

FINNFARE

NOVEMBER 2010



LUKE LAWRENCE WINS SILVER CUP



SPECTACULAR ACTION



MEDIA REPORT



ED WRIGHT WINS GOLD CUP

The Olympic Commission set up by ISAF delivered its preliminary report at the ISAF Conference in May 2010. Based largely on the Olympic Commission report, the ISAF Executive has since published two submissions for the 2010 ISAF Annual Conference in Athens this November. Within these submissions an exciting new future for the selection and decision process for Olympic sailing events and equipment is outlined. The Finn is positioning itself to be part of that future in which the events and equipment will be added to ISAF regulations rather than voted on in full every four years

The full text of the submissions can be downloaded from the ISAF website. Among the submissions are proposals for two sets of single-handed dinghies for both male and female sailors, to represent the weight and size distribution of modern youth of both genders in the most popular and low-cost type of dinghy sailing

Here are some of the arguments why Finn sailors think the Finn should remain part of the Olympic sailing equipment.

An outstanding display of sailing skills and athleticism

Tough challenge

The Finn is widely regarded as one of the toughest physical challenges in sailing. Sailors have to be tough, strong, fit, agile and athletic, while managing the mental aspects of racing at the highest level. The current world champion has a VOR max comparable with marathon runners and cross country skiers. Winning takes dedication, commitment and performing at the limits of fitness and endurance.



Appealing racing visuals

Modern looking rigs and hulls. Beautiful boat to sail with athletic, fit, muscular sailors. Requires extreme physical effort to sail well. Golden sail insignia for former world champions from 2011. Continuing research into sailor identification and country flags on sails. The free pumping rule has transformed downwind sailing into an absorbing display of skill, strength and athleticism.



Standard boats

Finns can be bought 'off-the-shelf' and be winning the next day. Hulls, masts and sails have all evolved into a level plateau of standardisation that means boats can compete on a level playing field. The strict class rules limits any experimentation into 'super' boats. Boats that are sold year after year are identical within reasonable limits and do not change perceptibly over time.



Low costs

The Finn has one of the lowest running costs of any Olympic equipment. Average campaign costs from 35 sailors was just EUR 7,500 a year. One boat can last at least two Olympic cycles. Gear standardisation has meant reduced development costs. Gear is fast and ready to sail 'out of the box'. Increasing IHC and building control is reducing regatta measurement requirements, while 99% of checks at regattas pass first time.



Consistent equipment

Today's Finns are the most consistent, accurate and reliable Finns ever built. A modern Finn can be expected to be competitive for 6-8 years. The Finn is one of the most consistent hulls made today, thanks to very professional builders and strict measurement rules. Modern materials and new technologies means that boats supplied all over the world are as alike as possible in almost every way.



Easier rules

A proposal was passed at the 2010 AGM to lower the free pumping limit to 10 knots. This was aimed to make Rule 42 enforcement easier for judges and sailors. Under 10 knots there are much less opportunities for pumping and surfing. Identifying illegal activity is much easier, so less emphasis on judging decisions. Sailors are educated in Rule 42 – frequent clinics with the active involvement of judges and website coverage.



Worldwide culture

Local builders are producing low cost Finns for regional competition. Having been on the Olympic Programme since 1952, the Finn has the deepest culture and traditions of any dinghy class. Semi-professional class organisation oversees all activities. All levels of competition from Juniors (U21) to Masters (40+) and everything in between. Many countries are developing Junior programmes to fast track talented sailors.



Global spread

Finns are now built in the UK, Poland, Hungary, Czech Republic, Brazil, USA and South Africa, and there are other countries to come. Elsewhere, suppliers and dealers feed local fleets with new and used equipment. There are National Finn associations in more than 50 countries, while between 35 and 40 countries have internationally active sailors. Sailors from six continents attend major regattas. It is truly a global fleet.



Pinnacle event

The Finn is the pinnacle of singlehanded dinghy sailing for men, and the Olympics is the pinnacle event for the Finn. It provides a single step pathway from Optimist to Laser to Finn as the sailor's weight increases, but also allows the development of similar technical and physical skills in the sailor through a natural progression of similar equipment.



Jonas Høgh Christensen (DEN), 2006, 2009 World Champion, "The Finn is the most fun, challenging boat for strong, athletic sailors."
Giorgio Poggi (ITA), 2008 Finn Olympian, "The Finn is the class where the sailor must be complete."

Rob McMillan (AUS), "There is no other boat like it. The advent of free pumping brings a level of athleticism that is unique to the Finn."
Daniel Birgmark (SWE), 4th 2008 Olympics, "Sailing the Finn puts very high demands on the sailors athletic capacity as well as tactical and strategic skills. It's the perfect singlehander for sailors over 85kg."

Tomas Vika (CZE), one of many Finn sailors in their early 20s, "If you are more than 180cm tall and you want to work on your physical condition in a gym you will always weigh more than 85kg and that is the reason why Finn has to stay as an Olympic dinghy in future years."

The winners choice!

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Opening shot: Andrew Mills catches a wave in San Francisco



President's Letter

Dear Finn Friends,

Guess which boat is described below.

...cost efficient, quality controlled construction, tight one design, tactical, athletic, powerful, globally spread, beautiful (some say sexy), the only one person dinghy suitable for 90 kg+ men, junior-senior-master fleets, easy to judge with free pumping above 10 knots of wind...

You are right; this is the Finn, of course.

San Francisco and the 2010 Finn Gold Cup once again showcased the beauty of Finn sailing and evidenced how constant and carefully controlled Olympic sailing equipment development provides for great sailing by even greater sailors.

In the world of sailing it is commonly understood today that the Finn allows the widest range of weight, age and physical sizes to compete on a truly equal level in a single handed dinghy event and is the only single handed dinghy to allow sailors from 85 kg to 110 kg to competitively sail in the Olympic Games. At the same time the Finn class has a real depth in terms of club and national fleets, which is partially the result of the fact that the class has been for a long time able to manage the different needs and interests of Finn sailors on every level and in every segment of the Finn sailing world.

Furthermore, once a Finn sailor completes his Olympic sailing career there is a single step direct pathway to join the Finn masters fleet which provides for great life long sailing with a World event catering for 200+ boats every year.

Back to the youth fleet, it is astonishing to see how early young sailors take up Finn sailing today. More and more junior age (U21) sailors start Finn sailing as young as 14 or 15, thanks largely to the fact that today's youth tend to be larger and taller than in the past.

Besides the cutting edge, but affordable, technology used for the Finn as sailing equipment, the media presence of the class

has been further strengthened. With a new Class website: www.finnclass.org, Event blogs for all major Finn Championships: <http://finnclass.blogspot.com>, Class YouTube site: www.youtube.com/thefinnchannel, boat tracking, on-board camera footage, Twitter feed at: http://twitter.com/Finn_Class, a Facebook page and the recently introduced Finn Promotional Video, the world of sport is fed with Finn sailing news almost around the clock.

Today the sailing community realises that media appeal is not only about what you broadcast but also about how you broadcast. By making footage and coverage on Finn races so comprehensive, continuous, available and ground breaking, the International Finn Association brings a message that the Finn is not only a great Olympic class showing close, tactical and fair competition for fit, healthy and heavier elite sportsmen at the top of their game but also that the sport of sailing is able to deliver the media requirements of the IOC and the broadcasters.

So, get into your boat and go out Finn sailing or enjoy it watching on screen!

Best regards

Dr. Balazs Hajdu
HUN-1
IFA President



No. 136 • November 2010

FINNFARE is a non-profit publication that is distributed free of charge to all IFA members and interested parties connected to the International Finn Class around the world. For extra copies, or if you have addresses of people who you think should be receiving FINNFARE, please contact the IFA Office.

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Cover photo: Ed Wright after winning the Finn Gold Cup in San Francisco. Photo: Ellen Hoke. Insets: Luke Lawrence, Mark Andrews, Daniel Birgmark & Jonathan Lobert, Ed Wright. Photos: Chris Ray, Ellen Hoke, John Bertrand.

Next issue: April 2011

BACK ISSUES: Back issues are available through the Finnshop on the IFA website at GBP 1.50 each including postage.

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Finn Class Press Releases

For the past couple of years the Finn Class has produced daily reports from most Sailing World Cup events, the Finn Gold Cup and the Europeans as well as other press releases throughout the year. Now you can get all these direct to your inbox by subscribing through the Finn Class website at www.finnclass.org. Look for this button below on the home page which takes you to a simple subscription form to sign up. You can unsubscribe at any time by following the link in the emails.



Promotional video

During the Finn Gold Cup in San Francisco, the Finn class had a cameraman on the water each day from Xtrame Studio in Budapest, Hungary.

Free of rights, broadcast quality highlights were uploaded every night to an FTP server, where it could be downloaded by TV companies worldwide. Interviews were also made available, in English as well as in Croatian, Danish, Italian, Spanish, Swedish, French, Slovenian and North American.

At the time of writing, work is still ongoing but there will be several productions of varying running lengths made available to broadcasters, MNAs and Finn Class Associations.

The principle production is a Finn promotional video highlighting the athletic nature of Finn sailing and Finn sailors and the appealing visual characteristics of Finn racing. Other, longer, productions will also be made available for Finn promotion, which can be shown, rights free, at, for example, boat shows.

TV networks, MNAs and National Finn Associations can obtain copies of these productions direct from the IFA. Further details of release dates and availability will be announced at a later date on the IFA website, www.finnclass.org.



Ed Wright nominated for 2010 ISAF World Sailor of the Year Award

Following the Finn Class' nomination of current World Champion Ed Wright (GBR) for the 2010 ISAF Rolex World Sail of the Year Award, ISAF official announced on Tuesday 28 September that Wright has been accepted as one of the nominees going forward for the final awards ceremony on November 9th during the annual ISAF meeting in Athens.

Ed Wright's achievements over the past year are outstanding. He is the only male sailor to have won the ISAF Sailing World Cup twice. This extraordinary achievement demonstrates his ability to race at the highest level for a long period and in different sailing conditions.



He also recorded victories at both the 2010 Rolex Miami OCR regatta and the 2010 Trofeo Princesa Sofia in Palma, picked up a Silver medal at the 2010 Finn Europeans in Split and at the 2009 Skandia Sail for Gold regatta in Weymouth. In September he also realised his crowning achievement so far by winning the 2010 Finn Gold Cup

In being nominated for the 2010 ISAF Rolex World Sailor of the Year Award, Wright joins a long list of Finn and former Finn sailors who have been both nominated and have won this ultimate accolade. After so much hard work, dedication and attention to detail, could this be Ed Wright's year to pick up the biggest award in sailing?

Wright takes ISAF Sailing World Cup for second year running

Edward Wright has won the ISAF Sailing World Cup for the second year running – the only male sailor to achieve this feat. With wins in Miami and Palma, he also scored top six in three more regattas to finish just three points ahead of second placed Jonathan Lobert and nine points ahead of third placed Rafa Trujillo.



In all some 152 sailors competed in at least one event with about 30 doing five regattas or more. Regatta wins went to James Patterson (Melbourne), Ed Wright (Miami and Palma), Marin Misura (Hyeres), Ivan Kljakovic Gaspic (Medemblik and Kiel) and Giles Scott (Weymouth).

1	Edward Wright	GBR	(-) 20 20 15 17 (-) 16	88
2	Jonathan Lobert	FRA	(-) 15 18 17 (-) 16 19	85
3	Rafa Trujillo	ESP	(-) 13 16 13 19 18 (6)	79
4	Ivan Kljakovic Gaspic	CRO	(-) - 19 (18) 20 20 18	77
5	Zach Railey	USA	(-) 17 (12) 12 16 17 14	76
6	Giles Scott	GBR	(-) 19 13 (-) 15 - 20	67
7	Thomas Le Breton	FRA	(-) 12 17 19 (-) - 12	60
8	Gasper Vincec	SLO	(-) 18 11 16 14 (-) -	59
9	Marin Misura	CRO	(-) - (-) 20 18 - 10	48
10	Deniss Karpak	EST	(-) - 8 10 6 15 (4)	39

Dates for 2011

Regattas in Russia

Here is a preliminary schedule of major international Finn events in Moscow, where all Finnsters are welcome

- May, 28-29 - Open Spring Cup of Moscow Finn Association (Seniors)
- June, 24-30 - International Moscow Regatta (Seniors)
- July, 23-24 - Open Crystal Cup of Moscow Finn Association (Seniors)
- July, 24-30 - Silver Cup 2011 (Juniors)
- September, 13-18 – Open Russian Finn Association Championship

Proposed conditions for foreign participants: Charter boats (fully equipped Devoti 2004 boat with Hit mast): charter fee 40 Euro per day with damage deposit of 250 Euro. Accommodation: in Moscow Sailing School, rate is about 30 Euro per day per person (including meal). All requests for accommodation and for charter boats should be made at least one month in advance. The Russian Finn Association cannot guarantee accommodation in Moscow Sailing School in the case of late requests. Visa support can be also provided individually.

For more information email finn@moscow-finnclass.ru or see www.moscow-finnclass.ru or www.finnclass.ru

New regattas in Italy

Marina di Scarlino Finn Trophy - March 2011: A new International event will be organised by the Club Nautico Scarlino at the Marina di Scarlino from March 11 to 13, 2011, at approximately the same time that the 2012 Europeans are scheduled.

The Marina di Scarlino is 10 km from Circolo Velico Cala Civette (Punta Ala) where the Finn World Masters will take place in June

A Finn Winter regatta will also be organised at the Marina di Scarlino the weekend of March 5-6, and will be the perfect opportunity for training and testing the race courses for the subsequent events.

The new residential apartments (Le Residenze) recently inaugurated at the Marina di Scarlino will be available to participants on these occasions. Please visit www.lamarinadiscarlino.it for further information.



Finn Gold Cup 2010, San Francisco, USA

The 2010 Finn Gold Cup in San Francisco attracted 87 entries from 29 countries and five continents. After several near misses, Ed Wright put together an almost flawless series to take the Finn world title by an impressive margin. Caleb Paine was the leading Junior.

Commodore David H. Sneary of the St Francis Yacht Club officially declared the 2010 Finn Gold Cup open at a lavish opening ceremony with San Francisco's Golden Gate Bridge providing an impressive backdrop. Beginning with a flag parade by all 29 nations represented,

Race one turned into a two horse race with Rafa Trujillo leading Gasper Vincec round the top mark to extend on each and every leg. Trujillo maintained his lead all the way to the wing mark but then lost it to Vincec on the fast reaches to the finish by around five boat lengths. This pair were about a minute ahead of the chasing pack.

Trujillo made the best of race two to hold a narrow lead from defending champion Jonas Høgh Christensen round the top mark. Trujillo pulled out a useful gap on the first downwind and was never really threatened again. He extended slightly

After a second general recall race four started in 18-22 knots with the right side again being the most popular. Wright and Mark Andrews led to the right hand corner, tacked and led round the top mark from Le Breton and Greg Douglas. Andrews got past Wright on the first downwind but Wright applied pressure on the second beat and both passed him and created a useful gap to lead into the finish.

Day three

After a short postponement to allow time for the wind to clock round and build, the first race was sailed in 10-14 knots with

2010 Finn Gold Cup - Final Results

1	GBR 11	Edward Wright	18	3	1	1	1	3	2	5	3	1	2	22
2	ESP 100	Rafael Trujillo	2	1	35	10	8	1	1	3	2	5	20	53
3	GBR 41	Giles Scott	10	2	6	5	4	7	3	6	1	4	18	56
4	USA 4	Zach Railey	5	5	7	4	5	10	5	7	7	18	4	59
5	FRA 115	Thomas le Breton	8	7	3	3	3	12	10	4	8	dnf	14	72
6	SLO 5	Gasper Vincec	1	16	2	6	11	30	26	8	11	3	10	94
7	GBR 85	Andrew Mills	14	22	5	15	10	15	4	10	32	6	6	107
8	CRO 524	Ivan Kljakovic Gaspic	3	15	37	9	6	16	13	18	9	10	8	107
9	GBR 88	Mark Andrew	12	11	10	2	39	22	6	12	12	11	12	110
10	AUS 1	Brendan Casey	4	12	41	8	19	14	8	13	5	13	16	112



the opening ceremony was attended by consul generals of about 10 nations and introduced by regatta chairman and former Finn sailor John Callahan.

