

# FINNFARE

NOVEMBER 2018



- ZSOMBOR BEREZS WINS FINN GOLD CUP IN AARHUS
- WORLD SAILING DROP FINN FROM OLYMPICS
- ONDREJ TEPLY ENDS U23 CAREER WITH WIN IN KOPER
- LEGACY OF AN OLYMPIC LEGEND
- THE SARBY LETTER
- INTERFERENCE BETWEEN BOATS SAILING UPWIND

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## Opening shot: Zsombor Berecz leads round the gate in the Finn Gold Cup Medal Race

### PRESIDENT'S LETTER

#### **D**ear Finn Sailors and Friends of the Finn Class,

You have no doubt heard by now that the Finn has been removed from the 2024 Olympic programme. As things now stand, there will be no event for the Finn at the Paris 2024 Olympic Games, in spite of all our efforts to convince the delegates otherwise at the World Sailing Conference in Sarasota, USA, and make the case for the Finn remaining in the Olympics.

At the World Sailing Council meeting on Friday, 2 November, delegates voted to accept a late submission from the Board to change the Mixed One Person Dinghy to Mixed Two Person Keelboat Offshore on the slate that was approved by Council in May.

The following day, the World Sailing

AGM, representing 65 MNAs from around the world, ratified this decision. There was strong support for the Finn, but unfortunately not strong enough, and despite several amendments being tabled to include the Finn, AGM voted to decide not to hear these.

Following that decision, IFA issued the following statement.

*The International Finn Association (IFA) is extremely disappointed to see the decision taken today at the World Sailing AGM in Sarasota, USA, to exclude any event options for the Finn in favour of adopting the Mixed Two-Person Keelboat.*

*Most of all we are very disappointed for the many committed Finn sailors affected by this decision, especially the young sailors who have had their campaign ambitions for 2024 cruelly*

*shattered.*

*We feel the Finn class has become collateral damage in the quest for gender equality and Olympic TV rights income for World Sailing.*

*It is a great injustice that many of the best athletes in the sport of sailing no longer have an avenue to the Olympics, and we honestly feel the Olympics will be poorer as a result of the exclusion of the Finn.*

*We know the Finn class will continue to thrive and for the time being we will focus on supporting our athletes as they prepare for Tokyo 2020. In*

**continued over...**





*the coming months, the IFA will work towards finding a way back for the Finn on the Olympic programme.*

In spite of this bad news, ending 68 years of Olympic history and tradition, let us not forget what we have: a great boat, a great class and great racing. I know that thousands of you will feel let down, betrayed and unhappy with this decision, but the best response we can all give is to carry on sailing our fantastic Finn, in ever-greater numbers and in an ever-growing competitive and convivial atmosphere.

There is something very special about the Finn that many of those who chose a different path for Olympic sailing may never understand. We should celebrate that specialness. To the many thousands of current Finn enthusiasts and the tens of thousands of past Finnists, we are, and will remain,



the ultimate singlehanded dinghy and a true Olympic class, of which we can all be proud.

Nevertheless, as we have communicated above, the IFA will work in the coming months towards finding

a way back for the Finn on the Olympic programme.

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

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**Cover photo:** Panagiotis Iordanou (CYP) at the Silver Cup. **Inset:** David Shilton (RSA), one of eight ENP participants in Aarhus.



# News



## 2019 FINN CALENDARS

Three Finn calendars are available for 2019. One contains some artistic creations by Igor Anisifprov from Finn photos. The second is a collection of the best images from 2018, while the third, contains images from the 2018 Finn World Masters. All are priced at £13.99 plus tax and shipping and can be ordered here:

[HTTP://WWW.LULU.COM/SPOTLIGHT/ROBERTDEAVES](http://www.lulu.com/spotlight/robertdeaves)



## EVENT CALENDAR 2019-2020

The following events have been confirmed for 2019-2020.

### 2019

Miami WC, 27 January-3 February  
Trofeo Princesa Sofia, 29 March-6 April  
Genoa WC, 15-21 April  
Europeans, Marsala, Sicily, 9-17 May  
Marseille WC Final: 2-9 June 2019  
Masters, Skovshoved, DEN, 7-17 June  
Silver Cup, Anzio, ITA 14-20 July  
Enoshima WC, 25 August-1 September  
Masters Europeans, Schwerin, GER, 11-15 September  
Finn Gold Cup, Royal Brighton YC, Melbourne, AUS 13-21 December

### 2020

Miami WC, 26 January-2 February  
Finn Gold Cup, Palma, Dates TBC  
Trofeo Princesa Sofia, 27 March-4 April  
Genoa WC, 13-19 April  
Finn World Masters, Port Zélande, NED, 29 May-5 June  
Enoshima Final, June, Dates TBC  
Olympic Regatta, 24 July – 6 August  
Finn Silver Cup, Gdynia, POL, August Dates TBC  
Finn European Masters, Gdynia, POL, Sept, Dates TBC  
European Championship, Gdynia, POL, Sept, Dates TBC

## DO YOU REMEMBER JOERG BRUDER?

Georgia Bruder, the daughter of the famous Finn sailor and three time Finn Gold Cup winner, Joerg Bruder, is putting together a book of memories about her late father and needs your help.

If you have a story of the great man, or a just a few lines of a memory, the she wants to hear from you.

She has collected many long and short stories and hoping that the Finn sailors can add a few more to the



biography. Georgia can be contacted at [georgia.bruder@terra.com.br](mailto:georgia.bruder@terra.com.br)

## EQUIPMENT USED AT 2018 FINN GOLD CUP

Sail No	Skipper	Sail 1	Sail 2	Rudder	Board	Mast	Boom
HUN 40	Zsombor Berecz	North	North	Devoti	Devoti	Wilke	AoR
SWE 33	Max Salminen	WB	WB	DEM	Devoti	Wilke	AoR
NED 842	Pieter-Jan Postma	North	North	DEM	Devoti	HIT	AoR
NZL 24	Josh Junior	North	WB	GM Goose	Devoti	Wilke	AoR
CAN 18	Tom Ramshaw	North	WB	Devoti	Devoti	Wilke	Devoti
NED 89	Nicholas Heiner	North	North	DEM	Devoti	Wilke	AoR
ARG 48	Facundo Olezza	WB	North	Devoti	Devoti	Wilke	Devoti
GBR 11	Edward Wright	North	WB	DEM	Devoti	Hit	Devoti
TUR 21	Alican Kaynar	WB	WB	Wilke	Devoti	Wilke	AoR
NZL 61	Andy Maloney	North	WB	GM Goose	Devoti	Wilke	AoR

**Sails:** One (8), North (97), WB (60), UK (4), Doyle (3)

**Rudders:** DEM (12), Devoti (60), EV (1), GM Goose (5) GMS (2), GB (1), Petticrows (1), Wilke (7)

**Mast:** Concept (1), Hit (14), Pata (4), Wilke (70)

**Boom:** Allen (3), AoR (16), Devoti (57), Holtspan (2), MM Sailing (1), Needlespar (4), Sparcraft (1), Suntouched (2), Wilke (1)

**Hulls:** Not checked, but virtually all Devoti Fantastica apart from a handful of Classics







THREE-TIME FINN GOLD MEDALIST, **BEN AINSLIE**, SAID, "IT'S VERY SAD TO SEE THE FINN DROPPED. I THINK IT'S BEEN A FANTASTIC CLASS FOR SO MANY GENERATIONS OF SAILORS. IT'S REALLY THE COMPLETE CHALLENGE IN TERMS OF THE TECHNICAL OD ELEMENT COUPLED WITH THE PHYSICALITY REQUIRED TO COMPETE AT THE HIGHEST LEVEL. I ABSOLUTELY LOVED THE BOAT AND WILL ALWAYS HAVE FOND MEMORIES OF THE CLASS AND THE SAILORS IT CREATED."



# LEGACY OF AN OLYMPIC LEGEND



**T**he story of the Finn class has been, and will always be, the greatest sailing story in the history of the Olympics. But, after 18 Olympic Games, it would seem the Finn is no longer required, effectively excluding the best athletes in the sport: a sad reflection of modern decision-making processes.

After Tokyo 2020, the Finn will have provided 68 years of Olympic competition. Originally designed in 1949, its contribution and influence over seven decades is both astonishing and significant. It has witnessed the development of the Olympics from the immediate post-war years to the modern day spectacular when TV ratings appear to have become more important than the sport itself.

The Finn is an iconic sailing dinghy, an ambassador to all that is great about Olympic sailing, the perfect boat for complete athletes, teaching physical, technical and mental skills to produce some of the best sailors in the world. There is nothing

quite like it. It is the authentic Olympic class dating back to the beginning of the modern period of the Olympic Games. An Olympic Games without the Finn is simply unthinkable.

## THE LEGACY

The boat is only the tool, but really it's all about the people. The legacy of the Finn class could be defined in terms of the sailors it has created. From Paul Elvstrøm through to Ben Ainslie, from John Bertrand to Russell Coutts, the class is littered with some of the greats of the sailing world, and many of the greatest sailors ever to compete at the Olympic Games. Today the class has a huge number of talented and ambitious young sailors all aiming to join this long list of stars.

The Finn could also be defined by its technical development, evolving from wooden hulls and cotton sails into one of the most technically advanced dinghies in the world, but in doing so, actually becoming so rationalised and perfect that the boat offers more equal competition now that at any time in the previous six decades.

In post-war Europe, the Finn provided a focus as an affordable and competitive route to the Olympics, and in 1952 it was the only dinghy on the Olympic programme; it remained the only one-person sailing event in the Olympics until 1984, when the first windsurfer arrived. At those first Games the



**JOHN BERTRAND AO**, FINN BRONZE MEDALIST AND AMERICA'S CUP WINNER. "I UNDERSTAND THE CONSTANT PUSH FOR OLYMPIC SPORTS TO BE TELEVISION ORIENTED. THE OLYMPICS MUST REMAIN RELEVANT. THE FINN CLASS HOWEVER REPRESENTED THE PURITY OF THE OLYMPICS – PHYSICALLY SUPREME COMPETITORS COMPETING AGAINST THE VERY BEST ATHLETE SAILORS IN THE WORLD."

*THE 2012 SILVER MEDALIST, AND DOUBLE WORLD CHAMPION, JONAS HOGH-CHRISTENSEN HAD THIS TO SAY. "I THINK THE FINN OVER TIME HAS PRODUCED THE BEST AND MOST ICONIC SAILORS. THE LEGENDS WITHIN THE CLASS ARE A TRUE TESTAMENT TO THAT. WITH ITS REMOVAL WE ARE REDUCING SAILING'S HISTORY WITHIN THE OLYMPICS. THE WEIGHT ISSUE IS OF COURSE A FACTOR THAT WILL REDUCE THE NUMBER OF POTENTIAL OLYMPIANS, BUT THEN AGAIN THAT IS THE CASE IN MANY OTHER SPORTS. IT IS SAD, AS THE CLASS IS THE MOST PHYSICAL, TACTICAL AND TECHNICAL ON THE OLYMPIC PROGRAMME. WE ARE EFFECTIVELY REMOVING THE STRONGEST CLASS."*

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class started attracting some of the biggest names in the sport, names that would later become sail makers, mast makers, boat builders and boat designers. Their grounding in the Finn would influence their early development, as they became key players in the development of sailing and the sailing industry for the following half-century.

The Finn also developed sailors into athletes. With Elvstrøm setting a new standard for fitness and strength in sailing, the Finn taught sailors the benefits of training, courage and perseverance to become the most complete athlete possible. Finn sailors are widely regarded as among the fittest athletes in sailing, if not in most other sports as well. The values and ethics of hard work and sheer determination to succeed set the Finn sailor apart to perform at the best of their ability in arguably the toughest class in the world.

