71	David Huet	18
4	FRA 75	Laurent Hay	22
5	NED 29	Bas De Waal	24
6	FRA 64	Orotz Iturralde	26
7	ESP 71	Xavier Penas	27
8	BRA 97	Ricardo Santos	27
9	GER 334	Andreas Gillwald	43
10	NED 43	Ronald Van Klooster	52



SWEDEN

Torsten Jarnstam writes: The Swedish Association's Sweden Cup regattas in 2023: Sweden Cup no. 1 / Spring regatta on Hönö (outside Gothenburg) 27-28 May; Sweden Cup no. 2 / Finn regatta on Bosön / Lidingö (Stockholm) 10-11 June; Sweden Cup no. 3 / Open Swedish Championships for OK dinghy and Finn in Karlstad / Skutberget 24-27 August; Sweden Cup no. 4 / The Sola Cup regatta, the Sweden

Cup-final and the Class Championship for Masters sailors in Karlstad 16-17 September.

Several sailors from Sweden travelled to Filipe Silva's Finn Sailing Academy in his hometown of Vilamoura in Portugal where he arranges five-day "Sail Clinics" from November to April, after which the racing season begins and the boats are rented out during the larger regattas in Europe. This year Peter Overup and Stefan Sandal MSS / Malmö and Fredrik Tegnhed KKF / Karlstad travelled to Portugal.



SWITZERLAND

Dominic Haitz writes: Peter Kilchenmann the first regatta of 2022, in April on Lake Thun. For Saturday afternoon squalls with snowfall were reported so only six boats ventured onto the water. Sunday was friendlier with two races and 12 boats. Then we went to Mammern on Lake Constance. 30 boats from four nations sailed six races with beautiful wind. After three races on Saturday in light wind, and an exhausting Sunday in stronger wind, Jürgen Eiermann was the clear winner, from Dominique Wälchli and Jürg Wittich.

In May, a week of sailing, again on Lake Thun, was the order of the day. First weekend the Niederhornkanne, was a test regatta and afterwards, from Thursday, the Swiss championship.

At the Niederhornkanne the wind was very difficult. The best sailor among the 41 boats was Guillaume Boisard, ahead of Christoph Burger and Christoph Christen.

At the Swiss championship on Lake Thun, the wind conditions were totally different. With 66 boats on the starting line, eight heats were sailed over three days. The winners were again Guillaume Boisard ahead of Christoph Burger and Christoph Christen.

1	FRA 9	Guillaume Boisard	17
2	SUI 7	Christoph Burger	18
3	SUI 5	Christoph Christen	26
4	GER 8	Jürgen Eiermann	50
5	SUI 67	Peter Theurer	57
6	CZE 2	Zdeněk Gebhart	59
7	SUI 83	Jürg Wittich	65
8	SUI 59	Dominique Wälchli	82
9	SUI 95	Michael Good	87
10	SUI 55	Philippe Mauron	87



For the last regatta of 2022, the Gingerbread race, at the end of October we had a very good participation with 41 boats were on the line. On Saturday, the boats were sent out on the water at 2 pm but had to return with no races. At least there was mulled wine, later free beer and at 19.00 an extensive dinner. For Sunday the race committee decided to have the boats available by 08:30 and to schedule the first start at 9 am. Very early! Luckily, thanks to the change to wintertime, we could sleep one hour longer. Unfortunately, the wind did not want to come up. At 12:30 pm the race committee decided to break off and to schedule the prizegiving for the Wilke Cup, which is the yearly ranking of the Swiss Finn Class.

Below: Dominique Wälchli the winner, Christoph Wilke the Sponsor and Christoph Burger, president of the Swiss Finn Class.



USA

Finn Midwinters 2023

The US Finn Midwinters were sailed at Coconut Grove Sailing Club on 20-22 January, as a warm-up event for the Finn Gold Cup. Unfortunately, the first two days were lost with no wind, then three aces were sailed on the final day with no discards. Pedro Lodovici picked up a 2-1-3 to take the title from Andrew Kern and Pedro Trouche.