Day one

There was 15 knots already in place when the sailors arrived and this increased during the day to 22 knots in race two with the Oscar flag flying for free pumping throughout the day. In fact Oscar was flying for every downwind leg all week.



again on the second beat while Giles Scott climbed to second.

Day two

The day started misty and calm and by 12.00 it was a beautiful sunny day with 5-6 knots on the race area. However the heavy mist rolling in through the Golden Gate was a foreteller of things to come later in the day with a cold breeze quickly building on the first leg to peak out at 22 knots.

Race three started after a general recall with most of the fleet immediately tacking onto port to head to the right hand side. Emerging from the middle right, Alexey Selivanov led round the top mark from Piotr Kula and Ed Wright. Wright flew down the run to round the gate in the lead from Selivanov, while Vincec had climbed to third. Wright extended on the second upwind to win, while Vincec climbed to second and Thomas Le Breton climbed to third.

Wright leading at each and every mark. He rounded the top mark from the right with Michele Paoletti in second from the left and Jonathan Lobert in third. Wright took off on the downwind to build a substantial lead with Lobert climbing to second and these two separated from the pack.

Race six was then sailed in 14-17 knots with Trujillo leading from start to finish. He rounded the top mark ahead of Pieter-Jan Postma, Paoletti and Zach Railey. Not much changed on the first downwind but on the second upwind the left side was favoured for a change and while Trujillo and Wright favoured the right, a lot of boats made up a lot of distance. Trujillo still maintained a narrow lead but Björn Allansson had climbed to second in front of Wright with Giorgio Poggi moving to fourth from the right. Trujillo made a break on the reach to comfortably win, while Poggi eventually found a route under Wright to claim second.

11	CRO 25	Marin Misura	26	4	8	14	22	8	7	9	15	16	3	106
12	SWE 11	Daniel Birgmark	11	20	17	17	7	11	17	1	23	7	1	109
13	FRA 112	Jonathan Lobert	19	31	14	7	2	18	11	15	10	14	4	114
14	DEN 2	Jonas Høgh-Christensen	6	6	38	12	38	23	14	2	4	8	6	119
15	NZL 1	Dan Slater	32	17	28	11	26	4	9	11	13	12	15	146
16	ITA 146	Michele Paoletti	17	9	12	19	9	17	15	14	30	24	14	150
17	SWE 6	Björn Allansson	28	8	18	25	36	5	12	20	16	21	2	155
18	SLO 573	Vasilij Zbogar	9	35	9	16	15	6	32	17	22	25	12	163
19	AUS 221	Anthony Nossiter	27	10	23	13	17	27	16	16	14	20	18	174
20	NED 842	Pieter-Jan Postma	29	18	40	34	28	13	28	24	6	2	7	189
21	ITA 117	Giorgio Poggi	25	25	11	21	13	2	27	30	29	32	13	196
22	CZE 1	Michael Maier	20	19	27	23	23	20	20	19	17	17	35	205
23	POL 17	Piotr Kula	35	28	4	22	25	26	25	27	27	47	10	229
24	ESP 7	Alejandro Muscat	7	14	19	24	20	32	23	39	33	35	22	229
25	GER 771	Jan Kurfeld	43	26	21	37	27	39	19	25	21	15	5	235
26	EST 2	Deniss Karpak	36	13	34	28	14	19	22	49	34	27	20	247
27	RUS 9	Eduard Skorniyakov	34	30	47	27	24	33	21	34	19	28	17	267
28	USA 619	Caleb Paine (J)	23	21	53	32	16	45	40	33	25	30	8	273
29	AUT 3	Florian Raudaschl	13	dnf	15	40	12	9	24	41	31	dnf	9	282
30	GRE 77	Ioannis Mitakis (J)	21	36	13	31	33	61	55	44	24	9	16	282
31	AUS 261	Oliver Tweddell (J)	59	24	22	39	30	28	34	45	37	23	31	313
32	NZL 21	Nik Burfoot	24	33	42	30	34	31	36	31	39	22	33	313
33	CAN 5	Greg Douglas	48	27	63	18	43	24	29	51	26	19	30	315
34	CRO 11	Josip Olujic (J)	22	44	33	35	54	21	37	26	48	26	23	315
35	NZL 10	Matt Coutts	37	48	26	20	32	52	35	28	18	51	25	320
36	NED 83	Timo Hagoort	50	32	25	26	41	49	18	21	35	39	bfd	336
37	UKR 1	Olexsiy Borysov	16	dnf	54	41	40	35	43	29	20	42	19	339
38	CAN 902	Brendan Wilton	46	34	29	36	45	25	39	56	38	49	11	352
39	FIN 218	Tapio Nirkko	47	29	24	42	21	34	31	22	dnf	29	bfd	357
40	UKR 5	Andriy Gusenko	39	45	32	49	29	29	50	50	44	31	24	372
41	AUS 223	James Paterson	31	42	43	33	37	50	30	37	52	44	26	373
42	USA 505	Erik Lidecis	58	37	45	29	35	56	41	35	28	41	28	375
43	USA 5	Andy Casey	42	47	30	52	42	42	42	43	49	37	21	395
44	ITA 123	Filippo Baldassari	30	23	20	38	18	38	46	48	54	dnf	dns	393
45	AUS 2	Rob McMillan	54	41	49	46	49	40	33	23	43	34	40	398
46	EST 11	Lauri Väinsalu	15	40	31	58	67	41	38	38	47	dnf	34	409
47	TUR 21	Alican Kaynar	63	39	48	43	31	44	54	32	42	46	32	411
48	CYP 19	Haris Papadopoulos	33	50	58	44	52	48	45	36	45	40	39	432
49	NED 841	Hein van Egmond (J)	49	52	59	59	50	36	44	42	41	33	bfd	455
50	AUS 235	Tim Castles	dnf	43	68	55	53	43	49	40	36	36	44	467
51	AUS 243	Warwick Hill	45	46	51	54	55	46	58	zfp	51	45	36	487
52	CAN 110	Martin Robitaille (J)	57	49	50	48	62	37	48	53	55	53	38	488
53	BRA 109	Jorge Zarif (J)	38	55	39	47	47	53	47	58	50	56	bfd	490
54	TUR 35	Efe Kuyumcu	41	54	60	63	65	51	52	47	40	50	41	499
55	TUR 7	Akif Muslubas	44	51	46	45	44	55	59	54	60	54	47	499
56	CAN 26	Paul Brikis	52	59	61	51	46	54	51	57	63	55	27	513
57	IRL 4	Ross Hamilton	64	67	36	60	58	57	60	66	57	38	43	539
58	AUS 253	David Giles	55	63	67	56	56	47	53	63	53	48	50	544
59	HUN 6	Gasztón Pal	66	53	44	57	59	62	66	55	56	57	37	546
60	USA 74	Henry Sprague	dsq	60	57	50	48	63	56	60	64	52	45	555
61	IND 11	Nachhatar Johal	40	38	66	53	70	dns	dns	dns	46	43	29	561
62	USA 30	Forrest Gay	65	56	55	64	57	65	57	62	59	58	42	575
63	RUS 1	Alexey Selivanov	51	62	16	66	64	59	63	52	61	dns	dns	582
64	AUS 260	Chris Caldecoat	68	61	64	65	61	67	68	68	58	dnf	52	632
65	FRA 99	Marc Allain des Beauvais	71	64	76	72	63	66	62	64	66	59	46	633
66	USA 12	R. Phillip Ramming	53	69	69	71	72	71	61	70	65	60	48	637
67	AUS 20	Philip Toth	70	58	62	70	71	dsq	65	61	62	ocs	51	658
68	NZL 7	Bradley Douglas	61	dnf	52	61	51	60	64	59	dns	dns	dns	662
69	USA 150	Louie Nady	67	66	56	69	60	70	69	67	67	dnf	dns	669
70	USA 8	Scott Mason	56	70	70	67	66	68	67	71	dnf	dns	49	672
71	SUI 12	Franz Buergi	69	72	73	73	75	76	71	74	68	63	53	691
72	SWE 740	Henrik Rydell	74	71	74	76	78	73	73	75	68	61	55	700
73	RUS 21	Vladimir Butenko	72	dnf	71	74	69	69	72	72	dnf	62	58	707
74	NZL 9	Rob Coutts	62	57	72	62	82	64	78	69	dns	dns	dns	712
75	NZL 232	Ray Hall	60	68	65	dnf	68	58	dnf	zfp	dns	dns	54	725
76	USA 88	Philippe Kahn	73	75	78	77	79	79	77	76	70	64	59	728
77	USA 81	Joshua Revkin (J)	75	65	75	68	76	74	70	65	dnf	dns	dns	734
78	USA 975	August Miller	80	73	82	79	84	78	79	77	73	65	60	746
79	USA 1213	Andras Nady	78	74	81	78	77	77	76	78	72	dnf	57	748
80	USA 174	Bill Upthegrove	76	dnf	dnf	dnf	80	72	75	dnf	69	dnf	56	780
81	USA 100	Jose Oti	dnf	dnf	79	75	73	75	74	73	dns	dns	dns	791
82	POL 691	Andrzej Skarka	77	76	77	dnf	74	dnf	dnf	dns	dns	dns	dns	822
83	USA 1214	Peter Connally	81	dnf	83	dnf	85	dnf	dnf	dns	dnf	dns	61	838
84	USA 32	Charles Heimler	dnf	dnf	84	dnf	81	81	80	79	dns	dns	dns	835
85	FRA 126	Fabien Capeilleres	82	dnf	80	80	83	80	dns	dns	dns	dns	dns	835
86	USA 40	Luke Lawrence (J)	79	dns	dnf	dns	dns	dns	dns	dns	dns	dns	dns	861
87	USA 27	Jeffrey Allen	dns	dns	dns	dns	dns	dns	dns	dns	dns	dnf	dns	870



Sailing Finns in these conditions is all about power. Only the fittest, strongest and smartest survive in these testing waters. The effort to perform, to do well, is immense. After the finish of the free pumping final two reaches, with boats surfing and planing just metres apart, most of the sailors have to stop to catch their breath and regain their strength after 15 minutes of full on downwind sailing. It could be compared to running a 1500 metres sprint, but on top of two 20 minute upwind legs and a 20 minute flat downwind. No other class needs this level of power and stamina for such long periods as the Finn. If you want to go fast then you need to drive it hard. It is simply awesome to watch.





Photo: Chris Ray, www.crayivp.com

Gus Miller: "It's a very powerful demanding boat and you need a lot of initiative and attitude that you're going to do it yourself. Everyone realises the challenges is yourself not the other guys. The challenge is the boat and that understanding is the old idea 'I love my competitor because he makes me better'. The guys here have enormous respect because the challenge of sailing the boat is so great. If one guy figures it out then the others guys are glad for him that he's been able to do it."

"You see very talented new guys coming in and these guys are getting bigger and bigger. Nutrition has improved such that the Asians and others are getting bigger and stronger. And the Finn takes a big guy and a big, smart guy and one of the characteristics of the Finn is that the Finn sailor has to be smart. If he's not smart, big and strong then it's hopeless."

Rafa Trujillo, "The fleet is really tough and they won't give you one metre they don't have to. This will be a really hard championship in San Francisco because you cannot rest. All the time you have to work the angles downwind through the chop to surf all the time. But it's more easy when you are in front."

Day four

Race seven got underway under black flag on the third attempt and again turned into a drag race to the right. Trujillo made the best of the upwind to round just ahead of regatta leader Wright and Andrew Mills. Wright chose the left side downwind and found more pressure to move past Trujillo but the Spaniard chose more middle ground in the second upwind to retake the lead when Wright went further right.

Trujillo again led to the top mark in race eight followed by Høgh Christensen, Zach Railey and Wright. With the winds topping 22 knots and a very nasty sea running it was the toughest race so far. Høgh Christensen took the lead on the second beat and led until the final thrilling stages of the fast spray filled second reach. But coming from behind was Daniel Birgmark. He had already passed Trujillo and catching a few waves better than Høgh Christensen, surfed through his lee to take the race win by a couple of boatlengths. It was the closest and most exciting finish of the week.

After eight races, the top five boats had created a 32 point cushion over the rest of the fleet, with just eight points separating the next five boats. Wright had a 10 point margin over Trujillo and 17 over Scott.

Day five

Race nine was sailed in 16-20 knots with the right again proving popular. Trujillo and Wright led the fleet to the right hand side and played the few shifts on that side as the wind continued to increase. Wright narrowly led Trujillo round the top mark followed by Scott. Scott took the lead on the first downwind, held it on the second upwind and then pulled away slightly on the reaches to win. Trujillo placed second to narrow the gap on Wright, but Wright was about to lay down the gauntlet and firmly take control of the series.

Race ten turned into a thrilling display of endurance and power as the wind whipped up a confused sea and the downwind became an adrenaline fuelled fun ride. Wright again led at the top mark from Pieter-Jan Postma, Trujillo and Scott. The first downwind was crucial and very patchy. Both Postma and Scott slipped past Wright and avoided the holes to take the lead while Trujillo lost a lot of ground to round in eighth. Wright, however, retook the lead and then extended on the gruelling second upwind to lead down the reaches and take his fourth race win of the week. Trujillo could only recover to fifth.

Wight commented, "Today was make or break. I found myself rounding both top marks first. It was windy on the downwinds and I wanted to sail conservatively with the steep chop making things a bit hairy. Finishing 3,1, was amazing for me. It's all on now."



Day six

It has been an enigma of the class that Wright had never won a world title, but he put that wrong to right in the medal race.

The final day started with race 11 for the rest of the fleet with Postma leading round the top mark from Birgmark and Alejandro Muscat. Birgmark took the lead on the first downwind and led round the remainder of the course to take his second race win of the week to finish 12th overall. Allansson sailed well to place second while third place for Marin Misura kept him in 11th overall.

The big question for the medal race was whether Trujillo would go for gold or protect silver. It was obvious within minutes what his strategy would be as he stuck to third placed Scott like glue and covered his wind all the way round the course.



Meanwhile, Wright won the pin end start and powered away, never headed at any mark. At the top mark, Scott was in last place – Trujillo had done his work well. Scott then passed three boats leaving Trujillo at the back. With Wright sailing away from the fleet, the fight was now on for silver. Trujillo rounded the gate just behind Scott, but within a few tacks was back in control. It was a nervous last downwind for the Spaniard as Scott sailed away again and he was left behind. But Scott could not take any boats and finished ninth to take bronze, with Trujillo crossing in tenth to take the silver.

A clearly happy Wright said, “I am so excited. It’s something I have been working on for a while. The last couple of days have been the best of the regatta, really windy and really difficult sailing, but I am so happy. It was brutal at times, but just great sailing. The boat is a powerful boat and it’s so taxing sailing here. I loved every minute of the week. Rafa has been training hard as well and was sailing fast. To win the last race is great.”

Silver medalist Trujillo talked about his race strategy. “This morning I did my planning with my coach and we had two options. Either try to win the Gold Cup depending on the wind conditions or protect the silver. After we saw the weather conditions, we realised it would have been impossible to catch Ed.”

“Congratulations to Ed and Giles and all the other Finn sailors here because I think we have had a really tough week.”

At the prizegiving at the St Francis Yacht Club, under the shadow of the iconic Golden Gate Bridge, Ed Wright received the Finn Gold Cup, first presented in 1956 at Burnham-on-Crouch in the UK. This famous trophy is full of the names of legends of the class and now one more legend has been added to this list. It is what all Finn sailors aspire to and what all sailors everyone recognise as an outstanding accomplishment.