The Finn taught young men to push themselves to the limit, to excel and grasp opportunities, to be faster and stronger and reach higher levels – citius, altius, fortius. The nature of the competition provides the true test and the Finn provides the ultimate challenge. Throughout seven decades the challenge of the Finn has remained timeless – for the friendships, the competition, the rewards and most of all, for the journey.

The legacy of the Finn is unequalled in the sport of sailing; but the story will continue.

#### THE DECISION

The decisions on Friday 2 November and Sunday 4 November came down to a binary choice – the potential pot of gold or finding a way to include the best athletes in the sport. Few



spoke ill of the Finn, and many seemed reluctant to vote against the class that has been such an integral part of the Olympics for so long.

Only those who have sailed the Finn will understand what it truly means to call yourself a Finn sailor: the dedication, the commitment, and the challenge of becoming better than yourself. It is something powerful to say you are a Finn sailor.

Sailing needs to develop and innovate, but is it necessary to reinvent itself so often that it loses sight of what is important? The frequent changes in equipment are killing the sport at Olympic level. It kills the will to be involved. There is no stability or constancy. It reduces confidence. The massacre that is ongoing for the Olympic classes does no one any favours.

The Finn has thrived for seven decades because it has always been a constant, reliable destination for so many talented and ambitious young sailors.

Since the decision, a lot of kind words have been spoken about the Finn class and its contribution to sailing. While great to see, and appreciated, it is of little consolation to the hundreds of young sailors who have had their Olympic ambitions wrecked. Many have spent years training, investing and committing to the journey, only to have the rug pulled from under their feet. There is a sense of grief at this turn of events, an outpouring of emotion, a feeling of betrayal and anger from all parts of the sailing world, and not all of them expected.

Today's Finn sailors are the future of the sport. They are the heroes of tomorrow; the stars in waiting. Or at least they were supposed to be. That was their destiny since the moment they committed to the honour of mounting a Finn campaign. They may have briefly lost their direction, but they will not give up, and they will not succumb. They will endure and they will prevail. But they will always remember the day their dreams were crushed.

...to be continued..

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*THE 1996 GOLD MEDALIST, MATEUSZ KUSZNIEREWICZ, SAID, "OLYMPIC SAILING HAS SAID GOODBYE TO ANOTHER GREAT GROUP OF ATHLETES. FIRST IT WAS STAR SAILORS AND NOW GREAT FINN SAILORS. WALKING THROUGH THE BOAT PARKS IN HYERES, AARHUS, PERTH OR MIAMI YOU COULD REALLY RECOGNISE FINN SAILORS. NOT ONLY BECAUSE OF THEIR ATHLETIC AND HEALTHY MUSCULAR POSTURES BUT ALSO BECAUSE OF THEIR ENERGY, CURIOSITY, OPEN MINDS, STYLE, GENEROSITY, INNOVATIVE IDEAS, MEDIA RELATIONS AND PROFESSIONALISM. FINN SAILORS ARE STILL GENTLEMEN OF OLYMPIC SAILING. YOU WILL SEE IT IN TOKYO. I'M SURE I WILL SAIL FINN ONE DAY AGAIN."*







# HISTORIC FINN GOLD CUP VICTORY IN AARHUS FOR ZSOMBOR BERE CZ



**T**he Hempel Sailing World Championships 2018, for the Finn Gold Cup, held in Aarhus, Denmark was the focal point of the year for most sailors, as well as being the second most important regatta in the quadrennium. The first eight places in Tokyo 2020 were up for grabs, and with 90 sailors from 42 nations competing for those places, it was the most competitive event for many years.



Zsombor Berecz's emotional and historic victory, after winning the medal race, was the stuff of dreams. He had come back from an enforced four month break because of injury and claimed Hungary's first ever Olympic Class world championship, and the first ever major Finn title. The defending champion, Max Salminen, from Sweden, had to settle for silver, while returning Olympian and 2016 European champion, Pieter-Jan Postma,

from The Netherlands defied all the odds to take the bronze in only his second event since the Rio 2016 Olympics.

Conditions in Aarhus were about as far removed from the expected conditions in Tokyo as could be imagined, with generally light winds and flat seas. The event came off the back of a very hot European summer, but the conditions were quite mixed, with some rainy days, some very hot days and a cataclysmic squall on the penultimate day.

The series of 10 races and a medal race had two scheduled reserve days, one of which was used after the opening day of the final series was lost with no wind. The six qualification series races were completed in three days, though on the first day only one race was managed. This meant on the following day, the Finns had three races on the so-called stadium course, along with live internet TV coverage all day, in perfect sailing conditions – sunshine and wind. After six races the fleet was split into gold and silver fleets before the top 10 advanced to the medal race.

The fleet included 16 sailors who competed in Rio, as well as three Finn world titles, three Finn European titles and one Olympic Finn bronze. Almost everyone was there, with the notable exception of 2016 Olympic champion Giles Scott, who preferred to use his limited time to sail at the event in Enoshima a few weeks later.

The fleet also included eight sailors who had taken part in the World Sailing Emerging Nations Program in conjunction with the Finn class. The class brought sailors from Bermuda, Cuba, Iran, Hong Kong, Namibia, Serbia, South Africa and Venezuela and just before racing started, they took part in a clinic funded by Aarhus 2018, the Finn Class and World Sailing, along with a partnership with North Sails UK.

After a five-hour wait on the water for the breeze to stabilize on the first day of racing, one late race was sailed in 8-10 knots,



with Oscar raised for free pumping only on the final downwind. Jorge Zarif and Josip Olujic took the race wins in their groups after a very shifty race. Zarif only passed long time race leader James Dagge, one of the ENP sailors, at the end of the final downwind leg. Olujic led at each and every mark in his race.

Three races on the second day on the inshore stadium course, watched by the TV cameras, suited Pieter-Jan Postma perfectly to pick up three top three places and move into the overall lead. The wind built all day to top out at 13-14 knots, for some great racing. Tom Ramshaw also had a great day to move up to second with Olujic in third. Luke Muller also became one of only two sailors to win more than one race all week, with two impressive back-to-back victories. Unfortunately he could not keep this up and ended up 31st overall at the end of the week.

Everyone expected Aarhus to be a tricky venue, but the conditions on the third day turned the tricky level up to 11. The wind was coming directly off the Aarhus shoreline, causing disarray throughout the fleet. Huge wind swings and holes played their part as much as sailor skill and decisions.

The numbers paint a picture that words cannot briefly describe with many sailors picking up more points than they really wanted. However, European Champion Ed Wright got it right with two second places to take the lead in the regatta, but on equal points with world champion, Max Salminen, and Nicholas Heiner. Only seven points separated these three from ninth overall. After four different race winners, the fleet was split into gold and silver fleets. They had a day off, but it was about to get even tougher.

On their return to the water two days later, the fleet was

frustrated with no wind, but two races were sailed on each of the following two days to complete the final series.

Only a handful of sailors managed anything approaching consistency on the first day of the final series. Despite scoring a second from last and then a second place, Wright took a seven-point lead at the top. Ramshaw was back up to second and Josh Junior moved up to third after most of the top ten picked up at least one high score. Three races were originally scheduled, however delay followed delay as the day got hotter and hotter. Finally one race was sailed under a blazing hot sun in very light winds before a further delay and a second race in 10-12 knots. The race course was a minefield of holes and shifts that caught out almost everyone at some stage. Several dropped out of the top ten, but it was an opportunity for others to make their move.

And then, just when they thought it was all over, Aarhus turned the tables again. The final races of the series looked doubtful for a long time. But the fleet was released late and got two races in, one of which will long be remembered. Alican Kaynar had been cited as one of the favourites, but only made it into the top ten on the final day, with a confident win in the ninth race. The weather was quite unstable, and the final race



1	HUN 40	Zsombor Berecz	13	8	6	(15)	10	5	3	9	7	7	2	70
2	SWE 33	Max Salminen	3	4	16	10	4	1	(21)	8	13	1	14	74
3	NED 842	Pieter-Jan Postma	14	1	3	3	(19)	6	18	12	4	11	4	76
4	NZL 24	Josh Junior	(25)	3	8	4	8	3	12	7	8	15	8	76
5	CAN 18	Tom Ramshaw	9	1	9	2	17	2	7	14	(34)	10	12	83
6	NED 89	Nicholas Heiner	6	7	5	3	9	1	(26)	21	12	5	16	85
7	ARG 48	Facundo Olezza	8	3	10	7	8	16	16	4	5	(23)	10	87
8	GBR 11	Edward Wright	12	13	1	5	2	2	(43)	2	27	19	6	89
9	TUR 21	Alican Kaynar	13	4	4	11	10	11	11	13	1	(31)	18	96
10	NZL 61	Andy Maloney	6	13	5	5	11	13	(24)	1	22	6	20	102







was started with a clearly visible major weather system coming down the coast.

The final race was a crazy and fascinating race that ended with a battle of the fittest survival downwind to the finish as a 35 (some sailors exaggerated it to 40 knot) squall arrived at the end of the second upwind. There were lots of place changes with the big shift, as well as many capsize and navigation errors downwind as sailors struggled to find the gate. Early leader Ioannis Mitakis led round the final mark only to capsize and end up 34th.

Salminen was in the leading pack and steered a perfect course downwind to take his second race win of the week, which gave him an eight-point lead going into the medal race from Berecz and Junior.

The fleet had been tight all week and going into the medal race any of eight boats could still win and everyone had a shot at a medal. They all had a lot on. However the weather cooperated with hot sunshine returning and a reasonably stable 9-12 knots onshore breeze.

After being forced to tack away at the start, Berecz crossed back on a nice shift and led all the way round the course to cross the line first. Postma followed him round to move up three places and secure the bronze, while Salminen struggled the whole race, crossed in seventh and had to settle for silver.

Berecz crossed the finish line head in hands, unable to comprehend what he had just achieved. He was finally world champion. He had been the favourite of many before the regatta, but now it was reality and his emotions took over as it began to sink in.

He tried to put how he felt into words, "It's amazing. I know what it means for me and I know what it means to my team and my country and I tell you it's a big thing. Everybody who sails the Finn dreams about winning this. Now it came true. It's amazing."