1	BRA 32	Pedro Lodovici	6
2	USA 741	Andrew Kern	10
3	USA 91	Pedro Trouche	11
4	BRA 58	Caio Gerassi	15
5	SUI 99	Laurent Chapuis	20
6	NZL 2	Ray Hall	21
7	USA 28	Chris Raab	25
8	USA 96	John Dane	26
9	USA 74	Henry Sprgue	29
10	USA 47	Robert Kinney	30





LAND BASED FINN TRAINING

The Finn dinghy has long been regarded as one of the most physical classes in the sport of sailing. As with any sport, the higher the level you wish to compete at, the greater physical ability becomes necessary. All classes in sailing require great levels of fitness and strength at the elite level. What is different with the Finn compared to some of its counterparts is the loads that are experienced.

The Finn dinghy weighs over 120kg when fully rigged and wet. Carbon masts and materials make the Finn a dynamic beast, as it can be sailed quite aggressively with these reactive materials. The harder you push the boat the greater return in speed. This means that through hiking, pumping and basic boat handling, the body must control and exert high levels of force. This force is transferred through the body and the sailor must be able to tolerate these forces if they are to avoid injury. A minimum level is required to ensure that injuries do not occur, but the more strength and conditioning you possess the more you can use it to your advantage.

There are many ways to train the body, so much so it can become confusing as to what is the most efficient use of training time. To begin with there is general preparedness training. This is the base level of fitness required to live a certain lifestyle. If you cannot stand up and bear your own bodyweight you will not be able to sail a Finn. General prep would include the basic

Former Finn sailor Ross Hamilton looks at what sailors can do on land to prepare for the exertions of Finn sailing. Read more on his website: hamiltonsport.com



movement ranges and strength required to move in a controlled and safe way. Most sailors would have a reasonable level of general preparedness and this allows most of us to take part in the sport.

Underlying this general preparedness we can find that smaller muscles can easily fall behind. This is where we might start to experience mild injuries like an aching shoulder or a sore elbow. They are usually quite persistent but not so severe that they prevent you from getting out in the boat. They have affectionately been referred to as "niggles" by most, and are extremely common even with elite sailors. They are usually the result of a weak link in the musculature and often go ignored, which over time can make them self-promoting. Often it requires a specialist eye to identify and to treat. Quite often they are preventable and hopefully reversible but they may require intervention.

Pre-habilitative and preventative training is highly recommended for Finn sailing. It is often something you won't notice until you stop doing it, when all these issues start to appear. This type of training may not require a gym membership or an extensive strength programme but can be achieved with regular basic exercises which promote good ranges of motion, stabilisation and control of joints. At a minimum this type of training should be a frequent feature in land-based training.

Next we have specific Strength and Conditioning. While not entirely necessary it is highly advisable and beneficial if you want to have full control over your vessel. This is probably what is most interesting to sailors as it is where they might gain the advantage. Often the general prep and preventative training is overshadowed by the possibility of an advantage. This is somewhat a curse for elite athletes as the basics can often go overlooked when they might perhaps be the most important things that keep you at your best.

HIKING

Why it hurts

Not to be confused with a popular Bavarian pastime, hiking is sailing's unique activity which non sailors fail to understand. What's so hard about sitting down? Hiking is quite unique in that it is what is referred to as a Quasi-Isometric muscle action. This means the muscle never fully relaxes as it passes through ranges. There is a constant load which is paired with a varying muscle length; it is not completely still or fully relaxed. When we contract a muscle the blood vessels are squeezed and the blood flow becomes restricted. Without an adequate oxygen supply our muscles fatigue very quickly as they must utilize non aerobic means of metabolism for energy supply. If they do not receive adequate energy they become easily damaged.

In addition to restricted blood flow, the increase in anaerobic means of metabolism results in an increase in lactate within and surrounding the muscle. The clearance of lactate is also impeded by the reduced blood flow. Lactate concentrations are not always detrimental as lactate can be recycled and consumed as a fuel source, but if it accumulates it can interfere with the signals controlling the muscle. This means that neural fatigue becomes greater as the signals become less effective at communicating from the brain to the muscle.

Hiking creates the perfect combination of poor oxygen supply, reduced muscle function and finally, increased tension which itself can cause muscle damage. This combination is very effective at creating fatigue. During most other types of exercise we get a regular relaxation phase which helps blood flow back and forth to the muscle in a pump like action. This helps deliver oxygenated blood while also carrying away metabolites such as lactate. This pump action is absent during a hard sustained period of hiking, commonplace during Finn racing.