Thanks to the photographers who supplied so many great photos for this issue. These and many more can be found at their websites.

1. Ellen Hoke, www.ellenhoke.com
2. Chris Ray, www.crayivp.com, prints available from www.printroom.com/pro/crayivp

Here be giants

Caleb Paine (right) was the leading Junior in the Finn Gold Cup after placing 28th overall Here is his take on Finn sailing and the Finn Gold Cup.



The Gold Cup is the Holy Grail for Finn sailors, and I was a rookie competing in my first year on the World Cup circuit. Everyday I went sailing I lined up against Olympic medalists, multi-Olympians, previous World Champions, and others who have done extraordinary things in sailing. When sailing in this fleet I felt as if I was walking among giants. Everyday I hit the water in San Francisco was another chance to learn from the best. And learn I did.

The Finn Gold Cup was held in the Berkeley Circle, which looks west right through the Golden Gate Bridge. There aren’t any geographical features to interfere with the breeze getting to the course. We experienced 18 knots or more every day. This tested the fitness level of the whole fleet. The Gold Cup consists of six days of sailing and with a 1.8 nautical mile beat, often with an opposing currents, some of these weather legs lasted 30 minutes. There were two races each day and each race was twice around. This pushed the sailors to their physical limits.

Sailing in the Bay is tricky to say the least. Unlike most places on the World Cup circuit where current is not much of a factor; the current in San Francisco Bay plays a big part in any race strategy. And if that were not complicated enough, the wind strength and direction changed hour by hour.

Then there were the tactical decisions to be made. For me this was somewhat of an issue. The racing at times was single tracked. It was start and then a flop onto port as soon as possible in order to get to the favoured right side. I struggled at times to get a clear lane on port, meaning I then had to sail farther to the left to get a lane. But that was because of my starts. When starting in a 87 boat fleet I learned that you must make sure to have clear air and be bow out on the boats around you, otherwise you get flushed out the back with little hope of working back for a decent finish. I failed at getting onto port soon enough at times, which can be seen in my two worst results, the 53rd and the 45th.

Some of the weirdest sailing conditions happened on the second to last day. Down in the Berkeley Circle there were holes. Outside the hole there would be 20 knots but in the hole there would only be 5 knots and with it came a 40° wind shift. The holes were very local and only about 100 yards in diameter. Those were quite weird and I have come to understand them as a localised lack of inversion.

The flooding current also made it difficult. The current tended to drag boats toward, and often into the marks. This put a premium on finding the lay line and not under or overstanding. There were serious gains to be made by judging the lay line correctly. The runs and reaches were where the big gains were made or lost. I had been working on my downwind legs all season and was pleased to see that I was up to par with the big boys with my downwind technique. Success went to the sailors who could jump the most waves, which is usually the sailor with who worked the hardest. Watching Michael Maier use his mainsheet one-to-one on a reach in 18 knots humbled me to say the least.

The Finn is the best class I have sailed in. There isn’t I class I know of that has such a great sense of camaraderie. After my first international regatta I knew all the best Finn sailors in the world on a first name basis because they were open, friendly and supportive of the new kid. I think that this coherence of the class stems from the fact that the sailors often train together. This builds friendships as well as making everyone better. Because of this, the competition at a Finn Gold Cup is of the highest caliber.

My first year of Finn sailing, and this past Gold Cup, went well. I finished 28th and was the top junior, and the second American. I still have a lot to learn, and am currently in the process of putting all of the pieces together in order to be more consistently closer to the top. What I need to do is keep working hard with Zach Railey and Kenneth Andreason. With their help, funding assistance, and a great deal of hard work I look forward to another good season next year and an improved finish in Perth, Australia in next year’s Gold Cup. I know that each time I learn something new about the Finn I grow a bit, which makes the giants seem just a little less giant.



Telling the story with enhanced media

The 2010 Finn Gold Cup in San Francisco was a dream location for the media. Great backdrops, stunning scenery, blue skies, sparkling water, fit and strong athletes, fantastic looking hi-tech boats and spectacular windy conditions. Every day for a week.

Every year the media output from the Class and the demands made on the media increases. Likewise the exposure for the Class and for the sport spirals upwards, but is largely unquantifiable in real terms. Twenty years ago a regatta was lucky if it got an end of week write up in the yachting press. In the 1990s the Finn Class was among the first associations to distribute daily race reports by email and no-one thought it would ever catch on. Things have moved on a long way since then with thousands of viewers, readers and enthusiasts worldwide demanding ever more detailed information as well as instant updates

The future of sailing media needs to be based around live on-site and on-the-water reporting, and this has generally been identified as being internet based. The ideal scenario would involve live streaming video from one or more camera boats, though blogging and fast text updates are still adequate in some cases – and it has to be easy, for the sailor, the event organiser and the viewer. Make it complicated or worse, boring, and people will switch off. That is the challenge today.

Initiatives

This year in San Francisco, there were a number of new initiatives, some originating from the St Francis Yacht Club and some from the Finn Class. The principle one was the live video streaming from Chris Love and his SailGroove.org operation. Though it suffered from patchy network coverage in the Berkeley Circle area of San Francisco Bay, it brought in more than 17,000 individual viewers from 94 countries across the world.

This live stream took centre stage on the event website www.finngoldcup.com and was running from the five minute gun to the finish in every race. SailGroove brought the action – and there was



Above: Rafael Trujillo watches Giles Scott carefully during the medal race in San Francisco. Sometimes it's more about the story being told than the racing action • **Below:** The camera boat (s) needs to know and be able to follow the right boats to tell the story • **Top right:** Ed Wright, winner in San Francisco • **Bottom right:** Cameras of the future. Development of stern cameras – ideally with live video steaming to shore – needs to be a priority for the class over the next few years

a lot of action – with commentary to computer screens at home and work around the planet. In total some 450,000 minutes of streamed coverage was watched live.

For those without the time or ability to watch the live stream, an 'on-the-water' Twitter feed was located just below that window with all the race updates, mark roundings and other news posted live, as well as links to videos posted to YouTube and updates to the website.

On-the-water feed

For the first time ever the 'On the Water' feed was carried out using an iPhone4, generously supplied and supported by 'MotionX by FullPower'. This facilitated the Twitter, Blogger and YouTube uploads direct from the racecourse and the dinghy park. A series of short interviews and mark rounding clips were emailed to the Finn Class dedicated YouTube channel. www.youtube.com/thefinnchannel each day with a corresponding Tweet appearing on the event website to notify viewers.

The iPhone4 was also enabled with the MotionX GPS app, which allowed, for example, a photo of the start line to be sent to Twitter along with a link to a GPS position on a map. With the reliable wind that was experienced in San Francisco, perhaps this was just of passing interest, but at changeable venues, with the start line changing position every day, it could provide extra insight into the racing.

During the course of the week around 250 Tweets were sent (covering start signals, APs, mark roundings, finish positions etc) including around 40 during the medal race, to try and capture the essence of the battle.

Around 35 on-the-water clips and interviews were uploaded to YouTube, including both short ones directly from the iPhone and longer ones after racing from a video camera. During the event these received some 15,000 views (peaking at 2,000 a day) from 41 countries. Perhaps of interest is that 20 per cent of the viewers were female. This marks a 50 per cent increase on the total views at the Finn Gold Cup in 2009, and since it was set up 18 months ago, The Finn Channel has had nearly 200,000 video views.

And if that wasn't enough there was also live race-by-race tracking from Kattack. Each Finn was fitted with a GPS device with the battery

The Finn Class on-the-water feed is supported by:

MotionX™
By Fullpower®



pack that lasted the whole week. Again this was available through the event website, though hosted on Kattack's own site. During the regatta and immediately afterwards (the tracks remain online indefinitely) more than 60,000 tracking views were opened.

To supplement the live video streaming and on-the-water feeds, a daily IFA press report was emailed to the Finn Class mailing list of around 700 contacts each evening. In 2010, for the first time, these press releases were made available through a free subscription on the Finn Class website, with more than 150 people signing up during the week to receive these. Each report provided in-depth analysis of the racing as well as featuring the stories of some of the sailors competing in San Francisco. During the course of the year the Finn Class sends more than 50 such releases, covering all major championships, Sailing World Cup events as well as class related news, sailor interviews and other features. In addition more than 1,150 photos were uploaded to the Finn Class Picasa site.

As well as the web quality video camera of SailGroove, a camera crew from Xtrame Studio from Budapest, Hungary was on the water each day filming broadcast quality content, which was made available, free of charge, on FTP each evening to TV networks worldwide. These films also included daily interviews with sailors in both English and their native language. Of particular note, this footage was used by the BBC in a mainstream sailing programme broadcast in September. The FTP server was provided with support from the World Match Racing Tour.

Facebook is also providing a natural forum for sailing events. The Finn Class set up a page earlier in 2010 and has now passed the 1,000 fans mark. The page is used to announce news items, photo gallery uploads and other website updates to get messages out quickly and widely. Not only this but most of the Finn sailors make posts themselves about the event or comment on the Finn Classes own posts. With each 'fan' having an average of 300-500 'friends',

the resulting effect is that Finn Class posts appear on tens of thousands of pages across the globe every day.

Summary

Bringing together all the different facets of the media plan and calculating its net effect is not easy. With so many different streams running simultaneously there is no way to accurately calculate the number of individual users watching the event – there is too much potential overlap. This is perhaps a task for the future – to unify the different media outputs into one homogeneous portal. But a rough total of web related page views across all platforms during the 2010 Finn Gold Cup would easily exceed half a million impressions. Add to that the extensive use of the TV footage by BBC and others, and the numbers increase dramatically.

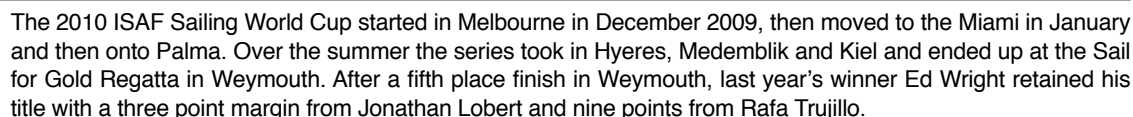
By making footage and coverage so comprehensive, continuous, readily available and ground breaking the Finn Class wanted to portray a message that the Finn is not only producing tactical, fair competition for fit, healthy and 'heavy' elite sportsmen at the top of their game but also that the Finn Class is leading the way to deliver the necessary media requirements to promote sailing and make it more attractive and interesting to a greater number of people and nations.



Media coverage of sailing events is in constant evolution. It has moved on unrecognisably in the last five years and will undoubtedly transform itself again come five years time as technology and access to it becomes more available and more affordable. As such, any media plan has to be in constant flux. It is almost impossible to predict what we will be doing next year, only that it will be better, more innovative and more wide-reaching. And, in the end, that is what matters. Any media plan should showcase the sailors, the sailor's stories and the sport to the widest possible audience in the fastest and most accessible way possible. But there is still a long way to go

Recently the Finn Class has been at the forefront of developing stern mounts for very small and light HD cameras; these have been chiefly developed by long time Finn sailor Gus Miller. The ultimate goal of combining a stern camera with a live feed remains a project for the future. With sufficient bandwidth and equipment, imagine following a race online using GPS tracking and then selecting which boat to follow and then watching the sailor's actions and manoeuvres through the stern camera. Then switching cameras to a different boat to watch a port-starboard crossing from another angle. Then switching to one of 1, 2, 3, 4 ... camera boats to watch the whole race in wide-screen, before flicking back to the leading boat round the top mark.

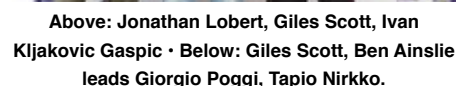
Also, perhaps, it may not be long before on board cameras are built into boats, much like compasses are these days, recharged using a solar panel built into the deck or a small waterwheel attached to a self-bailer, rudder or centreboard case. This technology is surely coming soon, but perhaps the big question is, are managers and employers around the world ready for the drop in employee productivity that will inevitably be the result of such a move as thousands of people sit at their desks watching sailing rather than working...



Skandia Sail for Gold - Final Results

1	GBR 41	Giles Scott	12	8	(ocs)	1	4	3	2	4	9	16	60	
2	FRA 112	Robert Jonathan	1	2	2	10	3	6	8	13 (30)	16	2	63	
3	CRO 524	Ivan Kljakovic Gaspic	10	5	7	5	7	5	(16)	5	8	10	4	66
4	GBR 3	Ben Ainslie	13	4	(rdg)	6	2	2	(14)	11	10	5	6	66.4
5	GBR 11	Edward Wright	16	3	(rdg)	4	4	18	5	1	6	(25)	12	76.3
6	NZL 1	Dan Slater	2	17	(rdg)	3	8	14	7	6	(ocs)	2	20	87.1
7	USA 4	Zach Railey	6	12	5	11	(ocs)	1	2	12	29	3	8	8
8	AUS 241	Brendan Casey	(22)	9	1	9	5	19	17	10	9	6	10	95
9	FRA 115	Thomas Le Breton	5	6	16	7	11	10	(18)	8	11	7	18	99
10	SWE 11	Daniel Birgmark	14	13	14	2	6	9	13	16	(ocs)	1	14	102

11	CRO 25	Marin Misura	103	31	NED 841	Hein Van Egmond	271
12	NED 842	Pieter-Jan Postma	108	32	GER 21	Anian Schreiber	277
13	FIN 218	Tapio Nirkko	112	33	AUS 235	Timothy Castles	281
14	GBR 85	Andrew Mills	113	34	AUS 2	Rob Mcmillan	282
15	ESP 100	Rafael Trujillo	118	35	GBR 642	John Tremlett	304
16	POL 7	Rafal Szukiel	130	36	GBR 7	George Cooper	332
16	EST 2	Deniss Karpak	130	37	IRL 4	Ross Hamilton	334
18	SLO 573	Vasilij Zbogar	135	37	TUR 35	Efe Kuyumcu	334
19	GBR 88	Mark Andrews	156	39	GBR 2	Allen Burrell	349
20	ESP 7	Alejandro Muscat	162	40	GER 127	Julian Massler	360
21	RUS 9	Eduard Skorniyakov	163	41	SUI 63	Thomas Gautschi	369
22	SWE 6	Bjorn Allansson	168	42	GBR 595	Edward Thorburn	370
23	AUT 3	Florian Raudaschl	175	43	FRA 99	Marc Allain d. Beauvais	379
24	BRA 109	Jorge Zarif	177	44	TUR 7	Akif Muslubas	400
25	ITA 117	Giorgio Poggi	180	45	GBR 61	John Heyes	401
26	GER 771	Jan Kurfeld	193	46	GBR 653	Adrian Brunton	404
27	CZE 52	Tomas Vika	203	47	RUS 1	Aleksey Selivanov	407
28	SWE 33	Max Salminen	205	48	GBR 68	John Mackie	441
29	NED 83	Timo Hagoort	230	49	GBR 18	James Hadden	442
30	IND 11	Johal Nachhatar	263	50	FRA 21	Mathieu C.d.Verdiere	474



Weymouth produced some of the best sailing conditions in these years Sailing World Cup series. Jonathan Lobert led from the opening race until mid week when Giles Scott, who started badly, came good and then took an overall lead of 16 points going into the medal race. The returning Ben Ainslie was in second, Lobert in third and Ivan Kljakovic Gaspic in fourth. It turned into a nail biting race with big shifts and the pressure all but fading on the final downwind. Scott finally crossed in eighth to take the win, while Ainslie could only watch as Lobert turned the race on its head to move from last to first on the final upwind, while Gaspic also climbed on the last beat to place second. Third for Ainslie dropped him to fourth – the first Finn event he had lost in six years.