## GOLD FLEET

11	CRO 1	Josip Olujic	1	15	2	9	3	10	(31)	18	10	21	89
12	USA 6	Caleb Paine	17	16	10	11	16	4	5	5	6	(33)	90
13	NOR 1	Anders Pedersen	8	5	13	1	7	23	19	17	(40)	8	101
14	FRA 112	Jonathan Lobert	32	12	2	4	4	20	9	10	11	(41)	104
15	GER 259	Phillip Kasueske	7	2	21	7	1	12	(35)	30	23	3	106
16	AUS 1	Jake Lilley	20	23	6	2	15	9	(28)	3	2	28	108
17	CRO 10	Nenad Bugarin	14	9	14	8	(25)	5	17	16	24	2	109
18	BRA 109	Jorge Zarif	1	6	14	8	9	10	29	15	(36)	24	116
19	CRO 369	Milan Vujasinovic	9	7	7	13	6	6	(36)	33	32	9	122
20	GBR 91	Ben Cornish	5	6	3	18	2	8	30	22	30	(ufd)	124
21	POL 17	Piotr Kula	20	11	11	12	6	9	15	(35)	9	32	125
22	GRE 77	Ioannis Mitakis	15	21	8	12	7	14	20	11	19	(34)	127
23	FIN 218	Tapio Nirkko	27	11	12	21	1	26	4	6	(38)	25	133
24	GBR 71	Henry Wetherell	18	26	19	10	5	3	(37)	24	14	18	137
25	SWE 11	Johannes Pettersson	10	10	15	6	26	19	1	(34)	33	30	150
26	CZE 5	Ondrej Teply	24	2	9	9	20	7	32	32	(37)	17	152
27	ESP 7	Alex Muscat	16	10	4	13	5	20	39	28	18	(ufd)	153
28	AUS 261	Oliver Tweddell	11	17	24	21	24	15	(45)	25	3	14	154
29	RUS 57	Egor Terpigorev	18	21	7	25	3	16	(33)	26	25	13	154
30	ESP 26	Joan Cardona Mendez	2	12	12	20	14	17	23	29	28	(ufd)	157
31	USA 91	Luke Muller	12	15	1	1	23	24	(42)	39	17	26	158
32	ITA 59	Alessio Spadoni	17	17	11	20	21	11	22	20	20	(36)	159
33	ESP 17	Pablo Guitian Sarria	28	5	18	18	16	22	10	(41)	15	29	161
34	AUS 7	Tom Slingsby	11	18	16	17	18	21	13	27	26	(40)	167
35	DEN 24	Andre Hojen Christiansen	19	20	22	22	19	7	6	23	(44)	35	173
36	GBR 96	Hector Simpson	4	20	22	16	11	18	40	(44)	39	4	174
37	EST 2	Deniss Karpak	15	26	27	6	13	12	14	19	42	(dnc)	174
38	RUS 73	Vladimir Krutskikh	21	27	17	22	12	19	8	37	(43)	20	183
39	POL 16	Mikolaj Lahn	10	19	15	19	15	15	(44)	40	41	16	190
40	GER 595	Simon Gorgels	7	27	26	29	12	21	27	(36)	31	12	192
41	FRA 9	Guillaume Boisard	2	19	21	23	22	27	34	(42)	21	27	196
42	GER 25	Max Kohlhoff	29	8	20	14	13	36	41	(43)	16	22	199
43	ESP 57	Victor Gorostegui	34	22	13	27	21.5	14	2	dsq	29	38	200.5
44	FIN 8	Oskari Muhonen	25	9	27	19	18	4	38	31	(45)	39	210
45	TUR 35	Can Akdurak	4	25	25	32	17	30	25	(38)	35	37	230

On the final few days: "There was definitely one turning point in my sailing this week when we moved to the gold fleet. As you can see on the results, I was the most consistent. This is what really paid off in the end."

"If someone told me I would win this event, I would not have believed them, because I had four months off because I broke my thumb, and it was a tough four months. I only had one and half months training before these worlds, but I spent it really well and it worked out."

Salminen said, "I got a bit out of tune with the wind on the first upwind and it was all about trying to fight my way back from that and I felt had a chance all the way round the course and time just ran out for me and I fell just short."

But he never gave up. "I was trying to go for the win the whole race today. I was not thinking about any second place until the last reach to the finish, so in that sense it feels like a defeat but I guess that's some sort of sign of strength, to be able to be not satisfied with the silver medal."

Postma pulled up from sixth to bronze on the medal race.





## SILVER FLEET

46	FRA 17	Fabian Pic	29	(41)	19	14	33	8	3	7	1	114
47	IRL 22	Fionn Lyden	21		14	(28)	24	27	17	5	3	116
48	AUS 32	Jock Calvert	(44)		24	17	26	30	25	1	2	127
49	IRL 9	Oisín McLelland	16	(33)	23	28	23	26	11	5	11	143
50	UKR 4	Andriy Gusenko	23	16	31	16	(33)	22	10	9	26	153
51	RUS 6	Arkadiy Kistanov	24	24	18	(ufd)	20	18	dne	1	3	154
52	AUS 41	Lewis Brake	(34)	14	23	17	30	30	32	6	7	159
53	FRA 111	Valerian Lebrun	22	29	30	23	14	(31)	18	16	17	169
54	CAN 2	Kyle Martin	30	29	30	15	29	(33)	14	12	14	173
55	FRA 93	Antoine Devineau	26	25	25	24	(31)	24	19	22	13	178
56	RSA 1	David Shilton	5	31	33	(41)	41	35	4	17	15	181
57	FIN 225	Mikael Hyryläinen	22	28	24	25	(34)	28	24	14	18	183
58	POL 8	Lukasz Lesinski	19	38	26	(ufd)	34	13	2	13	dnc	191
59	GBR 38	Callum Dixon	28	18	32	26	25	(34)	26	24	12	191
60	SLO 11	Liam Orel	32	dsq	20	33	36	35	30	4	6	196
61	GBR 98	Cameron Tweedle	27	(35)	31	28	27	32	23	8	22	198
62	BER 9	Rockal Evans	35	30	(39)	29	32	36	27	10	4	203
63	FRA 75	Laurent Hay	31	23	29	31	28	29	13	21	(35)	205
64	CYP 1	Panagiotis Iordanou	30	28	28	35	(38)	32	7	19	29	208
65	SLO 99	Jan Orel	(35)	30	29	31	29	29	21	15	28	212
66	AUS 91	Lachlan Gilham	(37)	37	33	27	26	31	31	18	16	219
67	HKG 8	James Dagge	3	35	37	37	37	37	(dsq)	26	10	222
68	JPN 7	Yuki Nishio	33	22	(41)	38	35	25	6	30	34	223
69	CZE 1	Michael Maier	40	36	35	34	(43)	28	15	27	9	224
70	CHI 12	Antonio Poncell	36	32	38	36	38	(41)	8	11	27	226
71	GER 713	Lars Haverland	(36)	36	35	36	32	33	17	25	21	235
72	EST 1	Taavi Valter Taveter	23	31	34	(ufd)	21.5	dsq	ufd	20	19	240.5
73	GBR 703	Markus Bettum	41	37	34	30	(42)	37	12	31	24	246
74	IRI 1	Ahmad Ahmadi	(39)	33	37	34	28	38	16	36	31	253
75	HUN 911	Elemer Haidekker	26	39	(40)	39	24	27	33	34	33	255
76	VEN 17	Andres Lage	(42)	34	40	32	35	40	22	41	20	264
77	FIN 118	Walteri Moisio	(43)	34	42	38	31	34	29	28	30	266
78	CUB 1	Luis Mario Suarez Manso	38	38	36	35	(39)	39	20	29	32	267
79	RUS 14	Misha Yatsun	38	32	36	30	40	23	(ufd)	23	dnc	268
80	CAN 63	Gordon Stevens	31	(40)	32	33	36	39	34	38	25	268
81	POL 73	Andrzej Romanowski	42	42	39	43	(44)	41	9	32	36	284
82	AUT 1	Moritz Spitzauer	40	40	42	37	37	38	25	35	(dsq)	294
83	JPN 6	Hajime Kokumai	43	43	38	39	39	(ufd)	35	33	37	307
84	SRB 16	Tihomir Zakic	41	42	(43)	41	41	40	28	40	38	311
85	BUL 8	Anastas Petrov	37	41	41	40	42	43	(ufd)	dnc	23	313
86	SUI 1	Nils Theuninck	39	(dnc)	dns	dnc	dnc	dnc	dnc	dnc	8	323
87	NAM 1	Constantin Hatzilambros	44	44	44	40	(45)	42	36	37	42	329
88	SVK 21	Michal Hrivnák	33	43	(44)	44	43	44	38	43	41	329
89	SUI 63	Thomas Gautschi	(45)	39	45	42	44	42	37	42	40	331
90	JPN 3	Yuji Fujimura	45	44	43	42	40	43	(ufd)	39	39	335



before he took the world title. He is well loved within the Finn class, and a great champion. However this year has been hard for him. He broke his thumb just before the Europeans in Cádiz in March, while trying to do someone else a good deed.

*"I'd had a great day training in Cadiz. I was so pumped up. On the way home, I saw some hiking pants fall off the van in front of me. I stopped with my bike, I grabbed it and then I saw they stopped at the next roundabout, so I was going full speed to reach them to give it back, but the leg of the wetsuit got caught in the front wheel and stopped it completely and I made a front-flip, and I broke my thumb."* He was out of sailing for four months recovering. His win in Aarhus is therefore not only a massive achievement, but also sweet justice.

He may not yet have fully absorbed the idea that he is 2018 Finn World Champion, but he'd better get used to it, as it will stay with him for longer than

usual. The next Finn Gold Cup, in Melbourne, Australia, is not taking place until December 2019.

With only eight nations in the ten-boat medal race, the eight places in Tokyo were also decided early. These were: Argentina, Canada, Hungary, Great Britain, Netherlands, New Zealand, Sweden and Turkey. The next qualification opportunity will be at the 2019 European Championship in Marsala, Sicily.

He seems to have found new power and new energy, and while his comeback surprised many, his success is also turning heads, finishing ahead of his main rival for the Tokyo place, Nicholas Heiner.

Postma explained, *"I have a lot of experience but I always lacked in peaking at the right moment."*

Since the Rio Olympics, *"I did a lot of work in teams, I did a lot of match racing, and you learn more skills, how to handle and how to cope and I never had that before. I went to Olympics quite a number of times, always as one of the favourites and it never showed. And that's my growth as a person, which is nice. It took me some time, more than other people, but that's what I am happy with."*

On going for the medal, *"You give everything for a medal, you give it all, but you don't know, but of these guys anyone who was in the top 10 had the right, and had trained for a medal. The level is high, and I would have been pleased to see any of them with a medal. Today it's me; next time it's somebody else. I feel I was also a bit lucky today."*

Berez's victory could be called poetic justice. He became the most successful Hungarian Finn sailor in 2016 with a silver medal at the Europeans, so perhaps it was just a matter of time







# INTERFERENCE BETWEEN BOATS WHEN SAILING UPWIND

MIKKO BRUMMER, FROM WB-SAILS USES SOPHISTICATED COMPUTER MODELLING TO LOOK AT THE INTERFERENCE BETWEEN FINN SAILS ON THE SAME TACK AND ON DIFFERENT TACKS

**S**afe leeward position, dirty air, crossing ahead or taking the stern – we all know how boats next to each other influence one another. A year ago, we did a study with the help of computer flow simulation, to put numbers on and quantify these gains and losses. In this article, we look at boats interfering with each other when sailing upwind. We limit ourselves to the ‘air phase’: boats interact with each other under the water as well, but that’s another study.