When we experience this our body has a protective duty to itself. It sends feedback signals to the brain which tells us to stop. This is usually in the form of pain. While we can train to ignore these signals somewhat, and maybe even tolerate them, they will still be present when we subject ourselves to hard efforts of hiking.

How to train it

Like anything, the more we do it, the more we will improve. We can improve physiologically, developing the characteristics that help the process. We can also improve technically, helping us shift loads and tolerate the positions a little better through acquiring skill. This is done best through sailing in varied conditions and finding your sweet spot for what works given your body shape and size.

The more physiological aspects of training for hiking are a little less certain. Weight training is definitely required to have the muscle strength to produce and maintain adequate force and control. This involves exercises which tax the legs, hips, lower back and core which work in unison to direct force in a such a way that it is not detrimental to the joint. Sometimes this cannot be achieved through sailing alone, as weak links can develop. A gym based strength regime is effective in achieving adequate and holistic strength levels.

In terms of conditioning the muscle, cycling has always been the preferred option. Many Finn sailors are large men. Running, with the impact associated, and large bodies are not always a great combination. Especially when the joints are placed under loads on a regular basis. The reduced load bearing nature of cycling gets the thumbs up for this reason. In addition, the muscles we use when cycling are quite appropriate for hiking. The quadriceps are extremely active during hiking.

Cycling is a sport for which we can generally tolerate quite high volumes of training. Large volumes of training over time are linked with improved vascularization and bloodflow. This is also coupled with increased aerobic capacity in the muscle; these characteristics are highly desirable for hiking endurance. The regular loading of the quadriceps also allows the muscles to become quite resistant to fatigue and breakdown. For these reasons, substantial volumes of low to moderate intensity cycling become highly effective in promoting fatigue resistance for hiking, more so than many other training modalities.



Pumping

The next great challenge in finding more speed comes with Pumping. Pumping is once again unique to some classes and can have a profound impact on a downwind leg. While the boat is heavy, it can be lively and sometimes just needs a little encouragement to take off. Good technique and timing can reduce the physicality of pumping but some level of strength, power and conditioning are beneficial.

Similar to hiking, the greater loads require an adequate amount of strength to ensure effective and safe pumping. Once again to achieve a holistic development, specific gym based exercises are advisable.

In addition to the strength demands of pumping there is a great demand placed on the cardiovascular system. Unlike hiking there is a much greater flux of blood flow around the entire body as the movement ranges are greater and so too is the involvement of different muscle groups. An efficient land-based activity is the rowing machine. It utilises similar muscles in a similar cyclical fashion. It can be an effective way to replicate the demands of pumping in a much more controllable manner than sailing. It allows one to be specific with one's time, and to be efficient and appropriate.

Summary

Sailing the Finn is a great way to become better at sailing the Finn! Unfortunately it does not always guarantee we will be sailing it safely or at our best. Land-based training can be an excellent supplement to sailing, ensuring injuries are being prevented as well as developing the ability to push the limits of sailing faster for longer. It is perhaps even more important with the development of new materials that the body is prepared for the physical demands.

All things Finn require strength and conditioning. A certain level can be developed simply through an active lifestyle and habits but if you really want to reach your best, additional training is needed. It can be very easy to wander aimlessly in the gym or follow the latest fitness trend without necessarily addressing the needs of Finn sailing. Some exercises are simply better bang for buck when it comes to sailing than others. An effective land based training programme will have a nice mix of strength work, cycling and rowing. If you can manage that and keep it simple then you have given yourself a great chance for success. Being able to push the boat to be faster is a great advantage during a race. There is a saying that great boat speed makes for easy race tactics.





CLASSIC FINN ORGANIZATION

We had the first ever Thames River Finn Championship on Saturday, October 8, 2022 at the Thames Yacht Club (TYC) in New London, Connecticut USA. We had four Finn sailors who brought their boats from as far away as Pennsylvania and two TYC Force 5 sailors who sailed my two Finns. Four of the Finns were more than 50 years old and two were newer more modern boats. I served on the Race Committee with three TYC colleagues. We had six races in winds that ranged from light to a fresh breeze of 20 mph. The overall winner of the regatta is a TYC member who has been a national champion in the Force 5 class. Another former Force 5 National Champion came in third behind legendary Finn sailor Gus Miller.