Interview with Tapio Nirkko

At the Finn Class AGM in San Francisco, Daniel Birgmark of Sweden stepped down as Vice-President – Sailing after four years service. Keeping the Scandinavian connection going, Tapio Nirkko from Finland has stepped into the role. We spoke with Tapio about his thoughts on the Finn and what is the attraction for him.

What is your background and when and why did you first get into the Finn?

Sailing was just one of my hobbies until I was 15. From when I was 7 until 15 I was also playing football as a goalkeeper, and basketball. Sailing was actually taking the least time of these hobbies. My sailing class path before Finn was quite usual in Scandinavia going through Optimist, Europe, Laser and finally the Finn. Because of my rapid growth I swapped from Opti to Europe when I turned 13. Then it was two years in the Europe before jumping into the Laser. After two years, aged 16, I weighed around 90kg and I was 191cm tall so the Finn was the only option to continue sailing.

What do you find special about Finn sailing that you don't find elsewhere?

Finn sailing is the ultimate combination of physical requirements and development, with high quality equipment at a cheap price, and a high standard of tactical knowledge and respect among sailors.

What is your weight, height and home club?

194cm, 95kg, Espoon Pursiseura EPS

What gear do you prefer and why?

I've used Devoti hulls because I've wanted to block out extra factors by having the same as others. I've used Wilke masts because of their reliability. I've sailed with WB-sails since I started with Finn because it's a Finnish sail loft. They have the knowledge and history to do premium development and research with Finn sails. Also the Maxx cloth that WB uses in the Finn sail is long lasting which suits my low budget.

Describe your first Olympic experiences in Qingdao, what you learned from that and how it will effect your preparation for Weymouth?

The 2008 Olympics were an extremely big disappointment for me. Actually it was the first step backwards on my Finn sailing career. But the whole Olympiad was a good time for my learning curve. Those years were the first years I had a coach in Finn and the Nordic group we put together created a great environment to learn important factors that leads to success. We got many things ready for Qingdao, some not. For me the biggest problem was

that it was too early to get everything I had learned together and use the skills in the Games. Of course the conditions in Weymouth are totally different than in China but the preparation is building in pretty much the same way. Focus on basics in training and then spice it up with some things with special attention.

What do you feel are the strengths of the class both on a racing as well as an organisational standpoint?

Finns are made strong and when the good hull shape and the carbon mast is de-powering efficiently, we're able to sail in heavy winds with no problem. It is no problem to get around the course and for the equipment not to break. When sailing in one fleet it makes it easy to control the fleet for the RC.

How do you feel the class media's presence can improve in the years to come?

Already now we use things in Finn events like live GPS-tracking, twitter updates and live video footage from the water, which will be a standard in the future. Getting live video with sound from the Finns would bring the viewers much closer to the sailors and experience better what happens in the boat. Why not have in windy medal races live heart beat screening to show what the heart rates are when sailing Finn. The most important thing is to create good quality animations combined with live video to make people understand better what's happening on the course. To open up the sailing world to people who think sailing is impossible to understand, is important for sailing as a sport.

How do you feel the class should evolve and develop in the coming years?

The Finn is already well developed in many areas. We're now in a situation when all the Finn equipment (hull, mast, boom, rudders, centreboards) are good quality and last long a long time. When the market is competitive, the price of the equipment is also fair and resale value is good. That's an important factor to make a competitive Olympic project from a small country with a small budget. Now the actions made in the class to make equipment issues more transparent is important to keep Finn as a class where it's possible to make it to the top without having a monster budget.

Say a few words about your new role as the Vice President – Sailing of the IFA.

It's an honour to be VP - Sailing of the IFA and be part of the core in such a traditional and respected class as Finn. And of course it's my responsibility as a Finn to be very much part of the Finn class!

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For Ed Wright, 2010 was a defining year in his Finn career. After several near attempts he finally took the Finn Gold Cup after dominating the series in San Francisco. Earlier in the year he took a silver medal at the Europeans in Split, regatta wins in Miami and Palma and won the ISAF Sailing World Cup for the second year running. To cap all this in September he was one of six nominees for the ISAF Rolex World Sailor of the Year Award. We caught up with Ed to talk about the year past, and what the future holds.

Looking back on the year as a whole, what are your reflections on your progress and development?

I am really happy with my progress not only over the last year but the last two years. I completely changed my approach to training and racing – with a few cynics at the start – but I feel a much more rounded sailor now and a better competitor around the course. Also I think the fleet is changing again. There was a massive shift towards the lighter weight sailors gearing up towards China. Now it's shifting back and I think the lighter guys got caught a little off guard after such a light year until the Gold Cup so the body weight of the sailors might increase.

Has it sunk in yet that you are World Champion, and what does this mean for you in the longer term?

It has sunk in and I'm still very happy. I would have been very disappointed not to have won there as I structured my year on peaking for the Europeans and then towards winning the Gold Cup. The Europeans medal race was a let down for me, so the Gold Cup was very important and I prepared everything towards winning it.

What made the difference this year to finally win the world title?

Again, I just came prepared. It was not the place to just rock up. After a non-hiking year everyone must have been wanting to get out to the worlds venue and get some hours into their legs but by then I think it was too late. For this, and any, Gold Cup you need full energy from the start. The race area was pretty difficult with shifts and picking the side so good preparation was key. I also had some great support from UK Sport Lottery and Skandia Team GBR which helped with my preparation.

You said you changed your body shape and rig setup for San Francisco. Can you go into more detail and how it helped?

I increased my body weight last winter and sailed the whole season with that weight to get used to sailing fast being heavier at 104. The weight takes a lot of effort to increase with a massive push on fitness. Thinking about eating all the time to keep the calories going in. The last thing you want is a deficit. It's easy to get heavier by fat but to increase lean mass takes a lot of effort and focus. Also my rig settings were changed to minimise the losses over the chop and there was a lot of analysis on steering.

What did you get up to on the last night and did the trophy make it safely back to the UK?

The good news is that the trophy is safe at home. We had lots of fun the last night. Everyone piled into a local bar near to the yacht club after the awards ceremony. I felt sorry for the guys with an early flight the next day but my coach Ian Clingan told me he was a popular man with the paracetamol at the airport...

The Ed Wright interview



What will be the main focus for 2011?

I would love to win the Gold Cup again, and it being the ISAF Worlds even more. It's a long year ahead so to keep enjoying the racing and to stay focused is a big goal.

Do you think the Sailing World Cup is becoming more relevant and if not what needs to change? How keen are you that prize money is offered at major events?

I love the idea of a ISAF Sailing World Cup to attract new sponsors. Prize money would be great to bring in more participation although I am sure next year there will be even more sailors taking part with the Olympics getting ever closer. Having the events paid for would be a good start.

You've always done the Florida training in the northern hemisphere winter months rather than down under as was popular a decade ago. Why is that and why do you think the American events now attract more competition?

The wind is less consistent in North America for the winter but the cost is much lower and you can easily get back for Christmas which is very attractive to Europeans, but with the Worlds in Australia next year I think a lot of people will make it down there this year which is great. I think there is great training to be had in both places.

What are your training and regatta plans over the coming winter?

The Brits will do both this winter ramping up the load for the next season. A typical day would be similar to other nations just maybe a little more structured and organised. It would consist of lots of drills, sailing hard and motivation. It gets pretty hard training on the water especially if you have a "big legs" day back to back with a "big back" day.

What gear do you prefer and why?

Devoti boats seem to be quick and North sails on a HIT mast for me but the other guys go fast with Wilke. I think it's personal preference. You find a quick mast and stay with it. They are all different. I was also fast last year with my Wilke.

What are the major differences between the various masts and sails being used at the front of the fleet?

Ben's Olympic sail – the M1– seems to be my choice but the HV2 is still making its appearances at the top and this VB sail is consistent in the light. The Pata and Victory also seems to work with the Croatians and I have also seen NZL North charging so it's hard to say. Everyone is a different size, different style and has a different focus so again it seems to be whatever suits you. That's the beauty of the Finn. There is a 20 kg difference in weight in the top guys and they are all sailing fast.

Do you think there will be any new gear or technique trends starting to appear over the coming year?

I will be interested in what this new Italian mast is like. Rafa has been using it and has had flashes of brilliance. The downwind is going through a change at present, though unfortunately there are a lot of fast guys downwind now. We will see what will happen in the next year. From outside the class I have heard very positive things about the techniques and styles of the new downwind sailing saying its much more fluid and the sailors are using their skills and power to push the boat, but they did say it looks difficult. It's nice to hear this instead being a "Fat Finn Boy" as I have never been fat!



What makes the Finn class so special against other classes you have sailed?

For a start it's visually pleasant. The cost is low. I still use my first mast and it's still fast after five years. I applaud the builders for this. Each one is almost a work of art and a beautiful piece of kit. There is so much to think about and tweak in the Finn. You can gain little advantages everywhere, but you have to treat the Finn with finesse, respect and grunt to keep it up to speed. The people in the class are great people and all hard competitors. Also there is so much history in the class, and never forget the many legends coming from the Finn.

How do you feel the class and sport should evolve and develop in the coming years?

Sailing as a sport now has a great package to sell having the qualifying series to select the best sailors and the medal race to put on a spectacle for the spectators (as long as there is wind) to reveal the champion (mostly). It's so exciting. I love medal race day! It's not about changing the sport, but more it about taking this package and marketing it correctly and having a direct strategic plan to follow, but that takes time and money. The Finn needs to continue promoting itself and encourage more sponsors. If other classes can achieve VW, Volvo, etc to sponsor them I am sure the Finn has much more to offer.

We'll end on the 'Ben' question. Do you think it will be back to business as normal for him when he's done some training, or do you think it be harder this time?

I presume the Americas Cup decision is a big disappointment for him. He will be very competitive. He is an amazing sailor and I love racing against him. I have learned a lot from the approach he has to the sport, but I think the Finn has moved on so I hope it won't be back to business as normal.





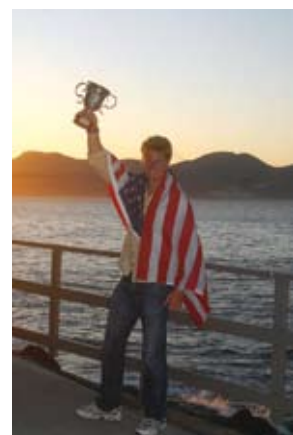
Finn Silver Cup 2010, San Francisco

The 2010 Finn Silver Cup – the Junior World Championship – took place at St Francis Yacht Club from 17-24 August, immediately before the Finn Gold Cup. A small but select fleet of 15 boats from 10 countries sailed a series of nine races between the Golden Gate Bridge and Alcatraz Island, just offshore from the yacht club. After placing second in the Finn Junior Europeans in May, Luke Lawrence went one better in San Francisco, to take the World Junior Finn title after a thrilling final race on San Francisco Bay.



Finn Silver Cup 2010 - Final Results

1	USA 40	Luke Lawrence	5	3	1	1	3	1	10	5	3	22
2	GRE 77	Ioannis Mitakis	dnf	1	5	3	1	5	4	1	5	25
3	AUS 261	Oliver Tweddell	6	4	2	5	4	2	5	2.5	2	26.5
4	USA 48	Caleb Paine	3	2	10	4	2	4	2	4	9	30
5	BRA 109	Jorge Zarif	4	6	3	9	6	3	1	6	7	36
6	CRO 11	Josip Olujic	2	5	4	2	5	dsq	3	2.5	13	36.5
7	RUS 57	Egor Terpigorev	9	11	7	6	7	6	8	9	1	53
8	GER 64	Lennart Lutkus	1	8	6	7	10	12	7	7	8	54
9	RUS 707	Larionov Egor	7	7	13	8	9	7	6	8	dnf	68
10	CAN 11	Martin Robitaille	11	9	11	10	11	8	9	10	6	74
11	POL 12	Milosz Wojewski	8	10	8	13	8	10	11	12	dnf	83
12	GBR 18	James Hadden	10	12	9	11	12	9	13	13	11	87
13	USA 8	RJ Bay	12	15	15	12	13	13	14	14	4	97
14	USA 33	Gordon Lamphere	13	13	12	dnf	14	11	12	11	12	98
15	USA 81	Joshua Revkin	dnf	14	14	14	15	14	15	dnf	10	112



Day one

Caleb Paine took a narrow lead on the first day though race wins went to Lennart Lutkus and Josip Olujic, who had a close battle in the opening race. While the Croat led for most of the race, Lutkus outsmarted him on the run to win the first race of the championship and his first race win in the Finn.

With the wind increasing from 10 knots in the first race to 18 in the second, the triangle course was set with Oscar flag for free pumping. Junior European Champion Ioannis Mitakis who had suffered from two penalties for pumping in the first race, took the win.

Day two

Despite saying on the first day to prefer light conditions, Luke Lawrence mastered the increasing breeze and the current to win both races on day two. "I am not fast upwind but could keep good position on the course." At 93 kg, Lawrence is one of the lightest in the fleet. The breeze increased from 13 knots in the first race to 20 in the second providing for athletic sailing. "I was fast on the run but often just in control."

Day three

On day three Mitakis was first across the finish line in race five, taking his second victory of the event. He said, "The current was very confusing. I had trouble upwind but gained

places on each run." Paine and Lawrence were second and third across the line. The wind increased for the second race but was more irregular across the course with patches of pressure. Jorge Zarif rounded the top mark ahead of the packed fleet. Josip Olujic, third behind Caleb Paine took the left side of the run to take the lead from Zarif by a minute.

With a triangle course, the last upwind was followed by two reaches. Olujic lost some ground trying to find the wing mark but his victory was soon shortened by a protest lodged by Paine for tacking too close to him. With Olujic disqualified, the race went to Lawrence who increased his lead to six points over Mitakis. Oliver Tweddell continues with regular scores to place fourth overall.

Day four

Day four was decided in the protest room after a mix-up over finishing lines. The regatta



leadership went briefly to Caleb Paine, to be given back after a long hearing for redress to former leader, Luke Lawrence.

Defending World Champion, Jorg Zarif, finally got his first race win. "I have been slow during the whole regatta, I am not using my mast and the one I have is way too stiff. I tried a different rake and even if it is unusual, it seems to work better." Zarif and Paine enjoyed a nice shift to the top mark. Paine rounded first and went down the left side while Mitakis and Zarif chose the right, led at the gate and repeated their left move on the second beat. Zarif went on to win with Paine in second and Olujic third.

The triangle course was set for the second race with winds reaching 18 knots. Paine was first at the top mark with Mitakis hot on his heels. By the wing mark, Mitakis was first from Lawrence and Olujic. This is the moment when it all went wrong. A committee boat was anchored a few meters away from the wing mark with a start/finish flag and signalling a start for another fleet.. Mitakis, and a nearby jury boat thought that the course had been shortened, and the top three boats headed home. After a long redress hearing, it was decided that the wing mark rounding order would become the finishing order. This meant that Mitakis won race eight with Olujic and Tweddell sharing second place.



Final day

Going into the final race just 5.5 points separated the top five, and with only 15 boats the decision was taken not to have a medal race, however the last race was non discardable. After a postponement and a general recall, Paine led round the top mark while Lawrence rounded in 11th. While the top five sailed the run down the middle of the course, Tweddell, Terpigorev and Lawrence went close to the shore. Lawrence said, "With the side being so shallow, there was much less current close. There was also an opposite current starting to form towards the end of the run. I waited until everyone gybed towards the gate. We all made big gains. On the second run we went again close to shore and very low to be pushed to the gate by the current." Terpigorev won the last race with Tweddell second and Lawrence third.

So, Miami sailor Luke Lawrence won the 2010 Finn Junior World title on his 20th birthday. "Winning this event was my main goal this year. I have trained hard since spring. My learning curve has been great, but it has been quite stressing at times with difficult sailing conditions and good competition. He admitted that having John Bertrand's (USA) help was a real advantage. "John has sailed here all his life and knows the bay like the back of his hand. It does help me build my confidence when I make tactical choice on the water. He has a good perspective of my sailing and helps me go fast."