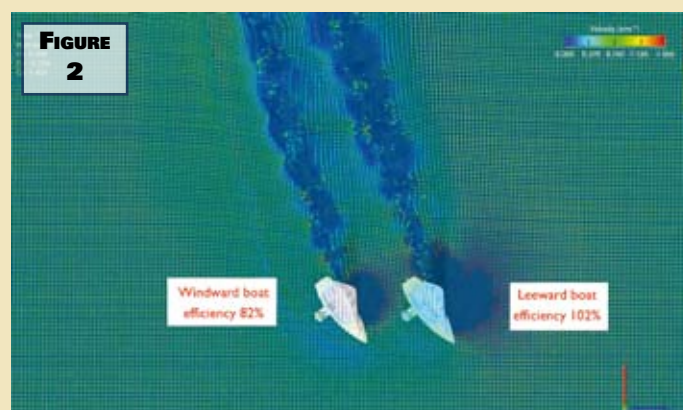
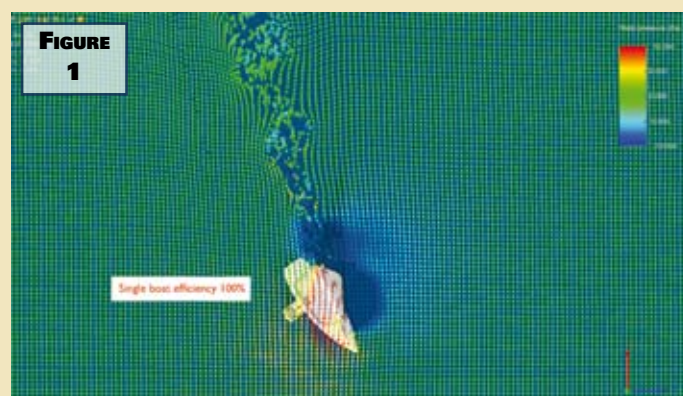
## ON THE SAME TACK

Let’s start by looking at boats on the same tack, sailing in the same direction. We choose as yardstick a boat sailing on its own to windward in a fairly stiff breeze of 18 knots. We define its efficiency as 100% (see Figure 1) and compare boats in interference with each other to this boat sailing alone. Efficiency is determined as the forward driving force of the boat, corrected with a little penalty with the side force heeling the boat over. The speed of the boat is directly proportional to this efficiency, but not exactly the same. At a typical upwind speed of 5.2 knots, the gain in speed is a little less than half of the gain in efficiency, so if your efficiency is 110%, your gain in speed would be about 4%.

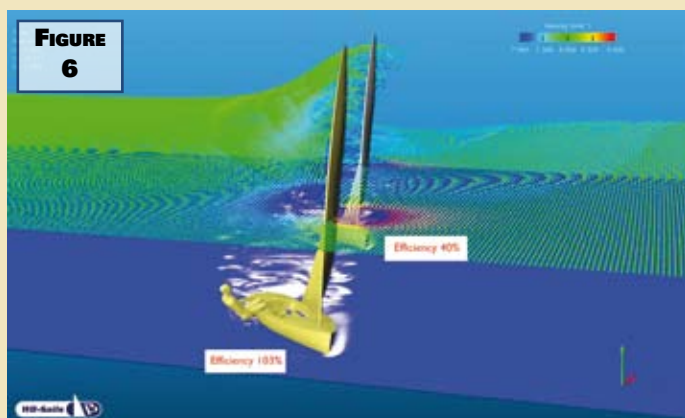
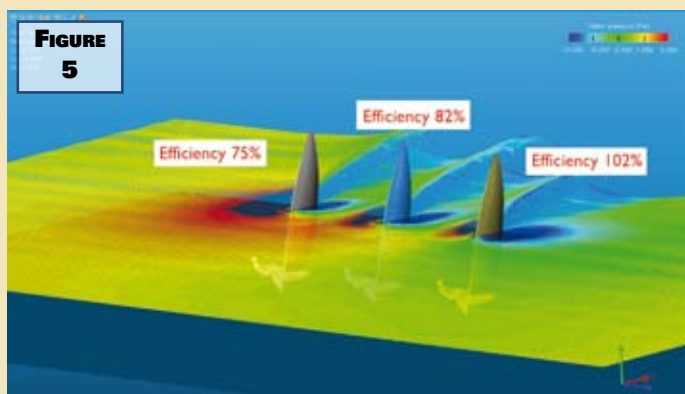
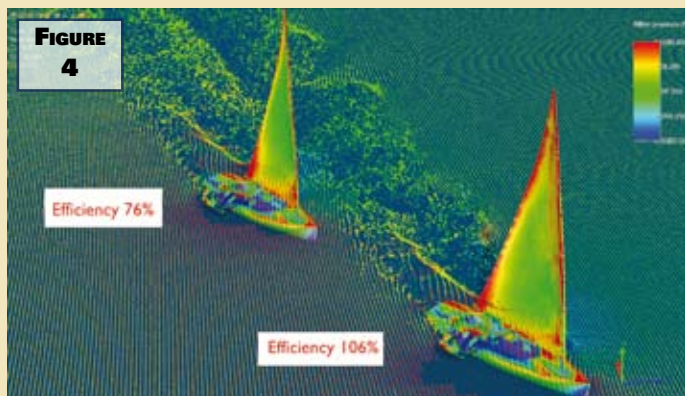
In the first case, we have two boats side by side, equal in terms of sailing upwind (see Figure 2), with their bows aligned and at one boat length distance from each other: The typical safe leeward position. The leeward boat has an efficiency of 102%, so gaining a little on a boat sailing on its own in the fleet. The efficiency of the windward boat, on the other hand, is only 82%, so he cannot live long in that position and will soon tack away.

In the second case, the windward boat is more advanced so that its bow is level with the leeward boat (see Figure 3), seen in perpendicular to the path the boats are sailing. Now the two boats are roughly even, but both losing considerably to the solo boat, with efficiency numbers of 88 and 89.

In the third case, we have a boat following precisely in the wake of the boat in front of it, at a distance of one boat length. The boat behind (see Figure 4) is in obviously in bad air (efficiency 76%), while it is at the same time bending the wind







SIMULATIONS PERFORMED BY WB-SAILS  
WITH KIND SUPPORT FROM DASSAULT SYSTÈMES

favourably for the boat in front, which is enjoying an efficiency of 106%. This is a good place to remember that in this study, we ignore the underwater interference effects: In the real world, the boat in front is pulling some water with it as it moves along, so much so that the boat behind is sailing in a 'favourable current' of up to 1.5 knots. This explains why after a mark rounding, for instance, you can hang in there often for quite some time, in spite of the very low (air) efficiency of only 76%.

In the next example with boats on the same tack, we have three boats side by side close to each other. (See Figure 5) Again, the leeward boat is enjoying a little gain with 102%, while the windward boat is suffering most with an efficiency of only 75%.

Lastly, with boats on the same tack, we have a boat totally in bad air (see Figure 6), at two boat's distance aligned in the apparent wind of the boat in front. While it's hardly surprising that the efficiency of the boat in dirty air is only 40%, perhaps a little more surprising is that the boat behind is helping the one ruining its race, the forward boat showing an efficiency of 103%.

#### TAKING STERNS, RATHER THAN CROSSING IN FRONT

Now let's take a look at boats sailing on opposite tacks. While we have earlier looked at the interference of boats on the same tack (with the Star), this is to the author's knowledge the first time effects between boats on different tacks has been assessed. While with the boats on the same tack differences can be inspected in a usual 'virtual wind tunnel', or even in a real physical wind tunnel, that is not the case with boats on opposite tacks. On opposite tacks, each of the boats creates its own apparent wind, and you need to use a simulation model where the boats are moving in a true wind field (see sidebar 'True and apparent wind' for more on this). It turns out that with boats on opposite tacks we have the most surprising results.

First, we focus on two boats crossing upwind (see Figure 7), very close to each other but so that both hold their course, just so that the port boat doesn't need to bear away. Initially, when the port boat crossing behind is still three boat lengths away, both boats gain a little. As the port boat approaches, it starts to gain more and more, showing an efficiency of 117% (see Figure 8) at two boat lengths away. At this point, the starboard boat, crossing in front, has an efficiency of 100%, deteriorating fast: At one boat length, the starboard efficiency is 85% (see Figure 9), while the port is 125%. When the bow

## TRUE AND APPARENT WIND

**S**ailboats are complex creatures. They move in a more or less stable wind field, often called the true wind, creating by virtue of their own motion the apparent wind<sup>(i)</sup>. The true wind is what you feel in your face while standing ashore – when sailing along you feel the apparent wind\*. The speed of the true wind varies with height, due to the friction of the sea and the waves: At the masthead height of the Finn the wind is 15 to 20% stronger than at deck level, varying from day to day, depending on the weather situation (or even during the same day, especially in the morning vs. afternoon). When the boat is moving through this variable

true wind, the apparent wind varies not only with height but also in direction. This variation in direction is usually in the order of 5° from sail foot to head but can be much more, or hardly anything at all.

When simulating boats on opposite tacks, each of the boats creates its own apparent wind, and you need to use a simulation model where the boats are actually moving in a true wind field. This is computationally much, much more demanding, and has only been possible for a few years. When investigating boats on the same tack, moving at the same speed, you can calculate the apparent wind beforehand, freeze the motion of the boats

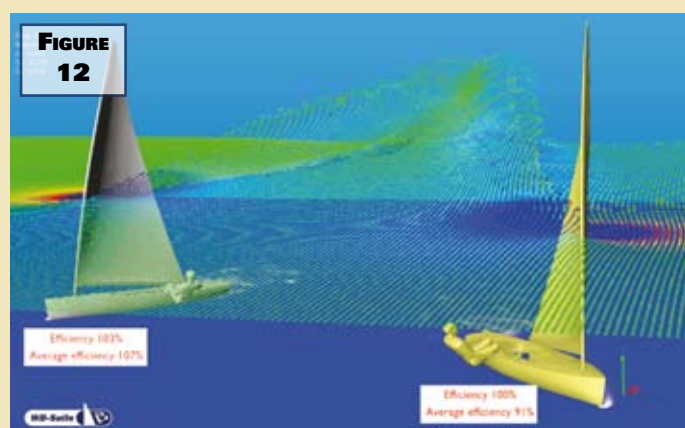
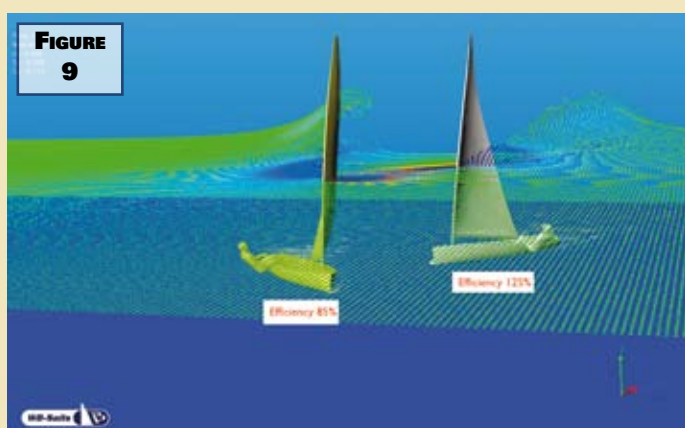
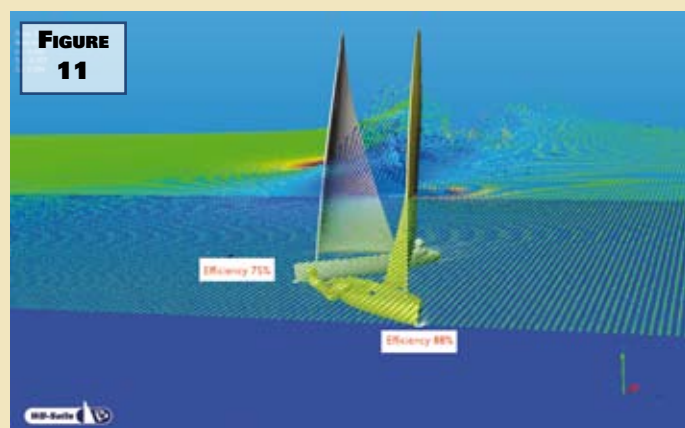
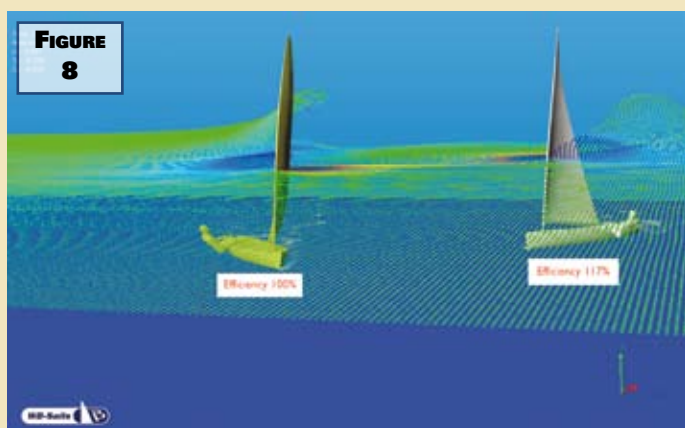
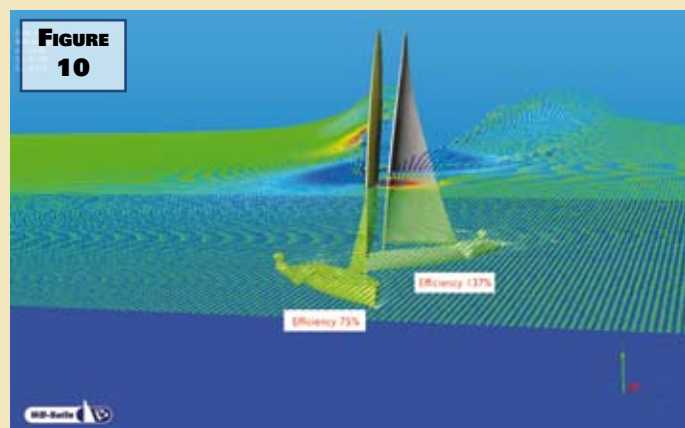
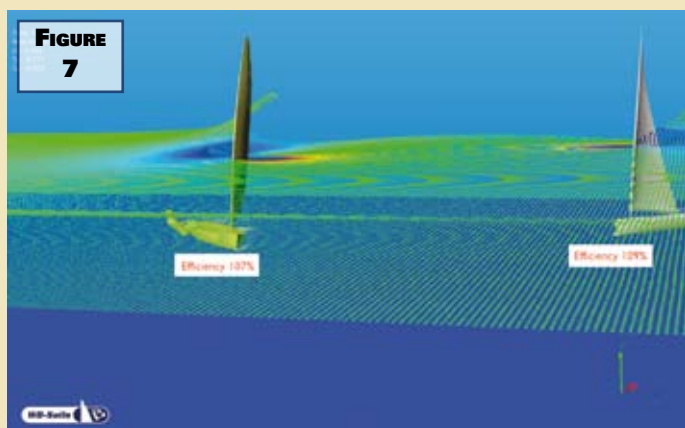
and apply the apparent wind on them. This makes it possible to investigate in a physical wind tunnel, too, even if preferably a 'twisted flow' tunnel.