Other than the great sailing, the major outcome of the regatta was the realization that we enjoyed talking about older Finns and would like to have more events for these great old boats. Since a major challenge to doing this is communicating with people who would like to attend these events, I decided to start the Classic Finn Organization. I am a member of the US Finn Association and fully support their Finn efforts. However, their focus is on serious Finn racing and ours is on restoring and sailing classic Finns in local regattas and events.

We look forward to expanding the number of Finn sailors and saving the many forlorn older Finns that need rejuvenating. Our plans for the next year are to race in Finn events in New England and New York. These include the June Wickford Yacht



A GROUP OF US EAST COAST
FINN SAILORS HAVE STARTED A NEW
ORGANISATION CALLED THE CLASSIC
FINN ORGANIZATION.
DAVID HEMENWAY REPORTS



Club Regatta in Rhode Island, the July Saratoga Lake Sailing Club Regatta in New York, and the August Toilet Bowl Regatta on Cazenovia Lake in New York. We are also hope to have a Finn gathering in Rhode Island over the summer with Gus Miller leading us around the Narragansett Bay islands. My club, Thames Yacht Club in New London Connecticut USA, will continue to hold the Thames River Finn Championship in October in addition to having weekly Finn races on Thursday afternoons.

The Classic Finn Organization has developed a website at www.classicfinns.org. Our goal is to revitalize older, often unused, Finns and get them out sailing. Older, classic Finns are a great way to go sailing at a reasonable cost in a fantastic boat. This website provides information on available Finns and equipment in addition to distributing information about Finn events. These events will include events that are supported by the US Finn Association and local clubs.

We will encourage sailors to save these great old boats and form fleets of classic Finns in their areas. While we are currently active in the Eastern United States, we look forward to expanding to other areas that are interested in classic Finns. The US Finn Association has welcomed classic Finns to sail in their regattas with more modern Finns. Peter Frissell, the US Finn Association President, arranged for me to get an older French Finn that was in need of restoration. He and his US Finn Association colleagues have been very supportive of our efforts to find, restore, and sail classic Finns.

At the current time our new organization is focused on the East Coast, where we live. If Finn sailors in other areas of the United States would like to join this effort and post their events, we would be happy to add them to our website, www.classicfinns.org. I would appreciate any feedback or ideas on how we can improve these efforts.

Dave Hemenway can be contacted via email at Dave@classicfinns.org.



WORLD TOUR FOR FINNS 2023

The World Tour for Finns takes in 49 events across the world and all events are used to calculate the Finn World Ranking List. It includes all international events plus two from each member country

Points are allocated based on the following event categories:

A	Finn Gold Cup	2.5
B	Continental Championships	2.0
C	International Events	1.6
D	Age events	1.4
E	National Championships	1.2
F	National Events	1.0



National Championship	E	Brisbane	AUS	08-Jan	13-Jan
Finn Gold Cup	A	Miami	USA	24-Jan	31-Jan

Semaiile Int de Finn	C	Cannes	FRA	14-Feb	17-Feb
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Torbole - Mandelli Trophy	C	Torbole	ITA	17-Mar	19-Mar
Victorian States	F	Melbourne	AUS	25-Mar	26-Mar
North American Masters	D	Mobile, AL	USA	30-Mar	02-Apr

National Championship	E	Rio	BRA	06-Apr	09-Apr
National Championship	E	Plimmerton	NZL	14-Apr	16-Apr
FINN Sailing Academy	F	Vilamoura	POR	14-Apr	16-Apr
Copper Cup	F	Ostend	BEL	29-Apr	30-Apr
Nesselblatt	F	Steinhude	GER	29-Apr	01-May

Atomerőmű Kupa	F	Balatonfüred	HUN	05-May	07-May
UK Masters	F	Keyhaven	GBR	06-May	07-May
Finn Europeans	B	Csopak	HUN	12-May	18-May
Finnale & ONK Masters	F	Muiden	NED	13-May	14-May
National Championship	E	Reichenau	GER	16-May	20-May
Finn World Masters	D	Kavala	GRE	26-May	02-Jun
Sverige Cup-regatta nr. 1	F	Hönö	SWE	27-May	28-May

National Championship	E	Traunsee	AUT	08-Jun	11-Jun
Jubilæumsstævne	F	Egå	DEN	10-Jun	11-Jun
Italian Cup 4	F	Gravedone	ITA	17-Jun	18-Jun
Niederhornkanne	F	Thun	SUI	24-Jun	25-Jun