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Double European champion Ivan Kljakovic Gaspic is undoubtedly one of the hottest stars in the Finn fleet at the moment. He has reached the podium at every major event in the past two years apart from the windy Gold Cup in San Francisco. This year he also picked up wins at the Delta-Lloyd Regatta in Medemblik and Kiel Week. With two years to the next Olympics, we spoke to him about his thoughts on the season and on the future.

Sum up your thoughts on the past year.

This year has been great for me. I have had a series of great results from 2009 and I have continued to prove to myself that I am one of the best in Finn class. My performance is getting better in a wider range of conditions and in almost all events I was on the podium, and that makes me happy. Surely, however, I am the lightest amongst the top guys so this was bit of a disadvantage in San Francisco.

And what about that second European title. How important was it to you to win on home waters? Is it all about building confidence?

Winning on home turf is tough. It takes more energy than in other places around the world. That week in Split was for sure the craziest weather I have seen in Split and I felt confused with the winds and strong currents. The pressure from the public was high all the time. I felt like it was crushing me and it wasn't easy to cope with it. In the end, consistency and determination has paid off, and fighting for gold in the medal race from fourth position was a big challenge, but I have done it once again.

The Finn Gold Cup was the first major event in nearly two years when you didn't make the podium. Can you elaborate on why you think that was and any changes you will make as a result?

As I mentioned, being one of the lightest in the fleet surely gave me lot of troubles in San Francisco bay. Big breeze with short and choppy waves are the worst conditions for me, and when it goes on for six days in a row, I couldn't expect much more that I did. For me eighth place is a success considering the conditions and other sailors who were having the time of their life there. Congratulations to Ed, Rafa and Giles. As a result I will for sure try to put on some weight for next year and in this way improve my upwind speed.

You've been an advocate of offering prize money for many years. How can you see this working in practice and what benefits do you think it would bring?

I am sure all sailors are waiting for this. Prize money brings a new level to the sport, more motivation for sailors, more development on the technical side and in fitness. Also in the long term it attracts sports managers in

The Ivan Kljakovic Gaspic interview

sailing and that brings more and more money from sponsors so sailing for sure gets more attractive. In practice it is easy, prize money in all events in circuit should be obligatory for organisers and final prize for World Cup winner should be big. That is the point of the World Cup as far as I can see.

What other changes (if any) would you like to see in the class?

I think in World Cup series we should limit entries and in this way motivate sailors on lower levels to try harder to get to World Cup events. Also main event should take max four days and the week before use as a qualifying week for main event, the same as in tennis. In this way organisers would still get a lot of entries and sailors and the format of racing could be much easier for race committees and as well for the media and public. This way we make the World Cup a bit more exclusive and the Worlds and Europeans remain same so all the guys can come and sail against the best sailors in the world.

What gear development have you been working on over the past year and how has that changed your sailing?

I have found my equipment and I don't like to change a lot. I keep things very simple and rely on my trusted gear.

What gear do you prefer?

Devoti boat as standard, Pata mast that is fast for me and combination of North and Victory sails.

Do you think there will be any new gear or technique trends starting to appear over the coming year?

I am not sure – time will show. For sure the top guys are all great and minor changes can make that significant advantage that brings victory in the end. I am looking forward for new seasons to discover new possibilities and to bring sailing to new levels.

How are you preparing for the coming season both in terms of training and gear selection for the first Olympic qualifier in Melbourne?

It is hard, as funds are limited and it is not that cheap to go down under for training, so I will stay in Europe this winter and work in my

backyard. But for sure I will focus next year on Melbourne and go there early for training.

Do you think the Sailing World Cup is becoming more relevant and if not what needs to change for that to happen?

I personally think that the World Cup series is a great project but it still needs some work on it. Looking at other sports like Alpine skiing, the World Cup has brought new value, but in sailing I think we still need more work to bring added value. On the other hand, make a cost-benefit analysis. Sailors spend a lot of money on the circuit due to logistics and on the other hand get nothing in return. As I've already said, prize money would make all of us more focused on attending all the events and in the end, winning great prize money. I truly believe that we can promote sailing as an interesting sport that people will be happy to watch and talk about. This is the way to get partners and sponsors who will find a new audience and consumers for their products. Sure, it takes time and energy but it is pity that many talented sailors are gone from sailing just because they couldn't live from sailing.

How do you feel the class media presence can improve in the years to come?

For sure it is related to prize money, sponsors, managers, technical development, some social events with famous faces, etc. But the best thing is to develop onboard cameras, good tracking devices, make shorter courses with fewer boats. It is hard to have old formats of sailing and great media coverage, we need to sacrifice something. What will it be? Our traditional attitude or media?

What are your thoughts about the return of Ben Ainslie?

Ben is for sure the greatest sailor of past decade in the Finn and it is hard to expect that he will be inferior than the others. On the other hand, winning is a great success when you have to beat great opponents. I hope that Ben will be back in Finn and give us chance to make it hard for him to win, or maybe one of us can win. Only time will show.

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Masters news

Photo: Tosca Zambra

Vice-President Masters, Fons van Gent reports from the two bidding venues for 2013 as well as an update for the 2011 venue and other Masters news.

Cannes

In September I visited the Yacht Club de Cannes accompanied by Yves Zoccola. This club has put itself as candidate for the Finn World Masters in 2013 and in Split we agreed to visit the club to look at the venue since we were there in 2004 and discuss the solution of some important matters like camper, boat and car parking areas, as well as the Finn World Masters Guidelines.



I mainly had meetings with the club's president Jean Claude Montesinos and Michael Kurtz, who will be acting as an intermediate between me and Yacht Club de Cannes.

The camper area we used in 2004 has been transformed into a large area, covered by asphalt. It will be large enough to place all campers and electricity and toilets will be there. Boat trailers can be placed in this area, too.

The boat park will be on the club's piers, where three slipways will be created, besides the two already present. On these piers and in front of the clubhouse there will be sufficient room for over 250 Finns.

A car park is available five minutes walking distance in the direction of the Marina. This area is owned by the Community of Cannes and will be opened exclusively for Finn Master's cars during the event week. So, no street parking any more.

Hotels are available in the neighbourhood like in Golfe Juan (approx. 10 min driving) and you can find many nice restaurants near the Old Harbour (Vieux Port) of Cannes.

Tihany

Later in the week I visited the "THE" marina in Tihany, Lake Balaton, Hungary, for the same mission.

This marina is owned by Finn Master István Rutai and his wife Andrea and they offer a compact venue where hotels, B&Bs, clubhouse, camper area and car park are very close.

The marina has enough room to place 200 Finns or more and enough slipways will be foreseen.

Tihany is situated on a peninsula in Lake Balaton, at about 7 km from Balatonfüred, where we had the Masters in 2006. The genuine Hungarian town of Tihany is not far (2.5 km) from the Marina and has many nice restaurants and a very old monastery.

An advantage of Tihany is that there are possibilities to sail, depending on wind conditions, on either the north-east or the south-west side of the peninsula. Both sides appear to have, often, different wind and wave conditions. This gives the Race Committee the opportunity to pick the best conditions every day.



Conclusion

Both venues are looking good to organise a Finn World Masters Championship in 2013. Now it is up to them to present themselves to the Finn Masters and after this we will vote.

You can view some pictures I took on www.finnworldmaster.com, as well as situation pictures by Google Earth links.

Presentations of yacht Club de Cannes and THE in Tihany as venues for the Finn World Masters Championship in 2013 will be placed on the Masters website under the button "Candidates 2013" as soon as I receive them. Later, in Punta Ala, these presentations will be shown to you during the Annual Masters Meeting, prior to the voting.

Punta Ala

The organization in Punta Ala is working on their event website and we agreed that it will be online not later than January 1st, 2011. From that date it will be possible to start booking accommodations on their camping PuntaAla. So, please be patient till the January 1, 2011.

Finn European Masters Championship (proposal)

In Tihany I had a meeting with Balazs Hajdu (IFA President), István Rutai (HUN 51), Tamás Beliczay (HUN 9) and Gabor Antal (Pata).

After being brought up earlier to me in Split by Pata, the subject was a new event, probably named Finn European Master Championship. The idea is to have the Finn World Masters Championship at the beginning of the season and the Finn European Masters Championship at the end of the season (Sept/Oct).

To avoid the risk of both events competing with each other it was decided that competing in the Europeans is only possible for Masters who competed in the World Masters that year.

The first time can be in Tihany, Balaton, in 2011, where István is willing to host it and see if it works. Later it can be decided where it will be held in the coming years and preferably in a venue not close to the World Masters venue.

We will look into the racing schedules of some of the bigger Finn countries like Germany, UK, Holland, France, Italy and look for a gap in the period between mid-September and mid-October. The plan is to avoid ruining, for instance, National Championships and/or other major events, which are scheduled in this period.

We decided to set up a poll on the Masters website, in order to investigate how many Finn Masters think it is a good idea. Before that poll, every Master in our database (>500 mail addresses) will receive a mail with an invitation to react to this poll.

I hope many of you will react to this request so we have a proper idea about the interest among all Masters for this new event. I will keep you informed.

I wish you all happy sailing for the rest of 2010.

Fons van Gent
Vice-President Masters Fleet



Finn sailing from across the world

DENMARK



Richard Berg-Larsen writes, This summer was much too short, due to the very late spring. We now hope that we will get a warm winter so we can get some trips in on Sundays.

We have only had two regattas since the last Finnfare, namely the Nationals in Sønderborg barely north of the German border over 5-7 August and Vallensbæk in September.

The location of the nationals attracted many Dutch and German boats, but fewer Danish boats than normal, as most active Finn are on the island of Sjælland.

Vallensbæk had regretfully only 12 boats, and the weather was not for social club sailors, though the big boys had a good day on the water.

Vallensbæk

1	DEN 2	Jonas Høgh-Christensen	4
2	DEN 9	Thomas Mørup-Petersen	15
3	DEN 231	Kenneth Bøggild	18
4	DEN 80	Michael Staal	19
5	DEN 262	Bo Teglers	23
6	DEN 249	Svend Vogt Andersen	32
7	DEN 1	Frank Hansen	39
8	DEN 19	Johnny Aagesen	48
9	DEN 14	Jan Verner Nielsen	47
10	DEN 258	Christian Ladefoged Qvist	49
11	DEN 19	Richard Berg Larsen	54
12	DEN 246	Ane Zelinski	64

Danish Championship 2010

1	NED 80	Sander Willems		(16) 1 1 1 4 4	11	
2	DEN 9	Thomas Mørup- Petersen		4 3 8 (11) 1 2	18	
3	NED 41	Karel van Hellemond		7 2 3 7 6 (dsq)	25	
4	DEN 46	Århus Kaspar Andresen		6 6 2 (10) 8 5	27	
5	SWE 2	Olof Lundqvist		12 10 6 2 2 (dsq)	32	
6	NED 7	Cees Scheurwater		3 5 (14) 12 9 3	32	
7	GER 707	Uli Breuer		1 4 15 3 11 (16)	34	
8	DEN 231	Kenneth Bøggild		14 (20) 9 6 3 9	41	
9	DEN 262	Bo Nielsen		5 17 11 4 (20) 8	45	
10	NED 860	Loek Kruyer		2 8 13 (20) 14 11	48	
11	NED 888	Luuk Kuijper	49	29 DEN 2311	Johnny Jensen	131
12	DEN 80	Klaus Reffelman	64	30 DEN 18	Richard Berg-Larsen	139
14	NED 66	Ewout Meijer	65	31 DEN 700	Jon Voetmann	145
15	NED 780	Jan Willem Kok	73	32 DEN 192	Ole Blichfeldt Madsen	148
16	NED 27	Paul Kamphorst	73	33 NED 18	Johan van Straalen	150
17	GER 209	Steffen Fölsing	81	34 DEN 205	Mogens Petersson	151
18	NED 29	Bas de Waal	85	35 SWE 725	Janne Jan-Erik Florén	167
19	DEN 201	Nikolai Ratzlaff	85	36 SWE 96	Christer Ridderheim	168
20	DEN 1	Frank Hansen	90	37 DEN 8	Peter Malm	170
21	SWE 111	Torsten Jarnstam	92	38 DEN 204	Henrik Ask	172
22	NED 11	Henk de Jager	95	39 DEN 14	Jan Verner Nielsen	172
23	DEN 249	Christian Ladefoged	106	40 DEN 246	Ane Zielinski	174
26	DEN 140	Michael Bæk	106			
27	DEN 19	Johnny Aagesen	111			
28	DEN 229	Jan Rasmussen	125			



GERMANY



Travemünder Week

The second half of the season started with Travemünder Week one of the three Baltic-Week Regattas. The 30 competitors had three perfect sailing days, sunshine, 25 degrees Celsius, 4-5 Beaufort and wonderful waves on the water.

The "Party-Mile" a couple of hundred meters from the boat park with live music and girls (for the Juniors) and live music and food, beer and conversation for the "masters" on land. Jan Kurfeld and Piotr Kula from Poland has a tough fight and ended up on even points, giving Jan Kurfeld first place with the better overall balance, and Christoph Froh in third.

The field again was dominated by the Finn Team Germany filling the top places, followed by Uli Breuer, a Finn newcomer in



Piotr Kula, Jan Kurfeld, Christoph Froh

the Masters category, but an experienced sailor from other dinghies and the Star.

1	GER 771	Jan Kurfeld	10
2	POL 17	Piotr Kula	10
3	GER 712	Christoph Froh	30
4	GER 64	Lennart Luttkus	32
5	GER 127	Julian Massler	37
6	GER 772	Ulli Kurfeld	39
7	GER 707	Uli Breuer	43
8	GER 203	Hartmut Duisberg	48
9	GER 24	Ralf Behrens	55
10	GER 165	Dirk Meid	58

German Championships 2010

The International German Championships were held at the beginning of September at the Schwielochsee, a lake of reasonable size between Berlin and Dresden, with 88 Finn sailors competing.



The wind conditions were not really perfect but the very engaged race committee made the best out of it. And luckily the very mixed up ranking until the third day was straightened out with the last day with fair conditions. Andre Budzien won in front of Phillip Fischer and Greg Wilcox, the sailmaker and former OK Dinghy World Champion.



The 88 competitors had a great time in Schwielochsee, being cared for by the eastern region Finnsters. The success of the Finns in Germany is putting new challenges to the German Finn Association Events like a Championship with over 80 boats, over 60 campers, over 80 trailers and 88 sailors with spouses require a certain size of the clubs – so we have to filter the applying clubs, not only by the sailing conditions but by their ability to host all the sailors and companions.

German Championship 2010

1	GER 711	André Budzien	3	[6]	1	1	2	7
2	GER 500	Philippe Fischer	3	1	7	2	[8]	13
3	NZL 7	Greg Wilcox	[30]	3	4	4	3	14
4	GER 21	Anian Schreiber	4	1	[23]	3	8	16
5	GER 772	Ulli Kurfeld	4	4	[8]	3	5	16
6	GER 8	Jürgen Eiermann	2	[7]	4	7	4	17
7	POL 11	Artur Ponieczynski	[22]	2	11	8	1	22
8	GER 3	Walter Mai	5	[18]	8	6	3	22
9	GER 64	Lennart Luttkus	1	3	3	[dsq]	16	23
10	HUN 8	Marton Beliczay	[19]	5	5	6	7	23
11	GER 193	Thomas Schmid	25					
12	CZE 70	Vaclav Cintl	26					
13	GER 1	Matthias Miller	26					
14	GER 712	Christoph Froh	27					
15	CZE 52	Tomas Vika	29					
16	GER 78	Thomas Eder	30					
17	GER 82	Alfons Huber	31					
18	GER 701	Klaus-Dieter Götz	33					
19	GER 13	Eckhard Drephal	34					
20	GER 39	Karl-Heinz Erich	34					
21	GER 206	Klaus Reffellmann	36					
22	GER 146	Friedrich Müller	38					
23	GER 127	Julian Massler	44					
24	GER 501	Fabian Lemmel	45					
25	GER 35	Hans-Günter Ehlers	49					
26	GER 48	Manfred Pöschl	57					
27	GER 59	Detlef Stock	57					
28	GER 129	Friedrich Walter	58					

GREAT BRITAIN



2010 JM Finn & Co UK Nationals Pwllheli, 23-25 July

After a couple of days practice, racing started Friday morning with an early light NW breeze giving way to the 6-7 knot SW sea breeze. Two days of sightseeing must have been just the tonic for Howard Sellars who won the only race on day one

Saturday found Pwllheli shrouded in low misty cloud with the prospect of four races in a good breeze. Day two got underway with a 14 knot SW providing great conditions. increasing to 20 knots. A great days sailing was dominated by John Tremlett who won all four races. Allen Burrell took four seconds.