(i) To be exact, you don't feel the apparent wind, but rather the 'local flow', which is influenced by the boat, its motion, and the sails. The 'apparent wind' is just a fictitious construction. This may sound picky, but go inside the cabin and you feel no apparent wind at all. On the windward side of a sail, the 'apparent wind' is much weaker than on the leeward side, and you can feel this when you walk about a big boat. On the inside of a big genoa there hardly any wind at all.





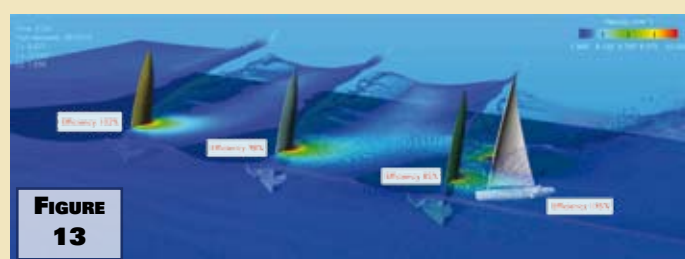




of the port boat is approaching the transom of the boat ahead, its efficiency has grown to 137% (see Figure 10), while the starboard boat is down to 75%.

A little further and the port boat is in the bad air, dropping down to 75% (see Figure 11), but as soon as crossed, the efficiency is for a while more than 100%. All in all, the average efficiency for the boat crossing behind is 107%, while for the starboard boat it is only 91% (see Figure 12). So by crossing behind, you not only gain yourself but do some damage to the boat crossing ahead. What's the reason for this? The starboard boat (crossing ahead) is bending and accelerating the wind for the port boat, taking its stern. The port boat is sailing a lift, and with more wind, ever more so as it approaches the starboard boat. Naturally, this has nothing to do with starboard and port, but only who is crossing ahead and who behind.

Then we look at crossing behind multiple boats, as often is the case after a bad start, for instance, when bailing out for clear air. In this last case (see Figure 13), the port boat is sailing behind three boats on starboard tack, separated roughly two boat lengths from each other. The pattern is the same as in the two boats' case, the port boat gaining still a little more on



the first starboard boat than the two others. The damage is also most significant on the first starboard boat, which is down to 85% efficiency, while the port boat is up at 145%. The port boat causes less harm to the next two boats that remain at close to 100%, while the port tack boat still has an efficiency close to 140% at best. In boat speed terms, the gain of taking sterns would be 0.3 knots, or from 5.2 knots to 5.5 knots. In centimetres, that's about 75 cm/stern, or one boat length gained after sailing behind seven boats. Far from being insignificant. However, remember that boats interact with each other under the water as well, ignored in this study.

For animations, look in Youtube for "WB-Sails simulations"





## U23 VICTORY FOR ONDREJ TEPLY AT FINN SILVER CUP IN KOPER



In his final year as an U23 Finn sailor, Ondrej Teply, from Czech Republic, dominated the 2018 U23 Finn World Championship to win the title in style. The venue was Koper, Slovenia and it was the first time the Finn class had held a major championship in this northern Adriatic country. It was also the 20th edition of what started in 1999 as the Junior World Championship, before slowly evolving into the U23 World Championship. The Jorg Bruder Finn Silver Cup was later donated to the class in 2004, by the Brazilian Olympic Committee. Teply had previously won the Junior World Championship in Valencia in 2015.

The silver medal went to ever improving, 20-year-old Joan Cardona, from Spain, while Hector Simpson, from Britain, like Teply, in his last year as an U23, took the bronze after a slow start to the week.

Teply only won two of the shortened nine race series, but had six top three finishes, and only once outside the top 10 in the 35 boat fleet, which represented 19 nations. He led the field after each day, stretching and losing his points lead in the often fickle conditions, that caught out most sailors at some point.

After the practice race was abandoned because of a very



TOP 5: [L-R] JOAN CARDONA, ESP; ONDREJ TEPLY, CZE; HECTOR SIMPSON, GBR, NILS THEUNINCK, SUI; OSKARI MUHONEN, FIN

strong Bora blowing, the first day of racing was sailed in the gradually reducing north-easterly that was trying to switch to the north-west. Swiss hopeful, and the current European U23 champion, Nils Theuninck, won the opening race, perfectly judging the huge shifts in the wind. The defending champion, Oskari Muhonen, from Finland, took a confident win in the equally shifty second race, but the capricious wind was in to





1	CZE 5	Ondrej Těplý		24	3	2	2	1	6	(13)	6	3	1
2	ESP 26	Joan Cardona		33	(11)	11	3	3	1	6	1	6	2
3	GBR 96	Hector Simpson		48	10	(20)	20	2	2	2	4	5	3
4	SUI 1	Nils Theuninck		49	1	9	6	(ret)	4	10	2	9	8
5	FIN 8	Oskari Muhonen		54	8	1	1	16	5	(21)	12	7	4
6	UKR 573	Georgii Paches		55	(28)	7	12	7	10	1	9	4	5
7	NOR 9	Lars Johan Brodtkorb		64	7	4	11	8	7	12	13	2	(23)
8	FRA 9	Guillaume Boisard		90	9	3	(dnf)	32	18	5	11	1	11
9	ITA 71	Federico Colanino	U19	97	21	15	7	5	(25)	3	18	10	18
10	AUS 32	Jock Calvert		100	5	8	4	21	(ufd)	20	3	17	22
11	EST 1	Taavi Valter Taveter		107	16	18	17	9	(28)	23	7	8	9
12	GER 595	Simon Gorgels		111	4	14	9	15	8	4	(dsq)	20	bfd
13	GBR 98	Cameron Tweedle		114	2	10	27	14	(32)	17	21	13	10
14	AUS 91	Lachlan Gilham	U19	117	6	17	22	10	14	(33)	8	23	17
15	TUR 35	Can Akdurak		118	17	12	5	4	19	(36)	19	27	15
16	POL 52	Krzysztof Stromski		122	(33)	19	15	20	12	19	10	14	13
17	GBR 81	James Skulczuk		126	13	21	13	(22)	20	15	5	18	21
18	POL 17	Sebastian Kalafarski		126	12	35	(dnf)	26	11	8	16	11	7
19	RUS 1	Mikhail Iatsun		138	18	5	25	(ret)	27	7	14	15	27
20	SLO 11	Liam Orel	U19	140	23	13	8	29	13	14	24	16	(33)
21	CYP 1	Panagiotis Iordanou		150	24	6	(31)	17	30	18	20	29	6
22	SLO 99	Jan Orel		153	22	29	(ret)	6	3	28	17	19	29
23	GBR 703	Markus Bettum		153	20	30	16	11	21	9	22	(32)	24
24	ESP 575	Jorge Navarro		163	29	24	24	27	9	22	(30)	12	16
25	ESP 117	Carlos Ordonez		172	34	25	(ret)	25	17	11	15	31	14
26	HUN 80	Domonkos Nemeth	U19	189	15	(34)	29	19	34	30	25	25	12
27	ITA 147	Gaetano Volpe		189	(35)	16	28	13	22	29	29	33	19
28	POL 12	Oskar Adamiak	U19	189	19	36	19	(dnf)	26	16	23	24	26
29	GBR 38	Callum Dixon	U19	190	14	27	14	23	16	26	33	(dnf)	bfd
30	ESP 888	Andres Ivan Lloret Perez		201	30	22	18	12	(35)	34	27	30	28
31	FIN 118	Waltteri Moisio	U19	203	32	31	10	33	15	27	34	21	(bfd)
32	AUS 4	Harmon McAullay	U19	203	25	23	21	31	24	25	28	26	(32)
33	GBR 45	Daniel Patten	U19	212	(31)	26	26	24	23	24	31	28	30
34	GBR 83	George Coles	U19	215	26	28	30	28	29	(32)	32	22	20
35	CAN 63	Gordon Stevens		224	(ret)	32	23	18	31	35	26	34	25
36	GBR 701	Dugal Wilson		252	27	33	32	30	33	31	(35)	35	31



stay. The expected 10-14 knot sea breeze barely showed its face all week, with the breeze gradually clocking through to the south-west over the coming days and only occasionally building to normal levels.

#### ONE RACE ON DAY 2

The only race possible on the second day proved controversial until the end of the week, with huge wind swings and some very light patches causing large changes throughout the fleet. In the end the race committee decided to let it run and then had to defend it against several protests to get it thrown out as unfair. Unfazed, Muhonen took his second race win, while some the early front-runners ended deep, and others never really got off the start line.