Helsinki regatta	F	Helsinki	FIN	01-Jul	02-Jul
National Championship	E	Christchurch	GBR	06-Jul	08-Jul
Gdynia Sailing Days	F	Gdynia	POL	08-Jul	09-Jul
National Championship	E	Biscarosse	FRA	12-Jul	15-Jul
Finn Silver Cup	D	Gravedona	ITA	17-Jul	21-Jul
National Championship	E	Monroe	USA	20-Jul	23-Jul

National Championship	E	Hankø	NOR	03-Aug	06-Aug
National Championship	E	Åbo	FIN	11-Aug	13-Aug
Benelux Championship	F	Scharendijke	BEL	12-Aug	15-Aug
National Championship	E	Scharendijke	BEL	12-Aug	15-Aug

National Championship	E	TBC	DEN	18-Aug	21-Aug
National Championship	E	Dziwnow	POL	25-Aug	27-Aug
National Championship	E	Karlstad	SWE	25-Aug	27-Aug

Memoriál Dr. Láznický	F	Lipno-Kovářov	CZE	01-Sep	03-Sep
Finn European Masters	D	Campione	ITA	02-Sep	08-Sep
North Americans	B	Balboa, CA	USA	02-Sep	04-Sep
National Championship	E	Balatonfüred	HUN	13-Sep	17-Sep
National Championship	E	Medemblik	NED	15-Sep	17-Sep
Finnduell	F	Wolfgangsee	AUT	16-Sep	17-Sep
National Championship	E	Lugano	SUI	21-Sep	24-Sep
National Championship	E	Talamone	ITA	22-Sep	24-Sep
National Championship	E	Nové Mlýny	CZE	28-Sep	01-Oct
International Finn Cup	C	Malcesine	ITA	29-Sep	01-Oct

Ibiza Regatta	F	Ibiza	ESP	14-Oct	15-Oct
National Championship	E	Mar Menor	ESP	27-Oct	29-Oct
GPA	F	Maubuisson	FRA	28-Oct	31-Oct

National Championship	E	Cascais	POR	25-Nov	26-Nov
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WORLD RANKING LIST - MARCH 2023



1	Laurent Hay	FRA	75	883.21	9
2	Miguel Fernandez Vasco	ESP	161	782.06	5
3	Bas De Waal	NED	29	747.90	12
4	Marc Allain Des Beauvais	FRA	99	700.38	8
5	Kristian Sjöberg	FIN	201	692.61	9
6	Filipe Silva	POR	21	689.45	9
7	Michel Audoin	FRA	38	665.30	5
8	David Terol	ESP	7	664.40	5
9	Paul Mckenzie	AUS	22	634.52	5
10	Christoph Burger	SUI	7	601.95	5
11	David Huet	FRA	61	589.11	4
12	Sigurd Vergauwe	BEL	18	581.65	8
13	Thomas Schmid	GER	193	571.84	5
14	Florian Fauchaux	FRA	96	570.26	5



15	Domonkos Németh	HUN	80	565.28	4
16	Christian Dahl	NOR	41	564.04	7
17	Lawrence Crispin	GBR	74	561.32	5
18	Jürgen Eiermann	GER	8	558.34	5
19	Otto Strandvig	DEN	21	554.95	6
20	Lukáts Akos	HUN	50	553.15	6
21	Anthony Nossiter	AUS	221	542.37	6
22	Ricardo Santos	BRA	97	541.06	4
23	Marko Kolic	ITA	40	533.12	4
24	Peter Peet	NED	148	529.32	7
25	Joost Houweling	NED	68	529.10	8
26	Marek Jarocki	POL	100	512.80	5
27	Laurent Chapuis	SUI	99	512.51	10
28	James Bevis	AUS	330	508.75	7
29	Ronald Van Klooster	NED	43	508.51	7
30	John Greenwood	GBR	5	508.25	7
31	Zdenek Gebhart	CZE	2	507.48	6
32	Matteo Iovenitti	ITA	1071	506.09	5
33	Pieter-Jan Postma	NED	842	505.00	4
34	Filip Willems	BEL	50	494.28	6
35	Chris Frijdal	NED	111	491.91	8
36	Karel van Hellemond	NED	41	490.92	5
37	Tomas Mihalik	SVK	271	489.29	7
38	Cees Scheurwater	NED	7	488.74	7
39	Roberto Strappati	ITA	115	485.43	4
40	Vladimir Skalicky	CZE	75	480.49	8
41	Nuno Es Silva	POR	73	478.43	5
42	Robert Rittscher	BRA	11	471.06	4
43	Josef Jochović	CZE	67	463.92	7
44	Tobias De Haer	NED	133	458.85	6
45	Franz Bürgi	SUI	12	458.71	7
46	Peter Mosny	SVK	1	453.11	5