Sunday morning brought lighter conditions and two races. Mackie took advantage of local knowledge and led round the windward mark to win the race. With the regatta won already Tremlett was still looking to compete pushing the line and taking Brunton with him. Both were OCS. As the wind grew lighter John Heyes mastered the tricky conditions to take the win.

On Monday 19th July, supported by John Mackie, Pwllheli SC issued a press release confirming that Pwllheli will host the 2012 Finn World Masters Championships. It was covered on television on both the BBC 2 Wales news and S4C news and in the Caernarfon & Denbigh Herald & Daily Post. There is a lot of work to do in the coming months to ensure that the Finn World Master



UK Nationals 2010

1	GBR 642	John Tremlett	2	1	1	1	5	ocs	11
2	GBR 2	Allen Burrell	(6)	2	2	2	6	6	20
3	GBR 679	Neil Robinson	3	4	4	(10)	5	2	25
4	GBR 665	Julian Smith	(20)	5	3	4	6	10	30
5	GBR 653	Adrian Brunton	10	3	13	3	4	8	ocs 41
6	GBR 68	John Mackie	16	dnf	5	5	3	1	13 43
7	GBR 61	John Heyes	5	ocs	21	13	15	3	1 58
8	GBR 18	James Hadden	17	ocs	11	7	8	11	5 59
9	GBR 65	David Potter	18	6	12	8	7	(23)	12 63
10	GBR 63	Graeme MacDonald	9	16	(17)	16	10	14	3 68
11	GBR 20	Andy Denison	72						
12	GBR 77	Howard Sellars	74						
13	GBR 33	Graham Page	74						
14	GBR 7	George Cooper	78						
15	GBR 681	Simon Pettit	78						
16	GBR 635	Simon Percival	82.5						
17	GBR 631	Richard Hart	83						
18	GBR 12	Daniel Belton	86						
19	GBR 1	Sander Kooij	87.5						
20	GBR 35	Soeren Vonsild	91						
21	GBR 611	Tony Lock	107						
22	GBR 595	Edward Thorburn	114						
23	GBR 100	Matthew Walker	119						
24	GBR 562	Jerry Andrews	120						
25	GBR 24	Rory Barnes	130						
26	GBR 55	Mike Till	131						
27	GBR 22	Andrew Wylam	131						
28	GBR 48	Anthony Walker	164						
29	GBR 64	Craig Kirkpatrick	175						
30	GBR 30	Ian Frayne	179						
31	GBR 54	David Higham	184						



(won by Rory Barnes). He also won race six on Sunday to clinch the series while Barnes took race seven.

1	Graham Page (centre, above)	6
2	Rory Barnes (left)	15
3	Andy Denison (right)	16
4	Richard Hart	17
5	Paul Blowers	17
6	Ray New	18
7	Laurence Peters	25
8	Paul Brown	31
9	Mark Harper	33
10	Peter Vinton	44
11	Alan Williams	56
12	Graham Brookes	57
13	Mark Belshaw	58
14	David Harker	59
15	Ronney Ball	68

2012 will be a great success but the 2010 JM Finn & Co UK Finn National Championships has provided some of the foundations.

UK Finn Masters 2010

The fast growing fleet of Finns at Roadford Lake in Devon, were joined by 11 travelling boats for the UK Finn Masters. The three day, seven race series started Friday afternoon with two back to back races. The first to master the 15-20 knot conditions was the sole Legend (sailor aged 70+) Richard Hart who showed the rest how it should be done. In the second race Graham Page gave notice of what was to come by posting a convincing victory. On Saturday Page again showed how it should be done, with bullets in races three and five and a second in race four



Italian Master Championship

36 Masters gathered in Grado for the Italian Master Championship, brilliantly organised by Società Canottieri Ausonia with the support of Camping Al Bosco, Distillery Aquileia e Wine Estate Valpanera which offered tastings of its products.

Over the first two days five races were completed in light conditions, while on the final day a fresh Bora was blowing at 15 knots, but only one race was left in the programme. The Race Committee therefore set a very long but biased course.

The Italian Master Champion was again the Class secretary Marco Buglielli, who defended the title won last year in Viareggio with a string of good results (2-1-2-5-1-2). Marco won also the first edition of Sergio Masserotti Challenge Trophy, offered in memory of the Finn Class secretary in the 1980s.

Second place in the regatta went to the strong Austrian Michael Gubi, current World Grand Master champion, and third was surprisingly a Snipe sailor from Trieste, who borrowed Michele Paoletti's boat and jumped in the Finn showing good speed and tactics. Fourth place went to Francesco Faggiani and fifth was Giancarlo Mariani.

In the Grand Grand Master category Franco Dazzi prevailed with a good seventh place in the general results over Heini Unterhauser, who celebrated this year his 50th consecutive year sailing a Finn!

The atmosphere was always nice during the Championship and Saturday night dinner at Valpanera's premises was excellent, with an interesting visit to the wine cellars.

1	ITA 2	Marco Buglielli	8
2	AUT 7	Michael Gubi	14
3	ITA 146	Fabio Rochelli	19
4	ITA 4	Francesco Faggiani	25
5	ITA 41	Giancarlo Mariani	31
6	ITA 99	Andrea Sandini	34
7	ITA 9	Franco Dazzi	41
8	ITA 89	Florian Demetz	43
9	ITA 925	Umberto Grumelli	50
10	ITA 1	Heinrich Unterhauser	59

Italian Open Championship

The Italian Open Championship was sailed as usual together with all other Olympic classes. This year the event was organised in Formia, 100 km south of Rome and overall participation was better than usual, with 305 boats and 436 sailors competing.

The Finn Class had 26 sailors but of a very good quality, with all the best Italian helmsmen present and preparing for the Italian Olympic selection which will take place next Spring.

Seven races were sailed in all conditions, with a nice sea breeze the first day, followed by

a rainy day with big seas and good breeze on Friday. On Saturday it was a strong wind day, with a fresh westerly up to 28 knots and caused a few capsizes. The final day started with an average breeze and ended again in fresh wind in the 20 knots range.

Four sailors were always fighting for top positions, with Marko Kolic who managed to join them when the wind was stronger.

Giorgio Poggi had an excellent week, winning the first two races and never losing the leadership thanks to a very good downwind speed. He therefore won his third Italian Championship by a good margin (1-1-4-2-3-1-2). Second was Michele Paoletti who recovered two positions on last day leaving third place to Riccardo Cordovani. Fourth was Filippo Baldassari who finished tied in points with Riccardo, and fifth was Marko Kolic.

Sixth place went to Enrico Passoni, one of the best Italian Finn sailors between end of 1980s and 1992, who had on this occasion a very good comeback.

1	ITA 117	Giorgio Poggi	10
2	ITA 146	Michele Paoletti	16
3	ITA 101	Riccardo Cordovani	19
4	ITA 123	Filippo Baldassari	19
5	ITA 40	Marko Kolic	29
6	ITA 6	Enrico Passoni	35
7	ITA 19	Simone Mancini	35
8	ITA 2	Marco Buglielli	36.5
9	ITA 134	Vittorio D'Albertas	60
10	ITA 106	Federico Gattuso	63

Malcesine Finn Cup

The International Finn Cup took place as usual in Malcesine at the beginning of October with 53 competitors from 10 countries.

The schedule was perfectly respected even if the usual southerly Ora was very light in the first two days, with grey sky which didn't allow the thermal breeze to be stable. The fluky breeze was very difficult and Giorgio Poggi led the fleet after two days thanks to his downwind speed in the marginal conditions.

On the final day the Ora filled more steadily and two races were completed in a nice 10 knots breeze, allowing for some changes in the leaderboard. Consistency was paramount in these conditions and Florian Raudaschl managed to win the regatta with only one point margin on Akif Muslubas and another point on Michael Maier.

Fourth was Jan Kurfeld, the only one to score two bullets, who paid dearly an OCS in the final race. Other race wins went to Raudaschl, Michael Gubi, Enrico Voltolini and Giorgio Poggi, who finished with a disappointing fifth place, just ahead of the Grand Master champion Michael Gubi.

Poggi was awarded the Andrea Menoni Trophy for the first Italian and many nice bags and objects offered by KevLove were drawn during the prizегiving.



From top: Top three Italian Championship, Giorgio Poggi, Marco Buglielli, Italian Finn Masters, Akif Muslubas in Malcesine, Start in Malcesine. Over page: Florian Raudaschl. Photos: Fabrizio Prandini, Pier Giovanni Carta, Marina Prinzivalli

Results – Malcesine Cup

1	AUT 3	Florian Raudaschl	24
2	TUR 7	Akif Muslubas	25
3	CZE 1	Michael Maier	26
4	GER 771	Jan Kurfeld	28
5	ITA 117	Giorgio Poggi	29
6	AUT 7	Michael Gubi	38
7	ITA 40	Marko Kolic	38
8	GER 151	Matthias Miller	38
9	GER 712	Christoph Froh	43
10	HUN 6	Pal Gaszton	49
11	GER 772	Ulli Kurfeld	54
12	HUN 8	Marton Beliczay	59
13	ITA 123	Filippo Baldassari	63
14	NED 50	Jan Zetzema	75
15	GER 22	Martin Mitterer	76
16	IRL 4	Ross Hamilton	76
17	HUN 10	Richard Hirschler	77
18	ITA 985	Federico Laici	80
19	ITA 981	Enrico Voltolini	82
20	GER 127	Julian Massler	92
21	GER 165	Dirk Meid	92

22	ITA 2	Marco Buglielli	96
23	SUI 3	Carlo Lazzari	101
24	GER 27	Matthias Wolff	103
25	ITA 872	Nicola Menoni	109
26	SUI 100	Silvan Hofer	109
27	ITA 106	Federico Gattuso	119
28	SUI 11	Hans Fatzer	130
29	ITA 76	Lorenzo Marchetti	130
30	SUI 63	Thomas Gautschi	135
31	GER 19	Andreas Bollongino	137
32	ITA 920	Alberto Romano	143
33	SUI 13	Peter Kilchenmann	153
34	GER 75	Joerg Moessnang	154
35	ITA 20	Girolamo Emiliani	160
36	ITA 925	Umberto Grumelli	162
37	ITA 96	Alessandro Turchetto	166
38	ITA 13	Paolo Cisbani	177
39	ITA 978	Michele Sandrucci	185
40	AUT 18	Christian Scheinecker	186
41	GBR 688	Giuseppe Di Stefano	186
42	ITA 63	Fabio Peruchetti	189
43	ITA 43	Pietro Piram	192

44	GER 32	Felix Spring	204
45	ITA 73	Luca Taruschio	206
46	ITA 4	Francesco Faggiani	211
47	SUI 441	Martin Nydegger	214
48	GER 105	Peter Mackes	216
49	GER 79	Andreas Linke	222
50	ITA 833	Stefano Andrenacci	223
51	AUT 272	Franz Klotbar	258
52	ITA 18	Enrico De Maria	270
52	ITA 37	Paolo Visona	270



NETHERLANDS

Dutch Finn Open Championship

Medemblik, 17-19 September

Henk de Jager writes, The Dutch open went heavy for a lot of new sailors from the Dutch Finn fleet. Our Dutch Finn fleet, is beside the financial crises, still growing strong. Many talented newcomers from the Laser are joining the class.

The first day the wind blew a good force six so that after the first day three races it was very quiet in the town that evening. The upper leg and arm muscles had a good stretching this day for everyone. Pieter Jan Postma sailed as King Finn the first day with three firsts.

He continued this score for all races except the fourth race when Stefan de Vries won. This year foreign sailors came from Germany with lead man Mathias Miller in fourth overall, Ross Hamilton in seventh, Switzerland Christen Christoph eighth and Bo Teglers in 11th.

The second day was sailed under lighter conditions with various pick ups for the middle fleet from the day before. Young Nanno Schutrups, a lake sailor, started to like the Medemblik waves but needs more time in the Finn to battle the top three a little more.

The last day's sailing with a good force four in the gusts did not change the final scoring much. The Jury showed a couple of flags to the unexpected risk taking R 42 sailors. Dutch lightweight Sander Willems, complained about the flag colour and had to leave for the harbour.

The Danes had the largest foreign fleet at this tournament, thanks for coming. We do not know why, but we are investigating our home sitting or hard working German and Belgian Finn friends for next year

1	NED 842	Pieter-Jan Postma
2	NED 6	Stefan De Vries
3	NED 83	Timo Hagoort
4	GER 174	Matthias Miller
5	NED 787	Nanno Schutrups
6	NED 41	Jaap Zielhuis
7	IRL 4	Ross Hamilton
8	SUI 5	Christoph Christen
9	GER 127	Julian Massler
10	NED 45	Dennis De Ruiter

The Dutch masters championship was also integrated into the Seniors this year. The competitors list showed it again that an older experienced Finn sailor Jaap Zielhuis (First Master) never lost his Finn feelings and boat handling.

Overall it was perfect racing at Medemblik with the horse racing festival in town at the same weekend. The Medemblik Major was also consulted for better weather at the midtown festival tent by many Finn sailors including your correspondent over the weekend. The answer: Come back next year and have a free beer.



1	1	1	(2)	1	1	1	1	7
3	3	(dnc)	1	2	3	4	2	18
2	2	2	7	3	(10)	2	3	21
11	5	4	(dnc)	4	5	3	4	36
4	4	7	(dnc)	8	2	8	7	40
5	12	3	5	(ocs)	9	5	5	44
7	6	5	(dnc)	9	13	6	12	58
8	7	(11)	8	11	6	10	8	58
13	9	6	(dnc)	6	4	11	13	62
12	8	(dnc)	6	10	16	9	9	70

11	DEN 262	Bo Teglers	70
12	DEN 46	Kaspar Andresen	74
13	NED 780	Jan Willem Kok	76
14	NED 30	Hero Mulder	85
15	DEN 80	Michael Staal	94
16	NED 25	Arwin Karssemeijer	121
17	NED 7	Cees Scheurwater	125
18	NED 66	Ewout Meijer	129
19	NED 65	Sjouke Sipkema	145
20	NED 81	Gerko Visser	149
21	NED 54	Joos Bos	171
22	NED 888	Bas De Regt	176
23	NED 724	Stefan Marechal	177
24	NED 912	Peter Verseveldt	177
25	DEN 19	Johnny Aagesen	183
26	NED 88	Chiel Barends	193
27	DEN 201	Nicolai Ratzlaff	197
28	NED 747	Thierry Vierssen	198
29	NED 58	Thomas Mohren	198
30	NED 22	Peter Hubregtsen	202
31	NED 837	Henk Geerdink	206
32	NED 902	Pieter Risseuw	207
33	NED 748	Fons Van Gent	213
34	GER 712	Christoph Froh	215
35	NED 67	Ronald Ruiter	226
36	NED 29	Bas Waal	231
37	GER 165	Dirk Meid	253
38	NED 745	Bas Weijman	283
39	NED 18	Johan Van Straalen	308
39	NED 783	Teun Lam	308
39	NED 813	Lenard Kaptein	308
39	NED 921	Rob De Cocq	308
43	NED 80	Sander Willems	352

Left top: top three, Stefan de Vries, Pieter-Jan Postma, Timo Hagoort

Left: top three Masters, Christoph Christen, Jaap Zielhuis, Jan Willem Kok

RUSSIA

Open Russian Championship

Organised by the Russian Finn Association and Moscow Finn Association, the championship took place in Moscow at Klyasminskoe Lake under support of Moscow Sailing School "Khlebnikovo" and the new partner of the Association – yacht club "Pirogovo".