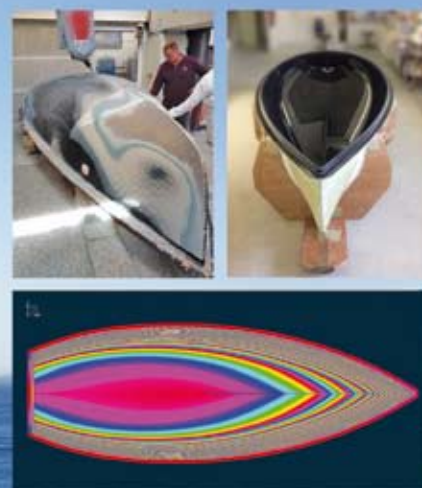
Three races on the third day put the event back on track, and with the odd wind direction, the fleet ended up tacking up

Koper's shoreline, dodging swimmers, SUPs, sun bathers and several delighted onlookers. After picking up 50 points on the first two days, Simpson made his move on the third, recording three second-places to move into the top 10. Cardona also had a good day to move up to second. Theuninck held on to third by just one point. Těplý had a poor final race but proved he deserved to take the title with a recovery from around 30th at the first mark to 13th at the finish. It ended up being his discard, but showed his determination to go out with a win. Newcomer, Georgii Paches, from Ukraine, got it all right in that race to take the gun.

The fourth day of racing was almost a carbon copy of the third, with racing up the shore to get the wind bend, less current, and better scenery. Těplý and Cardona repeated their race wins from day four, while Guillaume Boisard, from France, won the second race of the day, following some particularly high scoring races.



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Teply had an eight point lead over Cardona, with Theuninck still third, on equal points with Simpson, who was the best sailor in the second half of the week. However an unrelated protest between two other boats led to the disqualification of one of them, and that moved Simpson up to third with a one point advantage, one that was ultimately decisive as no racing was possible on the last day.

#### NO RACING ON FINAL DAY

Theuninck and Cardona desperately wanted to race on the last day, but despite waiting until just short of the time limit, the race committee could not lay a fair and square course. After several hours of nothing, broken by a fitful wind and several abandoned attempts at starting, the wind finally returned from the north-east. However, with a huge direction variation down the course area, a course could not be set in time and the fleet returned empty handed.

Teply took the title, but had a nerve-wracking day waiting. *"It was a long day on the water, but I am very happy to win my second Silver Cup. It was a very tough day with sometimes wind, sometimes not. We tried to start a few times, and in the end, luckily for me we didn't make any."*

On the week *"It was hard. I was surprised with the level of the fleet. It was very hard to hold onto the position all the time to stay in front especially with the conditions. But I am happy for all the juniors in the Finn fleet. They have improved a lot and made me work quite hard for this. This is my last Silver Cup, so I am very happy to say goodbye with the win."*

Cardona, who still has several years to go as an U23 said, *"Looking at how I started the week I think it is very good to finish in second place. But today I wanted to race. At the end we had some wind, but the race committee decided not to race. Ondra takes the win and he was better from the first race, so congratulations to him."*

Simpson gained one place Thursday night from a protest decision between two other boats to move from fourth to third, but it was still a tense day.

*"It was a really good competition Everyone had some big scores apart from Ondrej and Joan, who managed to put a really consistent series together and they came away with gold and silver, so consistency was really the key this week, staying out of the wind holes and getting off the start line."*



TOP 3 UNDER-19: [L-R] LACHLAN GILHAM, AUS;  
FEDERICO COLANINO, ITA; LIAM OREL, SLO

*"It was probably the most tense it's ever been on the water for me. It was going left and right, 3 knots, 10 knots and about three starts and a general recall and it was super close behind me with about four or five sailors within five points, so I had not much to gain but a lot to lose."*

#### SHARING AND LEARNING

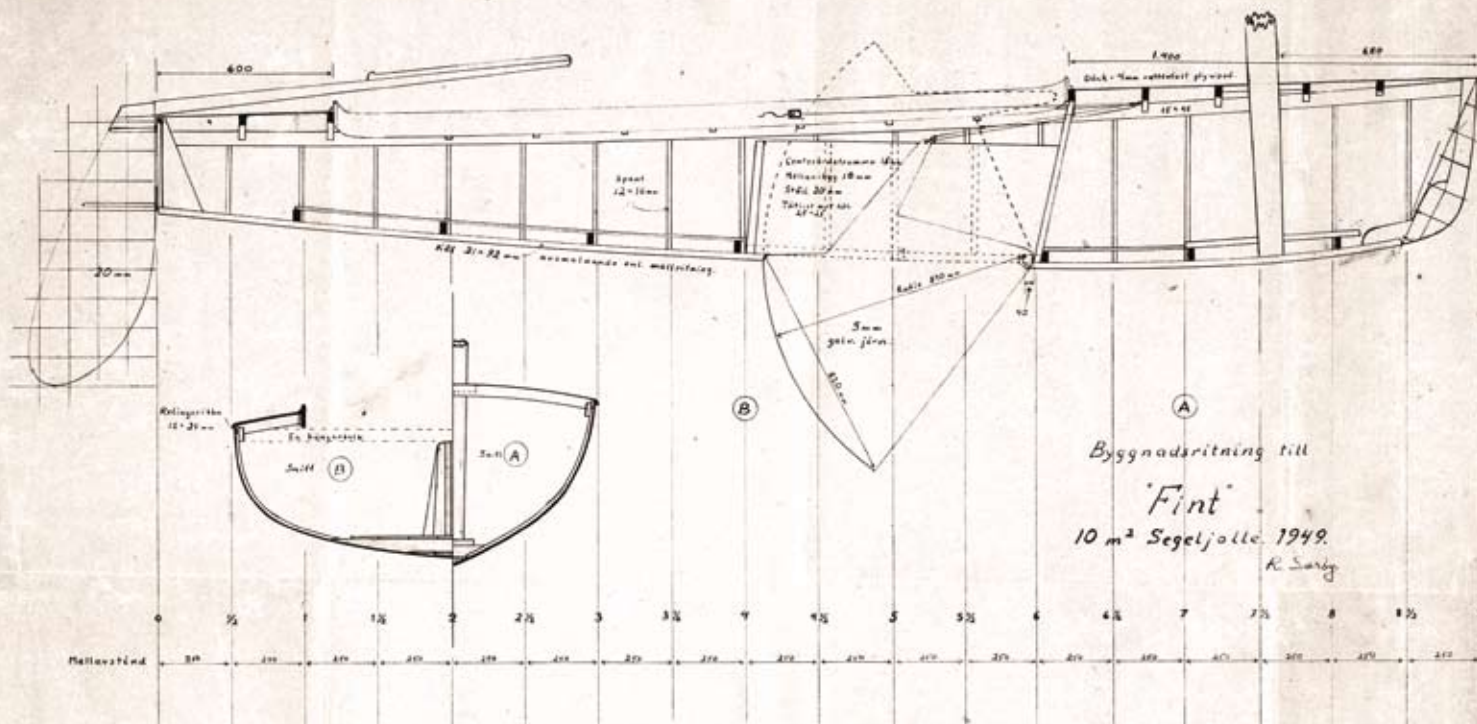
Within the fleet there were also a very encouraging ten U19 sailors, competing for their own set of medals. Last year's inaugural winner, Federico Colanino, from Italy, had a mixed week, but led the group into the last few days to retain the gold. Lachlan Gilham, from Australia took silver with Slovenia's Liam Orel repeating his bronze from last year.

These young sailors are at the start of their long journeys in sailing, and the Finn class provides an excellent classroom for sailing and for life. The fleet included sailors from 19 different nationalities and cultures, all mixing together in one group, learning, training, becoming friends for life, sharing their own cultures and experiences. They all have their own individual battles, but are all like-minded, committed athletes on the same journey.

Next year, the journey for these young athletes will take them to Anzio in Italy for the 2019 U23 World Championship.







# THE SARBY LETTER



THE FINN'S DESIGNER, RICKARD SARBY (LEFT) WAS A PROLIFIC LETTER WRITER. HERE IS ONE THAT SURFACED IN MATT VISSER'S FAMILY ARCHIVES. IT WAS SENT TO HIS FATHER, MARTIN VISSER (RIGHT) AND GIVES A FASCINATING INSIGHT INTO SWEDISH CANOES AND THE DESIGN OF THE FINN.

**R**ickard and my father Martinus (Martin) Visser for 'Tinus' as referred to in the letter, met at the 1948 Olympics in Torquay sailing Fireflies.

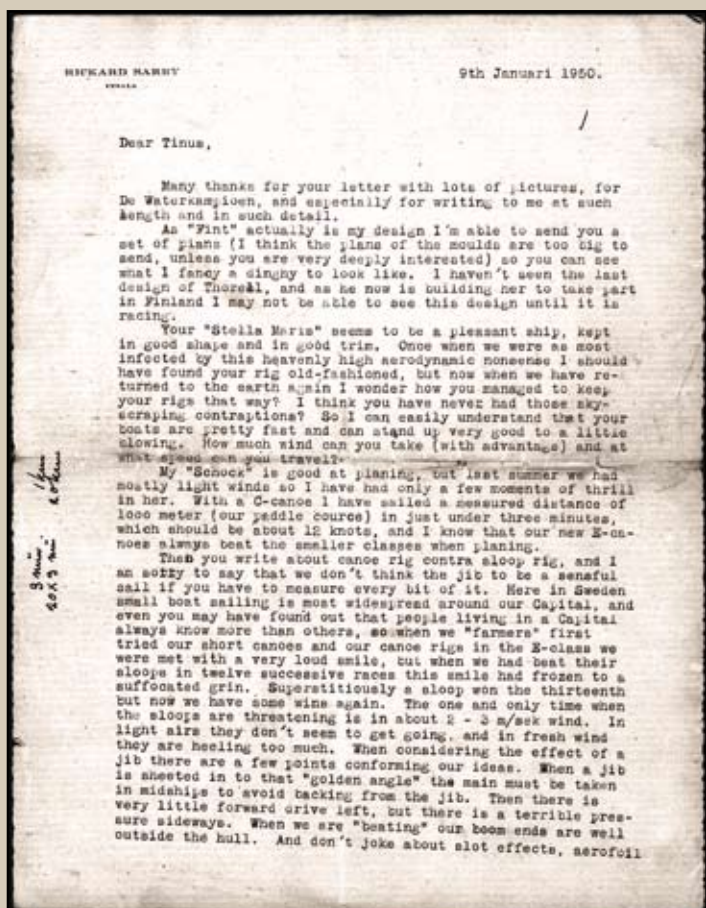
Dad and Rickard instantly hit it off as life long friends sharing a similar sense of humour and talent for yacht design.

Dad had qualified for the Games and was the Flag Bearer for Holland, however six months prior to the Games he broke his femur in a motorbike accident, which was still in a splint so the Dutch federation replaced him with reserve Jacob De Jong.

Back then, the reserves were allowed to compete in the pre-Olympic regatta, and Dad created quite a stir with the Dutch media by going on to beat Elvstrøm and win the regatta with his leg still in a splint. The Dutch media was unaware of his leg and was instantly asking why was Visser chosen as reserve? However Jacob De Jong went on to receive the Bronze behind American Ralph Evans and of course Paul Elvstrøm taking his first gold medal. Rickard took the leather that year and came away with some ideas which became the foundations for the most successful singlehander of all time.

After the Olympics, the Finnish Yachting Association held a competition for a new design for the single handed monotype for the next Games in Helsinki.

I'm not so sure how serious Dad was in his bid, but he





principles or such like, I don't believe in them any more. I do believe that a goose doubling the sail area can give better speed, but not if you must sail with a fixed and measured area. And then in fresh winds, to lessen the immense heeling effect of a jib you must sheet it in as hard as you ever can, and then you have to spill wind from the mainsail. Can you find a better way to stop forward motion than to let a jib push a gale straight into a flapping mainsail? I think not. At least we had to sail Firefly that way, but I don't know if you have to do it on your "Stella Maria" too.