47	Florian Raudaschl	AUT	3	450.82	4
48	Markus Schneeberger	AUT	73	447.93	7
49	Jens Kristian Andersen	DEN	246	443.55	5
50	Stefan Sandahl	SWE	12	442.81	5
51	Attila Szabo	SUI	21	438.74	5
52	Ray Hall	NZL	2	438.27	4
53	Sami Salomaa	FIN	233	438.27	5
54	Xavier Penas	ESP	71	436.72	4
55	Andreas Gillwald	GER	334	427.85	6
56	Rodion Mazin	USA	16	426.32	2
57	Marald Van Reijssen	NED	746	425.21	6
58	Fernando Bello	POR	61	421.82	3
59	Therry van Vierssen	NED	117	421.41	5
60	Fabian Lemmel	GER	501	421.12	4
61	Bartosz Szydowski	POL	6	419.32	4



62	Scott Griffiths	USA	1138	418.31	4
63	Rudolf Baumann	SUI	57	409.41	7
64	Jack Jennings	USA	81	408.84	3
65	Francesco Faggiani	ITA	4	399.17	5
66	Nanno Schuttrups	NED	98	398.97	4
67	Freddy Markelin	FIN	50	398.71	4
68	Willem Van Walt Meijer	NED	939	396.67	8
69	Andreas Bollongino	GER	19	396.67	8
70	Petter Fjeld	NOR	64	392.89	7
71	Jorge Pinheiro De Melo	POR	5	391.90	6
72	John F Dane	USA	69	391.58	2
73	Ville Aalto-Setälä	FIN	234	391.29	4
74	Marco Buglielli	ITA	2	389.64	4
75	Michael Huellenkremer	GER	84	388.08	6
76	Giacomo Giovanelli	ITA	202	385.00	3
77	Remko Boot	NED	67	384.94	5
78	Maximilian Trommer	GER	286	383.29	4
79	Peter Frissell	USA	101	380.63	5
80	David Kitchen	GBR	51	377.65	6
81	Nikita Mazin	USA	7	375.39	2
82	R. Phillip Ramming	USA	19	374.78	3
83	Rob McMillan	AUS	2	373.02	4
84	Ewout Meijer	NED	66	366.02	5
85	Matouš Čevenka	CZE	54	364.51	4
86	Andy Couch	GBR	10	364.01	4



87	Pedro Lodovici	BRA	32	363.47	3
88	Henk De Jager	NED	11	361.66	6
89	Rainer Haacks	GER	111	360.49	4
90	Ville Valtonen	FIN	22	357.41	5
91	Martin Hughes	GBR	567	353.76	4

Laurent Hay remains the Finn World No. 1 after Issue 002 of the Finn World Ranking List was released. European champion Miguel Fernandez Vasco moves up 29 places to second while Bas de Waal remains in third. The World Ranking now includes an incredible 1,115 Finn sailors from 38 countries. The Finn World Ranking list uses events on the **World Tour for Finns**, with points given based on type of event, competitive weighting and number of boats attending. The next release is expected in June following the European Championship at Csopak on Lake Balaton and the Finn World Masters Kavala two weeks later.