The many sponsors and partners helped to make it a real Finn festival. The title sponsorship was held by the Moscow Finn Association and "Devoti Sailing Russia" – official distributor of Devoti Sailing in Russia. All sailors could charter boats from Moscow Sailing School. Russia was represented by 11 regions from the Far East to St Petersburg while other countries like Lithuania, Estonia, Ukraine and Hungary were represented as well.

Tricky lake conditions gave everybody a chance. The lead changed every race and up to the last race eight sailors could still win. Alexander Laukhtin from Rostov led after two races. Then it was Vadim Statsenko (Volgodonsk). After



the fourth two sailors were divided by one point: Alexander Kulyukin (Toliatti) and Vasily Kravchenko (Moscow). After the fifth race the discard came in and the junior Arkady Kistanov took the lead. Actually he demonstrated good speed across the whole regatta.

On the fourth day a medal race was organised in "Pirogovo" yacht club harbour and commentated on ashore. The course was a square with a downwind start. In spite of the non-traditional course the race was interesting for the sailors and the spectators and helped maintain attention.

Arkady Kistanov managed to keep first place by finishing second, while other sailors changed positions: Vitaly Rozhkov moved to second by winning the medal race, while Alexander Kulyukin ended up third. Other sailors in top ten also moved a little bit.

But the most interesting and dramatic event during that day was another race – the race of Stars and legends. The most famous Finn

Open Russian Championship 2010

1	RUS 6	Kistanov Arkadiy	1	(dsq)	5	2	5	2	17
2	RUS 73	Rozhkov Vitaliy	3	(17)	11	15	2	1	33
3	RUS 161	Kuljukin Aleksandr	(21)	1	7	9	7	5	34
4	RUS 44	Filippov Viktor	(30)	5	17	1	4	6	39
5	RUS 77	Khoroshilov Igor	8	8	18	(bfd)	1	3	41
6	RUS 14	Tereshkin Dmitriy	5	(23)	6	14	3	7	42
7	RUS 17	Kravchenko Vasily	15	11	9	4	(22)	4	47
8	RUS 91	Sivenkov Vyacheslav	18	2	(20)	3	15	9	56
9	RUS 16	Khudyakov Oleg	9	16	15	(17)	9	8	65
10	RUS 5	Zabotin Sergey	10	10	(28)	16	14	10	70

Russian sailors like Victor Potapov (bronze in 1972 Olympics), Victor Kozlov (twice Silver at World Masters (Legend)) were invited to the race. IFA president Balazs Hajdu also took part. During the race the situation on the water changed several times as the light and shifty wind gave many surprises. But Balazs Hajdu won the race and it was a great and impressive Finn show for spectators.

This was followed by amazing closing ceremony with a concert and prizes and presents in many categories. In addition to other souvenirs every participant received a unique illustrated 100 pages book about Finn class in Russia.

The Championship ended with the Andrey Balashov Cup, donated by Russian Finn Association. This took results from 18 regattas in Finn across all of Russia. 132 Finnsters took part, but in spite of a big number of regattas and sailors, two came to the top with an equal score – Arkadiy Kistanov and Vasily Kravchenko. Taking into account the memory of the great Finn sailor and main target of the Cup to encourage active and purposeful sportsmen, it was decided to give the prize to both of them.

The Open Russian has drawn big attention from the Russian yachting society to Finn class and to Russian Finn Association, as real active force for developing sailing sport in Russia. We are expecting more support in 2011. The schedule for Open Russian 2011 is September 13-18. And we will be glad to see all our friends racing in a big fleet in Moscow as well as at our annual Finn festival.



11	RUS 57	Terpigorev Egor	52
12	RUS 278	Marchevskiy Aleksey	56
13	RUS 411	Yanickiy Andrey	57
14	RUS 31	Frolov Igor	58
15	RUS 41	Denikaev Feliks	58
16	RUS 21	Butenko Vladimir	61
17	RUS 68	Statsenko Vadim	62
18	RUS 27	Kotlyarov Denis	64
19	RUS 4	Potapov Viktor	67
20	RUS 111	Izmest'ev Ivan	69
21	RUS 117	Laukhtin Aleksandr	70
22	RUS 11	Daniilov Valentin	73
23	RUS 51	Petriga Mikhail	74
24	RUS 711	Petrov Dmitriy	76
25	RUS 96	Laktionov Nikolay	80
26	RUS 15	Volodin Vladimir	88
27	EST 151	Koryachkin Nikolay	90
28	RUS 3	Borovyak Aleksey	91
29	RUS 142	Polovinkin Yuriy	92
30	RUS 34	Kasatov Aleksander	99
31	LTU O	Karaljus Donatas	99
32	RUS 496	Bezmenov Vasily	100
33	RUS 25	Voshhennikov Anatoliy	101
34	RUS 99	Rozhkov Igor	112
35	RUS 63	Burov Andrey	114
36	RUS 71	Klyajman Leonid	115
37	RUS 69	Kharitonov Denis	116
38	RUS 28	Kozlov Viktor	123
39	RUS 95	Udarcev Vladimir	123
40	RUS 18	Voloshin Andrey	125
41	RUS 74	Makhanek Yan	125
42	RUS 7	Novikov Aleksandr	126
43	RUS 495	Gorbachev Vladimir	143
44	RUS 55	Denisenko Il'ya	146
45	RUS 45	Kalganov Artem	151
46	RUS 10	Astashev Andrey	154
47	RUS 1	Ivanov Evgeniy	186
48	RUS 707	Larionov Egor	200
49	UKR 101	Bundjuk Valeriy	200



SWEDEN



David Berg writes, After the Swedish Championships in the beginning of July, which truly was a great regatta, there was a pause of Finn regattas in Sweden until late September and the traditional regatta, Sola Cup in Karlstad which is located on the north beach of Lake Vänern. Some Swedish sailors couldn't wait so long though and went to the Danish Championships in Sønderborg, at the beginning of August, where Olof Lundqvist made a strong appearance.

The Sola Cup in Karlstad truly put the Swedish Vikings to the test. The first day was cold with an average temperature of 8 degrees Celsius plus rain and good wind speeds around 16 knots with strong gusts.

The regatta also assembled the real Swedish elite with both Daniel Birgmark and Björn Allansson on the starting line. These two great sailors were of course on their own with the rest of the field trying to keep up. The second and last day also offered great Finn sailing conditions with winds powering up to 18 knots. There could have been some excitement for the last race if Björn Allansson hadn't finished on the wrong side of the start/finish vessel. Now Daniel Birgmark also won the fifth race and



therefore also the whole regatta with Björn finishing second.

The regatta in Karlstad was also the last regatta on the Sweden Cup series of four regattas. The Karlstad Finn sailor, Christoffer Finnsgård won the Sweden Cup, well deserved. It's getting cold and dark in Sweden now and from the beginning of December until late March, at the earliest, there will probably be very little Finn sailing in our northern country. Perhaps some Swedes will join the rest of Finn circus in January in Cannes. See you all there.

Sola Cup 2010, KKF

1	SWE 11	Daniel Birgmark	6
2	SWE 6	Björn Allansson	8
3	SWE 75	Johan Wijk	15
4	SWE 2	Olof Lundqvist	21
5	SWE 8	Christoffer Finnsgård	21
6	SWE 721	Mikael Brandt	30
7	SWE 750	Per-Arne Fritjofsson	39
8	SWE 40	Christian Finnsgård	41
9	SWE 740	Henrik Rydell	41
10	SWE 44	Bengt Strömberg	55
11	SWE 9	Pär Friberg	58
12	SWE 702	Gert Pluto	59
13	SWE 801	David Berg	63
14	SWE 66	Ulf Bjureus	68
15	SWE 717	Svante Collvin	72
16	SWE 688	Håkan Stööd	78
17	SWE 724	Adam Svärd	79
18	SWE 5	Fredrik Tegneshed	81
19	SWE 705	Marcus Palmqvist	89



20	SWE 800	Åberg Erik	92
21	SWE 29	Åberg Jesper	92
22	SWE 725	Florén Jan-Erik	97
23	SWE 60	Pluto Martin	121
24	SWE 735	Jarnstam Patrik	124
25	SWE 532	Pluto Adam	133
26	SWE 111	Jarnstam Torsten	140
27	SWE 713	Skönberg Tom	142

Sweden Cup 2010

1	SWE 8	Christofer Finnsgård	60
2	SWE 5	Fredrik Tegneshed	92
3	SWE 75	Johan Wijk	124
4	SWE 2	Olof Lundqvist	126
5	SWE 3	Christian Finnsgård	136
6	SWE 6	Björn Allansson	182
7	SWE 740	Henrik Rydell	189
8	SWE 801	David Berg	201
9	SWE 66	Ulf Bjureus	204
10	SWE 744	Bengt Strömberg	213
11	SWE 60	Martin Pluto	221
12	SWE 726	Håkan Olsson	290
13	SWE 800	Erik Åberg	291
14	SWE 111	Torsten Jarnstam	319
15	SWE 9	Pär Friberg	335
16	SWE 721	Mikael Brandt	391
17	SWE 724	Adam Svärd	392
18	SWE 725	Jan-Erik Florén	394
19	SWE 29	Jesper Åberg	395
20	SWE 33	Max Salminen	497

Photos: Tonny Nyrén



SWITZERLAND



Niederhornkanne

Lake Thun, August 28 - 29 2010

After the great Swiss Championship in late June, things slowed down a little bit in Switzerland. The next national event was the "Niederhornkanne" on Lake Thun. The 19 boats could sail five races in very tricky conditions. Almost every sailor got his chance for a good race but most of them also collected one or more bad ones. At the end consistency paid and it was Christoph Burger who came up first followed by Andy Friderich in his brand new boat and Swiss National Secretary Jiri Huracek in third place.

1	SUI 67	Christoph Burger	8
2	SUI 94	Andreas Friderich	11
3	SUI 7	Jiri Huracek	13
4	SUI 31	Thomas Gautschi	17

5	SUI 18	Christoph Wilke	22
6	SUI 9	Andrea Roost	26
7	SUI 41	Peter Rösti	27
8	SUI 10	Roland Schneider	28
9	SUI 57	Rudolf Baumann	33
10	SUI 23	Rolf Megert	34
11	SUI 29	Hans Althaus	35
12	SUI 30	Urs Wenger	38
13	SUI 3	Carlo Lazzari	45
14	SUI 77	Röbi Rösti	46
15	SUI 92	Thomas Beck	50
16	SUI 2	Helmut Klammer	57
17	SUI 6	Hans-Rudolf Osterwalder	61
18	SUI 13	Beat Aebischer	66
19	SUI 44	Thomas Roost	80

Herbstregatta Steckborn

Lake Konstanz, September 25 - 26 2010

Only 10 boats made it to Steckborn, venue of the 2011 Swiss Championship – most probably because of some date clashes with other regattas – but may be also because of the really bad weather

forecast (rain all day). Those who came enjoyed three good races in a force 2-3 westerly wind. Another three races could be sailed on Sunday - this time without rain. Frederick Huck was the overall winner on equal points with Ruedi Baumann who had a third place as a discard but only one first place compared to two wins of Frederick Huck. Peter Kilchenmann came in third on equal points with Hans Fatzer in fourth place.

1	SUI 17	Frederick Huck	12
2	SUI 57	Rudolf Baumann	12
3	SUI 13	Peter Kilchenmann	14
4	SUI 11	Hans Fatzer	14
5	SUI 3	Carlo Lazzari	19
6	SUI 8	Boris Kulpe	28
7	SUI 7	Jiri Huracek	34
8	SUI 10	Roland Schneider	40
9	SUI 23	Rolf Megert	44
10	AUS 221	Michael Bernhard	45



IFA AGM 2010

INTERNATIONAL FINN ASSOCIATION 2010 ANNUAL GENERAL MEETING San Francisco, United States of America

27th of August, 2010 – 18h00 – Richmond Marina
cont. 28th of August, 2010 – 16h00 – St. Francis
Yacht Club

MINUTES

1. National Class Associations

At beginning of meeting 17 countries present with 26 votes in total incl. 5 Executives.

2. Approval of the minutes from 2009 AGM

Minutes from the 2009 AGM were approved.

3. Accounts

The 2009 accounts and 2010 budget were approved. (App.1&2)

In addition the Assembly asked to increase revenues and in this quest to raise the sail labels fee to 40€, the mast labels fee to 50€ and the ISAF plaques to 150€. The Executives therefore decided to put the increase in effect asap. Extra revenues generated will be used for Finn promotion and development.

4. Executive Committee Reports (App. 3)

- a. the President
- b. the Vice-President Sailing
- c. the Vice-President Development
- d. the Vice-President Masters
- e. the Treasurer
- f. the Chairman of the Technical Committee (App. 4)

5. Elections of Members to IFA Committees

- a. Tapio Nirikko replaces Daniel Birgmark as VP Sailing. The rest of the Executive Committee is re-elected
- b. Members of the Technical Committee (App. 5)
- c. Members of the Marketing Committee: new member Jonas Høgh-Christensen as chair of the "marketing and promotion" Working Party.

6. IFA Championships

Bids to host the following IFA Championships were approved:

2013 Finn European: Germany, possibly Wismar or Warnemünde. A decision will be taken after a site visit.

2012 Junior Silver Cup: Maubuisson, France, first week of July

2013 Junior Silver Cup: Riva del Garda, Italy, July

The Executive to liaise with suitable sailing clubs to host future IFA Championships.

Requirement of an advance site visit by an IFA representative (covered by the host club) to be included in the IFA Major Championship Rules (currently only a recommendation).

7. FIDeS

Ongoing development strategies were discussed to encourage new builders and easy access to affordable boats in developing nations. In particular the introduction of new builders in Brazil and South Africa were highlighted, assisted by the Finn class.

IFA (coordinated by the Vice-President Development) to continue endeavour to further strengthen national Finn fleets.

- a. Detailed FIDeS update (App. 6)
- b. Soup to nuts update: Gus Miller to draft a report for publication in Finnfare
- c. Gear donation day. Starting in year 2011, before one or two of the main events on the international circuit, a gear donation day will be organised by IFA where sailors can bring their old equipment for sailors in need. Donators and donations will be upon request published (Finnfare, Website, IFA press reports).
- d. With regards to a potential future change to regional Olympic qualification, steps shall be taken to include the Finn in continental championships (e.g. Asia, Panam, Africa).

8. Technical Committee

- a. Report Chairman, Technical Committee. (App.7)
- b. IFA Olympic Gear Commission report: creation of an equipment online database was approved with one year trial period, evaluation (until the next AGM). Exact database content and access to be defined.

c. Rule 42: it has been decided to lower the wind limit for free pumping (to raise Oscar flag) at 10 knots only for Sailing World Cup events, IFA major events and Olympic Games (incl. ISAF Olympic qualifiers).

d. Minimum wind limit to start and abandon a race: current IFA rule says that a Finn race should not be started under 5 knots. After debate, it was added that a race should be abandoned if the wind drops to or under 3 knots for a length of 5 mn with the wind read at deck level on a race committee boat at any mark on the course.

9. Olympic selection campaign update. Olympic Commission report and possible consequences on the Finn as equipment in the Olympic Games

- IFA strategy: detailed discussion postponed to the 2011 AGM.

- Opportunities for provided equipment at the Olympic Games (refer to ISAF Olympic Commission report and implications): detailed discussion postponed to the 2011 AGM.