When speaking of rigs, I must tell you about how our rigs "work". They are specially made to bend, and do it automatically as the wind pressure and sheeting force increases. My masts are thinner for and aft than they are abeam! In light airs the masts and booms are straight (as you can see on the double exposure) and the sails have an enormous "belly", then I take home the sheets (and as the camera was secured to a fixed point I could make the second exposure) and the sails will be stretched so flat that you could play a drum tune on them. And how they then can knife along on a windward leg! We are never pointing very high, but travel at a very good speed, gaining height by this speed. When a puff comes we say the sloops go faster sideways than forward. We play the puffs with the tiller and are terribly afraid to ease sheets, because then the sails instantly regain their "belly".

By the way, what made you think my masts were massive? Quite the contrary - they are hardly anything but massive air. The main mast weighs about 6 kilogram, the mizzen 3 kg. And this slot for the boom seems not to affect the strength. No mast has so far broken at the slot. Masts sometimes do break, but then usually 2 - 3 meter above deck where the wood may be too thin.

Coming to my "rebus" ben ik benieuwd of je het werkelijk reeds heb verzonnen! Het is mogelijk, maar ik denk niet? You may have discovered that this trick gives us a very simple "kicking strap", effective even if we should reef (which nowadays is impossible when racing, as there is always someone going "full sails" and winning), and you can't deny it is the cheapest boom fittings you ever saw. This solving of the keeping-the-boom-down-problem is mine, and I have used it since 1944, but the present appearance covers a lot of experimenting (and some broken booms). This trick increases my sail area with half the mast width when running, and I am sure the mast will revolve, and revolve without machinery. Then when things happen too fast, as they sometimes do, I've seen many of our boys escape a bath by letting go of the mainsheet, for when the mainsail is blowing straight forward they can calm down in complete security. That about the boom and slot. You may also have noticed that the halliard runs inside the mast, and that we can hoist and lower the main without leaving the cockpit. When we pull the rope along the deck it is free from the cleat you see, but when we lift the rope it gets stuck in the wedge-shaped notch. We use

RICKARD SANDY

2

such cleats everywhere. But did you solve the mystery of the second eyelet in the sail? I do wonder! I found this while only a week before our championship, so we were only two who had it, but we finished first and second in every race so it couldn't be to the worse. Most sailing men should think me completely insane if I said that I shorten sails in light winds but must carry full sails in a gale, and yet this is merely the truth after I found this second eyelet! For light weather sailing we fold the tack corner so that the eyelets cover each other and take both down to the usual fastening, then hoist the sails very loosely and thus shorten the luff and the foot about 5 centimeter, getting a still bigger "belly" in the sails. It decreases the sail area half a sq. meter but I dare say they are pulling! The last race in the championship was a bit windy and I didn't notice when the other guy "unreefed", so I had a hell of a job to keep pace with him, and very nearly finished third. Fortunately this race ended with a short reach and their flat sails couldn't lift them to planing.

I did not fool you about my profession, it is the truth. Though I must admit I sometimes wonder myself, when it is so funny to find out new ways for boats and building methods. Not long ago I saw that the inventor of this method I asked about was of my own profession. It looks a nice way to get a perfectly clean hull. I can tell you that there is a Swedish patent where they make the strips either concave or convex and so get a perfect fit at any angle. They build these boats without ribs, glueing and nailing them as you do but they don't remain dry very long. Probably because there is no ribs or moulds anywhere to keep them together.

When touching on building, there is a few things in your letter I must ask you about. What do you mean by plywood building? Do you mean the way Firefly was built - many single layers of veneer glued together over a mould, or do you mean the way "torpedo" will be built - from ready-made big boards of plywood? And what is multiplex? My "schock" is built the Firefly way. "Fricken" is built in the old way and canvassed. The planking is 6 millimeter.

I have always fought against that the Olympic monotype should be canvassed, and I have tried to get some backing from my foreign friends, but no one seems to pay any attention to it. Probably because so few know what a canvassed hull means. That we canvas our canoes is because our rules are developed for amateur building and say we must. This trick we use on our moulded hulls - to put the canvas in glue (it is artificial resin glue) give us the smoothest surface so far. Through the canvas we get a thick layer of glue, which then can be sanded down to a perfect glass smoothness and varnished.

My "Fint" is not canvassed. The planking is 10 millimeter and, believe it or not, the hull is absolutely dry. The weight ready for sailing is 150 kilogram.

previously sent Rickard a design with a sail plan that Rickard comments on in his return letter. The reason Rickard talks about the efficiency of a single mast or Cat rig is because the Firefly as you know, had a jib and main, which he thought to be superfluous.

The Visser family decided to move to Australia where Dad and my Grandfather Hendrik Visser designed and built many

Stars, 5.5s etc at our house.

Dad moved into the Star class representing Australia at the Tokyo Games making him the first sailor to become a dual Nationality Olympian. He later sailed as tactician and starting helmsman on Gretel II in the 1970 America's Cup, amongst many other achievements in a sailing career that spanned over 75 years.

It is curious how different development can be in different countries. You say that amateurly built boats in Holland can not compete with professionally built. In our canoe classes it is quite the reverse, because when they build for profit they can't put down so much work and so much care as an amateur can.

About "torpedo" I must say I've never liked sharpies. I'm sure she will be very fast, but I wonder if this light hull can stand the stress of two men, 15 sq. m. and a spinnaker! But I have no experience in sharpie building.

You too are curious about the paper sail. All of you are and I do wonder why! Well, the big idea was to get a sail completely airtight, completely smooth and fully adjustable. Cut a "sail" from a paper card and glue the "mast" side to a strip of wood. When you push the "boom end" towards the mast the sail naturally assumes a curve. If you at the same time keep the corner down (kicking strap) you get the same curve from boom to top, but as you let the boom lift the top will flatten out, which we think is a fine thing when it is windy. And should you prefer a flat sail, then just stretch the foot taut. How do you like that? I don't know the practical value of it yet, but I know that a lot of such sails are in the making this winter, and I know that some boys building new canoes this winter can go sailing next summer, which they otherwise couldn't, as they could not afford to buy sails the same years they build their canoes.

In number 22 of the papers I send, you may be able to read something about the making of these sails. Swedish may not be impossible for you to understand, there is some similarity in these languages. It is nice of you to say that my Dutch is good, but if something of my writing was right (and especially if dialectically right) it was by pure chance. To a Swedish ear Dutch sounds as something just between English and German and as I know little English and still less German I may be able to learn Dutch. Speaking of languages, the other day I got a greeting from the Argentine Firefly, who was my right neighbour on the Torquay quay. It was in Spanish, which is Greek to me. Zo, ook ik heb ransessen te oplossen, maar het is mij gelukt!

I'm still very hesitant about the Finnish invitation. First I must tell you that I am not at all eager to become the designer of an Olympic dinghy. - I prefer to keep up friendships with all my friends from Torquay! I'm more and more certain that it is impossible to create a dinghy that will be accepted by all the Europeans. There is also a chance that present development may lead up to a completely wrong result, as the Finns may not have a single man capable of considering anything but speed when these dinghies go racing each other. Unfortunately it is not too difficult to produce a dinghy that can beat everything else, if the sense of boat-building is cleverly omitted. And as I am "in it" my voice is muffled. However, I am glad I did design and build "Fint" and did go sailing, otherwise the quite expensive "Fricken" by now most certainly should have been the "monotype 1952". Now we have

RICKARD SANDY

3

at least got a respite. This notice is for you only.

If your comments about Mr. Harbulot are true it explains his silence. I can never understand what pleasure such skippers get from sailing as their devils very seldom succeeds. It did not change the result neither for Nivström nor for me. When I go racing it is for the joy of it. I can tell you that before Torquay I had never launched a protest (and as long as I myself can make the decisions I think I never will) and though this one least of all was successful it did not rob me of my position, but gave the jury the "interesting case" they so sorely needed, as I have seen in American papers.

I had hoped to get in touch with the other French, Chancelier, but Bayse hadn't his address either, but somehow I will find out.

As soon as I can I will find some letter friend for your cousin. I suppose a studied technical engineer of some kind?

Terwijl ik dit brief schreef kwam jouw prettig Nieuwjaar-waart. Indien de zomer niet zo kort, en de Nederland zo ver weg was zou ik mijn "Schock" meenamen en met je wedijveren! Jouw land schijnt zeer mooi te zijn en jouw zeen passend groot.

I am too prosaic to give my letter a poetic final touch but I am still

Yours very friendly

Richard Sandy

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## AUSTRALIA



David Bull writes: The Australian sailing season commences in most areas mid September and runs through to the end of April although in the warmer climates of Queensland we sail all year round.

July, although mid winter, was the time chosen to run the Queensland State Championships at the Royal Queensland Yacht Squadron in Manly, Brisbane. Six races were programmed over Saturday and Sunday 14th and 15th July. At this time of the year the temperatures are around 22 °C, the water about the same, and with lots of sunshine and light westerly breezes. It is also an opportunity for those living in the southern states to get away from the cold weather.

Phil Chadwick, our National President, very wisely programmed the racing to start at 0830 hours each day as later on the winds generally fade out. His decision proved to be correct with 8-12 knot westerly winds and although a bit chilly at that hour we managed to get in three races on Saturday and 2 on Sunday.

Everyone was back on shore, boats washed down and showered ready to enjoy lunch and few beers in the beautiful sunshine...not too shabby really.

There were 14 entrants with visitors from Melbourne and Sydney making



the trip north. It was a 3,600 kilometre round trip for Melbourne visitors, however they thoroughly enjoyed the experience.

The racing was close with just two points separating the top three. Matt Visser won on count back from Phil Chadwick in second and Rob McMillan in third. Bill Hodder from Melbourne won the legend's trophy.

1	AUS 5	Matt Visser	9
2	AUS 75	Phil Chadwick	9
3	AUS 2	Rob McMillan	11
4	AUS 110	Marcus Whitley	15
5	AUS 262	Craig Ginnivan	18
6	AUS 18	John Condie	18
7	AUS 1	John Warlow	20
8	AUS 307	William (Bill) Hodder	31
9	AUS 98	James Ley	34
10	AUS 305	David Bull	34



## DENMARK



Richard Berg-Larsen writes: The yearly Pork Cup was sailed outside Vallensbæk on the 3rd of November and we had 23 Finns on the line in gorgeous Summer weather and not the kind of weather we have been used to when we have the Pork Cup.

The Pork Cup is a special event where we meet for breakfast, and leave the marina when the pork meat is placed into the oven. We then sail until we get a signal that the inside temperature of the port says ready to eat in about half an hour, after which we return to port.

The Pork Cup is now so popular that it cannot grow anymore without getting bigger kitchen facilities, so that's a new problem, which must be solved before next year.

The picture shows the unusual November weather, and bear in mind that we had 5 cm of ice in the marina for this regatta a few years ago.

The 2018 Pork Cup was won by Otto Strandvig.



# FINN SAILING FROM AROUND THE WORLD







## Open Belgian Championship, Ostend

Wim Henderieckx writes: This was the third edition hosted by the Royal North Sea YC from 8-9 September, a top location, as we all know with a wonderful atmosphere and great trophies. In 2014, a measly 11 dinghies on the Spuikom, four years later, we had 26 Finns sailing on the North Sea, among them 13 Belgians.

The weather cooperated. Two days of good winds and six really nice races. Sailing with tides always is a bit different. And the sandbank smack in the middle of the course made for pretty interesting shifts in the field. Tobias was hell-bent on winning but couldn't get his head round the situation and had to let go of a good start. Even Uli didn't manage to get a grip on things and had to come back from far in the back a few times: second at the end of day one. Bas De Waal and his new boat, proved to be really tough to hang on to. A deserved first at the end of the first day. The Belgians were slugging it out in the second row. Who is it to be? Sigurd, a strong fourth. Our rookie, Matisse, ends tenth. Wim was 12th. Even forgot to hand in his badge and got a penalty, otherwise he would have finished third Belgian.