92	Peter Overup	SWE	72	353.49	5
93	Gerhard Schwendt	AUT	511	352.07	4
94	Dominique Wälichli	SUI	59	351.82	3
95	Allen Burrell	GBR	2	348.16	4
96	Pedro Trouche	BRA	16	342.37	2
97	Johan Van Straalen	NED	18	342.30	4



98	Tom Dodson	NZL	16	342.14	3
99	Jim Cameron	CAN	11	337.24	3
100	Bernhard Seger	SUI	33	336.74	5
101	Christoph Christen	SUI	5	335.58	3
102	Udo Murek	GER	909	334.46	5
103	Michael Gubi	AUT	7	334.41	3
104	Jürg Wittich	SUI	83	334.06	3
105	Roque Terol Albaladejo	ESP	317	333.36	4
106	Martin Plecity	CZE	318	330.68	4
107	Jan Peetz	DEN	212	327.63	6
108	Székely Antal	HUN	7	327.41	3
109	Philippe Lobert	FRA	66	326.84	4
110	Mark Perrow	NZL	4	321.61	3
111	Marcus Whitley	AUS	110	319.11	4
112	Cameron Tweedle	GBR	98	318.84	3
113	Michael Good	SUI	95	317.18	3
114	Tony Delava	BEL	41	316.37	4
115	István Rutal	HUN	51	313.84	5
116	Joonas Harju	FIN	12	311.18	3
117	John Dane III	USA	96	310.26	2
118	Alberto Romano	ITA	920	309.91	4
119	Karl Purdie	NZL	111	308.70	3
120	John Heyes	GBR	61	308.13	3
121	Valerian Lebrun	FRA	111	306.74	3
122	Cristiano Ruschmann	BRA	108	306.63	4
123	Walteri Moisio	FIN	118	304.80	3
124	Roman Khodykin	GBR	13	303.95	4
125	Simon Percival	GBR	635	302.86	3
126	Matt Visser	AUS	111	299.97	4
127	Szabolcs Andrik	HUN	27	298.62	4
128	Martin Jozif	CZE	80	295.13	4

129	Stefan Nordström	SWE	14	293.97	3
130	Harald Leissner	GER	477	293.68	5
131	Chris Raab	USA	5272	293.28	2
132	Rockal Evans	BER	9	287.76	3
133	Andrea Lino	ITA	30	287.70	3
134	Bonifác Sebestyén	HUN	21	285.23	4
135	Jakub Micewski	POL	151	284.35	4
136	Juan Grau Cases	ESP	555	283.73	3
137	Michael de Courcy	GBR	21	283.13	3
138	Eric Bakker	NED	703	282.16	3
139	Jiri Outrata	CZE	8	277.44	5
140	Aubert Lerouge	FRA	85	275.84	3
141	Gert van der Heijden	NED	25	275.76	3
142	Dave Martin	USA	64	275.53	2
143	Michael Mark	USA	117	271.97	2
144	Géza Huszár	HUN	1	271.53	3
145	Darrell Peck	USA	35	270.82	2
146	Rolf Elsaesser	GER	202	268.36	5
147	Michael Klügel	GER	188	268.30	3
148	Claus Wimmer	GER	164	268.28	3
149	Andrzej Romanowski	POL	73	268.12	3
150	Herve Brillaud	FRA	880	267.39	3



151	Rob Coutts	USA	9	266.67	2
152	Ladislav Hyrš	CZE	43	264.96	3
153	Peter Sangmeister	USA	86	262.56	2
154	Paul Goossens	BEL	76	261.31	6
155	Dorian Gachon	FRA	49	260.10	3
156	John Condie	AUS	10	259.41	4
157	Hannes Blaschke	AUT	288	257.61	3
158	Berecz Botond	HUN	907	255.74	3
159	Klaus Reffellmann	GER	206	253.79	4
160	Mike Dorgan	USA	8	252.91	2
161	Chiel Barends	NED	88	250.58	4
162	Ed Wright	GBR	111	250.00	1
163	Sander Willems	NED	80	248.43	2
164	Peter Vollebregt	NED	39	248.22	3
165	Gerardo Seeliger	ESP	99	246.69	6
166	Anatolli Nosar	UKR	7	245.74	2
167	Paolo Cisbani	ITA	11	244.75	5
168	Lars Edwall	SWE	59	241.63	3
169	Michael Hoffmann	AUT	340	241.51	3
170	Jan Willem Kok	NED	1037	241.41	3
171	Kántor Zsigmond	HUN	30	240.98	3
172	Patrik Ščerba	CZE	98	240.92	3
173	Nicola Menoni	ITA	872	240.34	3
174	Maarten Godschalx	NED	126	239.94	3
175	Hans Fatzner	SUI	1	237.60	4
176	Mikko Tiilikka	FIN	269	236.45	3
177	Sebastien Godefroid	BEL	7	236.15	2
178	Alberto Bellelli	ITA	77	235.85	3
179	Federico Colanino	ITA	171	234.21	1
180	Andreas Bohnsack	RSA	571	233.61	4
181	Michael Beyeler	SUI	20	233.54	3
182	Stijn Helsen	BEL	2603	233.38	3
183	Gino Bucciarelli	ITA	67	233.21	3
184	Pär Friberg	SWE	91	233.08	3
185	Carlo Lazzari	SUI	3	231.50	5
186	Phil Chadwick	AUS	75	231.01	3
187	Roberto Benamati	ITA	788	230.43	2
188	James Golden	USA	186	230.26	1
189	Hendrik W Schwarz	GER	151	228.97	6
190	Michael Luschan	AUT	216	228.63	3
191	Peter Kilchenmann	SUI	13	226.81	3
192	Tim Taviner	GBR	9	226.07	4
193	Daniel Silva	BRA	10	225.50	2
194	Hans Stöckli	SUI	39	225.38	4
195	Brendon Hogg	NZL	5	223.97	3
196	Juliusz Reichelt	POL	38	223.85	3
197	Carlos Azevedo	POR	3	223.37	3
198	Michael Staal	DEN	80	223.29	3
199	David Ellis	AUS	333	222.27	3
200	Orotz Iturralde	FRA	64	221.27	2