10. Any other business

- Class promotion: A marketing working party, initially chaired by double world champion Jonas Høgh Christensen, will look at longer term marketing strategies and issues including corporate sponsorship, increasing revenue flow, professional marketing, offering prize money, and increasing use of new technologies such as boat tracking and internet coverage as standard.

- Golden waves for past and current senior World champions: To be included in the class rules and introduced by 1 December 2010.

- AGM

The next AGM will be in Helsinki in July during the 2011 Finn Europeans.

To be circulated to: National Finn Association Secretaries, IFA Executive Committee, IFA Website.

President's Report

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

On the occasion of the 2010 IFAAGM let me reflect on some recent achievements of and forthcoming challenges for the Finn class.

The 2008 November ISAF conference in Madrid secured the status of the one person dinghy heavy event and the Finn as equipment on the 2012 Olympic program. As a result the Finn class continues its Olympic pathway as one of the longest standing and technically most developed Olympic sailing classes. However, the reforms planned by ISAF and the recent developments in this regard require the Finn class to keep a close eye on what is going on in the wider sailing society and adapt to the new situations arising.

The 60 year anniversary book, PHOTO FINNish, comprehensively and beautifully outlines the achievements and views on the Finn of some of the greatest sailors in the last 60 years makes us proud of this exceptional boat and exceptional sailors.

The Finn allows the widest range of weight, age and physical sizes to compete on a truly equal level and is the only single handed dinghy to allow sailors from 85kg to 110 kg to competitively sail at Olympic level. At the same time the Finn class has a real depth in terms of club and national fleets, which is partially the result of the fact that the class has been for a long time able to manage the different needs and interests of Finn sailors on every level and in every segment of the Finn sailing world.

I am personally looking forward to the discussion at this AGM regarding rule 42 issues and the gear control program last year's AGM mandated the Executive to work on.

It is a pleasure to see that class newcomers are now days mainly at a junior age and many new countries are starting Finn programmes as well as Finn equipment production like Brazil in the last years and South Africa this year.

Besides the strength and depth of our class, the media presence of the class has been further strengthened this year. With a new class website: www.finn.org

finnclass.org, event blogs for all major Finn Championships, a class YouTube site, boat tracking, on-board camera footages, Twitter feed and a Facebook page, we now have a great variety of media tools in our hands.

Today the sailing community starts to realise that media appeal is not only about what you broadcast but also about how you broadcast. To promote sailing and make it more attractive and interesting to a greater number of people and nations is our common goal and responsibility, so the Finn Class is keen to play a significant role in showing the world how our sport works and what is that great in spending time on a sailing boat on the water.

To sum up, there are clearly further challenges ahead. We need to continue working on gear evolution and equipment control, media presence, attractive major Finn events and build on our traditions, experience and future vision when it comes to the race among Olympic classes.

Dr. Balazs Hajdu

Vice-President Sailing Report

Under the past year the new Championship courses have been used. Added to the previous version was to have the finish after the last downwind leg on our triangular course. This made our championship courses more similar to the Olympic format. The physically and tactically challenging open reaches are characteristic for the Finn championships and there is strong support in the class to keep the open reaches which is also attractive for spectators and media. The tracking system used in 2009 FGC was very successful. It was possible to follow races live on the internet. It was good not only for the spectators but also for the competitors who could post-analyze races. The Finn Class is in the forefront in the sailing world regarding boat tracking, live comments and pictures from races. We shall continue being innovative in this area and get even more interesting races in the future for all parties involved.

IFA have had several clinics for our sailors with ISAF international judges to work with the rule 42. Those clinics have been very popular and they have given a better understanding of how rule 42 is interpreted. The Class will continue the close work with judges and will run more RRS clinics in the future.

The format of the IFA Major Championships was discussed after the FGC 2009 and EC 2010. Some sailors think the format we have today is successful, others think there could be an elimination series during the Championship. This is one of the things that should be discussed more during the 2010 AGM. The format we have today with a Final race and a Medal race gives everyone the chance to race all days of the Championship, which I think is important. We could raise the status of the Final race even more by having a special Trophy for that race.

Daniel Birgmark

Vice-President Development Report (summarised)

Participation at Gold and Silver Cup

This certainly shows the strength of a building fleet when more boats from a number of nations compete at the World Championship.

1. Grants to both Silver and Gold Cup. Maybe 2 Grants next year and have the goal of reaching 4 Grants by 2012 FGC.
2. The success of the program will be with working with local fleets to find cheap charters. They may not be top of the line boats, but they are boats and we need some compassion from the owners to help this cause.
3. Finding housing for these sailors. Maybe that is a requirement we put into bid packages for the FGC is that the organizers need to find housing for 4 sailors that the class selects that year

Building of boats in new areas

1. The plan in RSA seems to be very exciting and there was a report in the last Finnfare on this. Overall, Africa has huge potential and along with South America looks to be our biggest need in development.
2. The main focus of FIDES along with the grants above should be to encourage these builders to make boats.
3. Looking at areas of interest we can target: - RSA, BRA, CHN
4. These countries give us access to the continents we want to build upon: Africa, South America, Asia
5. RSA - Seems that this project is moving along and looks to be very promising with the first boat out of the mould.
6. BRA - Boats are being made and are already competitive in

IFA Accounts & Budget

Amounts in EURO

1. Revenue 2008-9 and three year budget

Revenue	2012 Budget	2011 Budget	2010 Budget	2009 Actual	2009 Budget	2008 Actual
Memberships	35000	35000	35000	28181	33600	29002
Sail labels	14000	20000	14000*	13952	14000	13761
Mast labels	2500	4500	4500*	3320	3500	3005
ISAF Plaques for new boats	5000	5000	5000*	4835	7000	5741
Interest	650	650	650	403	650	648
Advertising	6200	6200	6200	5500	3600	2834
Finn Shop	2500	2500	500	2000	1896	0
ISAF Worlds & EURO entries	0	7500	0	0	0	0
PhotoFINNish Advertising	0	0	0	2898	0	0
PhotoFINNish Sales	5000	5000	10000	17868	0	0
Total	70850	86350	75850	78957	64246	54991

2. Expenditure 2008-9 and three year budget

Expenses	2012 Budget	2011 Budget	2010 Budget	2009 Actual	2009 Budget	2008 Actual
Payroll (Corinne + Robert Finnfare/Web)	30700	30700	31500	30712	26800	27032
Office expenses	1200	1200	2500	2420	2000	2154
Regatta + IM expenses	1000	8500	2000	2100	2000	5068
Bank charges	200	200	200	200	200	385
Finnfare expenses	8000	8000	8000	8282	11000	8798
Postage	300	300	300	373	300	289
Stickers (mast, sail, IFA hull)	2600	2600	2600	468	4000	2600
IFA clinic	2000	2000	0	1141	2000	986
PhoFinn Royalty	1750	1750	3000	3500		
Promo video	0	0	6500	0	0	0
Masters Admin	2500	2500	2500	2500	2500	2003
Website hosting & technical	400	400	800	177	1000	201
ISAF meetings	8000	10000	8000	11127	8000	9414
Calendar printing	0	0	0	0	0	0
PhoFinn Printing	0	0	0	14947	0	0
Finn Shop	500	500	750	2500	0	0
Forex Loss(Gain)	0	0	0	-2566	0	11588
Total Expenses	59150	68650	68650	77881	59800	70518
Annual P/L	11700	17700	7200	1176	4446	-15988
FOREX Adjusted	11700	17700	7200	-1390	4446	-4400

3. Assets & Liabilities

Assets	2009	2008	2007	2006
Petty cash	893	273	0	0
Accounts receivable	0	0	0	0
GBP Working Account	41275	2475	882	19354
GBP Capital Account	26922	35665	45342	48810
FRA Working Account	7896	28741	28100	15815
	76985	67154	74324	83979
Liabilities				
Amounts Payable	4400	8795	0	
Salaries owing	3571	3050	30	264
FGC Bond AUS	0	0	2998	2998
Capital	69014	55309	71296	80717
	76985	67154	74324	83979

* following the AGM these fees were increased so budget will increase accordingly

competition. This was made possible by the moulds we sent to Brazil a few years ago.
7. CHN - Any interest from a builder in China?

Building of fleets in new nations

I believe that our focus must be in Africa and South America. We now have builders in both continents. This gives us an opportunity to leverage their ability to deliver boats to their surrounding areas.

1. Clinics in these Nations: Host 2 clinics each in RSA and BRA in 2011 (then hopefully surrounding countries in later years)
 - Coached by local Finn sailor
 - Goal is to introduce sailors to the boat
 - Boats could be supplied by local sailors and a few from the new builders
 - Goal would be to have 10 sailors at each clinic minimum
 - Need to find person to help arrange the clinic in country (I would suggest a person at the new builders as they have an interest in the success of the fleets)
2. Setting up an online database of equipment in Africa and South America
3. Getting a boat donated or bought at cost by the Finn Class in both continents

- Have 1 boat that is IFA owned in both Africa and South America
- We give this boat to a sailor for 1 year
- This sailor automatically used for the grant system to the Silver and Gold Cups
- Allows them to enter class at low expense for first year

Boats and participation at SWC Events

1. Focus should be on European Events only:
 - Must have IFA owned Finn in Europe
 - Transported on other Finn sailors cars from event to event
 - Boat donated (we can find one)
 - Select a sailor for the events who gets the boat
 - IFA pays for entry fee and supplies boat
 - Local sailor supplies housing but sailor pays for flight and food at event
2. I really believe this can happen. We have to work together as a class, but there is no reason that we can't figure out how to get a boat around Europe with so many of us traveling. There is always an empty roof or spot on a trailer.
3. How do we get a boat?

Gear collection and distribution to developing fleets

1. Need a volunteer from each area: North America, South America, Africa, Europe, Asia
2. The volunteer is sent equipment that is no longer used and they distribute to new Finn Sailors or bring to next major event to give to sailors IFA has selected.

Zach Railey

Report Vice-President Masters 2009-2010

After the Finn World Masters in 2009 in Maubuisson, France, with 264 competitors, the preparations for 2010 with Yachting Club Labud in Split started. I made a visit to Split in July 2009 and everything was OK, except the guarantee that the parking place for campers close to the club would be available and I was not convinced about the availability of hotels in the direct neighbourhood of the club. This parking place and accommodations are essential for the event, so I started looking for a back-up location for 2010 in case the camper place was not available. I visited Pwllheli in Northern Wales (at that moment a candidate for 2012) and I was contacted by Steinhude, Germany. In the end everything sorted out well in Split, so I informed all parties that we definitely were sailing in Split in 2010. In February 2010 I made a second visit to discuss the last items and from that moment everything worked well.

In May 2010 we had a fantastic Championship in Split with 167 competitors. We had all kinds of wind and lots of sun. The weather gods must love the Finn Masters, because, after two weeks of rainy weather with not very much wind, the clouds disappeared and we sailed 7 good races. Yachting Club Labud did a great job and we are all looking back on a super Championship. The new format and scoring system for Split, as worked out during late 2009 and early 2010, worked rather well, but now we start studying the possibility to have Gold, Silver and Bronze fleets on the final day. Also the daily re-allocation of the colour groups is under investigation. This year it was done daily at random, but maybe this will be changed in "daily by results" after each day. By the end of this year this will be decided by the Masters Committee, after being advised by Richard Hart and his "Think tank".

The Annual Masters Meeting 2010 (AMM) in Split decided to sail the FWM in Pwllheli in 2012, after an active discussion about Cannes, France, and Balaton, Hungary, as candidates for 2012, too. I advised the meeting to wait until I have visited Cannes, where we had, in 2004, logistic problems and Balaton, which is a new, unknown, location. It will not be Balatonfűré, where we were in 2006. The AMM's decision was to visit these venues first. Later in the meeting my proposal to visit every new venue first before accepting their candidacy was accepted by the meeting.

Also my proposal to receive candidacies not later than February 1st, two years before the year of the concerning Championship, was accepted. Another decision of the AMM was that entries for future Finn World Masters Championships will only be valid when the entry and the payment have been received on the entry closing date. Entries after this date will be charged 150% of the normal entry fee. This is to avoid the amount of no-shows without notification. (41 in 2008, 18 in 2009 and 13 in 2010).

In June 2010 I visited Punta Ala, the venue for 2011, which looks very good. You can read my visit report on www.finnworldmaster.com. I think we will have a big fleet there and I will not be surprised when it will go over 250 again. Italy seems to be very popular for Finn Masters and their families.

In the end I wish to thank everybody who assisted me in doing my job as Masters President during the past year and wish you all happy sailing for the rest of 2010.

Fons van Gent

[Full texts and supporting papers are posted on the IFA website www.finnclass.org under 'Meetings and reports'.]

Major Finn regattas 2011-12

16-21/11/2010	Perth International Regatta	Australia
19-21/11/2010	Cup Opatija	Opatija, Croatia
14-19/12/2010	Sail Melbourne (SWC)	Australia
17-22/12/2010	Palamós Christmas Race	Spain
23-29/1/2011	Rolex Miami OCR (SWC)	Miami, USA
15-18/2/2011	Semaine Internationale Cannes	Cannes, France
16-20/3/2011	Split Olympic Sailing Week	Split, Croatia
21-25/3/2011	Athens Eurolymp Week	Athens, Greece
2-9/4/2011	Trofeo SAR Princess Sofia MAPFRE (SWC)	Palma, Spain
22-29/04/2011	Semaine Olympique Francaise (SWC)	Hyerres, France
4-8/5/2011	Bourgas Sailing Week	Port of Bourgas, Bulgaria
6-8/5/2011	UK Nationals	Christchurch, UK
6-8/5/2011	Palavska Regatta	Pavlov, Czech Republic
11-15/5/2011	Expert Olympic Garda - Eurolymp	Riva del Garda, Italy
24-29/5/2011	Delta Lloyd Regatta (SWC)	Medemblik, Netherlands
5-11/6/2011	Skandia Sail For Gold (SWC)	Weymouth & Portland, UK
12-17/6	Finn World Masters	Punta Ala, Italy
18-26/6/2011	Kieler Woche (SWC)	Kiel, Germany
30/6-17/7/2011	Open Europeans	Helsinki, Finland
2-10/7/2011	Warnemunder Woche	Warnemunde, Germany
13-16/7/2011	Intervela	Riva del Garda, Italy
22-31/7/2011	Travemunder Woche	Travemunder, Germany
24-30/7/2011	Silver Cup (World Juniors)	Moscow, Russia
1-14/8/2011	Olympic Test Event	Weymouth & Portland, UK
13-18/9/2011	Open Russian Championship	Moscow, Russia
16-18/9/2011	Open Dutch Championships	Medemblik, Netherlands
3-18/12/2011	ISAF Sailing World Championships (FGC)	Perth, Australia
4-8/12/2011	Semana Olimpica Canaria De Vela	Las Palmas, Spain
17-22/12/2011	Palamos Christmas Race	Palamos, Spain

SWC = ISAF Sailing World Cup event



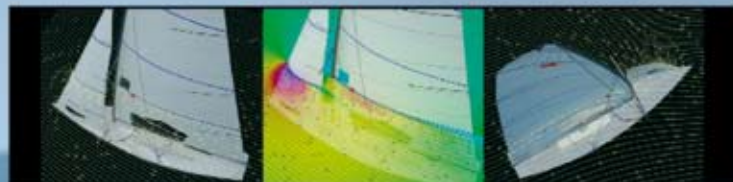
Future Championships

2012		
March (tbc)	Europeans	Scarlino, Italy
27/5-1/6	Finn World Masters	Pwllheli, UK
May	Finn Gold Cup	Falmouth, UK
July (tbc)	Silver Cup	Maubuisson, France
28/7-11/08	Olympic Games	Weymouth, UK
2013		
tbc	Europeans	Germany
July	Silver Cup	Riva del Garda, Italy

More details and regatta links can be found on www.sailing.org or on www.finnclass.org



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