201	Taras Havrysh	UKR	8	220.11	2
202	Mats R Karlsson	SWE	21	218.91	3
203	Henri Rätty	FIN	23	218.81	3
204	Leon Ferreira	RSA	592	218.66	6
205	Paul Bamford	NZL	81	218.17	3
206	Gregory Solomons	AUS	24	217.93	4
207	Jesse Kylänpää	FIN	145	217.75	2
208	Martin Kaloš	CZE	211	217.21	5
209	Enrico Passoni	ITA	6	212.98	3
210	Jonathan Pyke	GBR	18	212.46	5
211	Jay Harrison	AUS	68	211.74	4
212	Jan-Dietmar Dellas	GER	81	211.28	3
213	Peder Nergaard	NOR	77	210.79	3
214	Filip Verhaeghe	BEL	8	209.27	3
215	Joe Chinburg	USA	303	209.01	3
216	Soren Kjær	DEN	16	208.75	2
217	Dirk Sundermann	GER	45	206.51	4
218	Kit Kattenbuerg	NED	248	206.48	2
219	Charles Heimler	USA	32	205.99	5
220	Elemér Péter Haidekker	HUN	911	205.11	2
221	Christian Hoffmann	AUT	323	204.62	3
222	Dominik Haitz	SUI	27	204.38	3
223	Matthew Dorgan	USA	78	204.14	2
224	Johan van de Pavert	NED	59	203.41	3
225	Schaeffer Dane	USA	6	203.29	2
226	Seppo Ajanko	FIN	112	203.10	4
227	Mats Jansson	SWE	87	202.31	3
228	Miguel Alvarez	ESP	123	200.94	5
229	Anotonio Moreira	BRA	155	200.00	1
230	Kai-Uwe Göldenitz	GER	145	199.46	3
231	Hein Bloemers	NED	999	199.02	4
232	Reinhardt Winker	AUT	325	197.83	4
233	Peder Gudløse	DEN	909	197.49	2
234	Guillaume Boisard	FRA	9	194.46	2
235	Eduardo de Costa e Silva	BRA	30	194.00	2
236	Gerhard Weinreich	AUT	333	191.70	2
237	Johan Wijk	SWE	75	191.56	2
238	Rodrigo Carvalho Mendonça	BRA	45	191.00	1
239	Tim Addison	RSA	587	191.00	2
240	Alexander Norrgård	FIN	93	190.95	3
241	Kamil Šerba	CZE	63	189.76	2
242	Frank Dinnebieer	GER	157	189.01	3
243	Carlo Varelli	ITA	147	188.79	3
244	James Downer	GBR	49	188.66	2
245	Peter Scheidegger	SUI	79	188.44	3
246	Björn Cotteleer	BEL	78	187.34	5
247	Matisse Cattrysse	BEL	1092	186.53	2
248	Howard Sellars	GBR	777	183.34	4
249	Fernando Boani	BRA	55	182.00	1
250	Ivan Burden	GBR	750	181.98	4
251	Péter Földesi	HUN	94	180.59	2



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