We were treated to a delicious evening meal. A healthy portion of fish stew or a humongous spaghetti bolognaise. White wine offered by the Belgian Finn Class. Conviviality and fraternisation: the operative words for this get-together of Belgians, Dutch and Germans.



Day two: more of the same, with an occasional extra puff, peaking at 12 knots. A cliffhanger, no less. Uli and Tobias were clearly in a class of their own. They adapted very quickly to the difficult circumstances. Tobias tended to be out front more, but Uli was learning the ropes fast. The fight with Bas turned out to be very exciting.

Even though he may have dropped the occasional stitch, Sigurd was the well-deserved Belgian Champion, in sixth overall. Matisse was treated to a standing ovation by his former Europe buddies: happy as a clam with his new Finn and a second place for his Finn debut, and eighth overall. He's one to watch out for in the coming years. Wim fills up the Belgian podium, 12th overall.

A raffle was held at the end of the award ceremony, for a brand new sail. The happy winner: Wim Craenen. Odds are he's going to stick with the Finn class ... Everybody went home with three prizes, thanks to our sponsors: Bank Delen, Optiteam, Wittewrongel Sails, Marine Center... A big thanks to everybody for their commitment, also for Frank and Eddy. It really was an unforgettable event.



1	GER 707	Uli Breuer	9
2	NED 29	Bas De Waal	11
3	NED 972	Tobias Kirschbaum	15
4	NED 43	Ronald van Klooster	23
5	NED 027	Paul Kamphorst	23
6	BEL 18	Sigurd Vergauwe	32
7	NED 962	Erik Verboom	32
8	BEL 1092	Matisse Cattrysse	42
9	GER 84	Michael Huellenkremer	43
10	GER 165	Dirk Meid	44



## Warsash Open and National Ranker

18 Finns ignored the foreboding forecasts of storm Callum to enjoy a gruelling but hugely satisfying weekend of first class Finn racing at the final event of the year. It was also a shoot out for the GAC Pindar U23 squad, with the top two in the Traveller Series each receiving £500 grants towards the 2019 U23 World Championship.

With five race wins out of six races for Hector Simpson, bronze medalist at the U23 World Championship, took an easy win on the scorecard, but less than easy on the water with a strong challenge from Callum Dixon and other young sailors. Dixon was in his element in a gusty 18-25 knots and set the early pace upwind. James Skulczuk and Cameron Tweedle shared third and fourth places all weekend

The travellers series for the Silver Finn Trophy was awarded to Tweedle, although Simpson had closed the gap to a single point, with Skulczuk only one point behind – the closest finish for years and testament to the close competition between the latest generation of Finn sailors.

1	GBR 96	Hector Simpson (U23)	5
2	GBR 38	Callum Dixon (U23)	9
3	GBR 81	James Skulczuk (U23)	16
4	GBR 98	Cameron Tweedle (U23)	18
5	GBR 49	James Downer	27
6	GBR 750	Ivan Burden	33
7	GBR 33	Keiron Holt	35
8	GBR 16	Dugal Wilson (U23)	42
9	GBR 61	John Heyes	47
10	GBR 581	Alex Atkins	50







Luis Mosquera writes: The Finn Class in Brazil is running at full speed. Mid-year season started in Rio de Janeiro with **Copa ICRJ** on March 10-11. Six boats from Rio and São Paulo kicked off the season at Guanabara Bay to celebrate the 98th anniversary of late Clube do Rio de Janeiro sailing four races in heavy winds from south. Gustavo Vaitsman won the event, followed by Luis Mosquera in second and Ricardo Santos in third.

1	BRA 5	Gustavo Pereira Vaitsman	5
2	BRA 103	Luiz F.G. Mosqueira	6
3	BRA 97	Ricardo Machado Santos	9
4	BRA 36	Jorge Rodrigues	10
5	BRA 16	Arnaldo C. Fernandes	11
6	BRA 109	Guilherme G P Avelino	19

The following event was **Copa Outono** from 21-22 April. Seven boats from Rio, São Paulo and one special guest from Italy attended the four races scheduled for the event in Guanabara Bay, this time bringing light winds from south-east and strong currents. Ricardo Santos was the overall winner with Arnaldo Fernandes from ICRJ in second and the former National Secretary, Jorge Rodrigues in third. The awards ceremony was held at the rooftop of the Convés Bar with a magnificent view of the Sugarloaf and the bay.

1	BRA 97	Ricardo Santos	4
2	BRA 16	Arnaldo C. Fernandes	7
3	BRA 2	Jorge Rodrigues	9
4	BRA 103	Luiz F. Mosquera	11
5	BRA 36	Ettore Thermes	11
6	BRA 44	Fabiano Vivacqua Jr.	16
7	BRA 58	Guilherme G P Avelino	24

The next event was the **Copa Brasil Master** in Brasília, from April 28 to May 1st. Eighteen boats from the Brasília fast growing fleet, Rio de Janeiro, São Paulo and our Italian guest got together for the very first Brazil Masters at Paranoa Lake. The Brasília fleet along with the management of the late Clube the Brasília worked hard to set a fantastic event with plenty of activities onshore as well as great races on the lake. The first two races were sailed



with a light breeze from the east with 20 degrees windshifts and huge variation in the pressure. Giorgio Bottin from AABB won the first race while Juliano Camargo Rosas from ICB got the bullet in the second one. After the races the sailors enjoyed a Brazilian barbecue at the club bar. The second day of the championship also started with an east wind, now at seven knots, and as usual for Lake Paranoá, with big windshifts. Luis Mosquera from ICRJ won the third race and Robert Rittscher from YCP won the fourth race of the championship. Three races were scheduled for the last day. Race five was sailed with 6 knots from the east. Luis Mosquera led the race from start to finish, but was UFD. Marcos Amaral and Carlos Freitas were also UFD. Ian McKee sailing flawlessly won the race five. Robert Rittscher won the race number six and Ricardo Santos won the seventh race. In the overall standings, Juliano Camargo Rosas became the first winner of the Copa Brasil Master with Robert Rittscher in second and Ricardo Santos in third. In the awards ceremony all sailors had the opportunity to enjoy a great pasta party offered by late Clube de Brasília and our international guest, Ettore Thermes from Italy.

1	BRA 6	Julian Camargo	15
2	BRA 11	Robert Rittscher	22
3	BRA 97	Ricardo Santos	29
4	BRA 1013	Marco G Calónico	30
5	BRA 5	Ian McKee	31
6	BRA 15	Giorgio Bottin	32
7	BRA 111	Renato Moura	36
8	BRA 3	Ricardo Velerio	42
9	BRA 26	Marcus Amaral	47
10	BRA 74	Carlos Freitas	49

Over the long weekend from September 6 to 9, Finn Class in Brazil had two simultaneous events, showing how

strong the class is. In Rio de Janeiro, nine sailors from Rio and Brasília competed in the **Semana Internacional de Vela**. Antonio Moreira from CNC was the overall winner with five victories in six races, followed by André Mirsky from ICRJ. Arcélio "Mareio" Moreira, Antonio's father and a sailing veteran making his debut in the Finn Class was the third overall.

1	BRA 114	Antonio Moreira	8
2	BRA 177	Andre Mirsky	12
3	BRA 1	Arcelio Moreira	21
4	BRA 6	Juliano Camargo Rosas	28
5	BRA 09	Leonardo Fabiano Seger	35
6	BRA 16	Arnaldo C Fernandez	39
7	BRA 149	Carlos Alberto Aviz	50
8	BRA 5	Joacit C de Mesquita	59
9	BRA 36	Jorge Rodrigues	60

Meanwhile in São Paulo, ten sailors competed in the **Campeonato Paulista** hosted by YCP. Six races were completed at Guarapiranga Lake. The overall winner of the event was Ricardo Santos from YCSA followed by Robert Rittscher from YCP and Pedro Lodovicki also from YCP in third.

1	BRA 97	Ricardo Santos, YCSA
2	BRA 11	Robert Rittscher, YCP
3	BRA 32	Pedro Lodovicki, YCP

In the final event of the season on September 30, eight sailors got together in Guarapiranga Lake to compete at **Copa Paulista Master**. Three races were sailed in shifty winds from the south. Luis Mosquera won the first race, Cristiano 'Piza' Ruschmann was the winner of the race two and Ricardo Santos got the bullet in the third. In the overall standings, Ricardo Santos was the overall winner, followed by Luis Mosquera in second and Christiano 'Piza' Ruschmann in third.

1	BRA 97	Ricardo Santos	6
2	BRA 103	Luis Mosquera	8
3	BRA 108	Cristiano Ruschmann	9
4	BRA 32	Pedro Lodovivi	14
5	BRA 11	Robert Rittscher	15
6	BRA 3	Ricardo Valerio	15
7	BRA 109	Luis Rodrigues	21
8	BRA 177	Rubens Sabino	27







After great conditions for training, when the racing started at the **World Cup Series in Enoshima**, at the 2020 Olympic venue, the wind dried up and it became largely a light weather series.

Nicholas Heiner opened the series with two penalties, after finding his boat was underweight on Day 0, despite being correct the day before. He was best on the water with a 1, 2 but Giles Scott was leading. Scott maintained his lead on Day 2 but was tied on points with race 4 winner, Jorge Zarif. Heiner was moving up with another race win, and on the third day he moved up to second overall while Scott moved into a three point lead.

After Day 4 was lost, Heiner made the best of Day 5 to take a three-point lead over Giles Scott and a four-point lead over Ed Wright into the medal race. But a lack of wind meant the medal race could not go ahead so the results stood.

It was a solid return to the Olympic circuit for Scott, who had not raced his Finn since April, but unusually he had to settle for silver.

*"To come here and race against the top guys and come away with a silver medal is great," said Scott. "I was keen to come out to see what the Olympic venue has to offer, and it seemingly has an awful lot to offer. I've been away from the Finn a little while now, and it's probably about time to start ramping it up again."*



1	NED 89	Nicholas Heiner	dpi	dpi	1	(8)	4	4	3	7	2	32.8
2	GBR 41	Giles Scott	6	1	2	6	(10)	2	9	5	5	36
3	GBR 11	Edward Wright	7	3	4	(9)	3	6	4	2	8	37
4	BRA 109	Jorge Zarif	5	9	3	1	5	12	2	6	(14)	43
5	NZL 61	Andy Maloney	(14)	8	12	7	9	1	5	1	6	49
6	NZL 24	Josh Junior	2	6	8	3	6	10	7	12	(18)	54
7	FIN 218	Tapio Nirkko	10	11	15	12	2	11	1	ret	1	63
8	GBR 91	Ben Cornish	9	7	11	4	11	14	8	4	(17)	68
9	AUS 1	Jake Lilley	(18)	14	6	5	1	9	10	13	15	73
10	SUI 1	Nils Theuninck	75	16	FIN 8	Oskari Muhonen	93					
11	NOR 1	Anders Pedersen	75	17	SWE 11	Johannes Pettersson	109					
12	SWE 33	Max Salminen	81	18	CHN 1225	He Chen	123					
13	USA 6	Caleb Paine	86	19	JPN 3	Yuji Fujimura	138					
14	FRA 112	Jonathan Lobert	89	20	JPN 6	Hajime Kokumai	154					
15	USA 91	Luke Muller	92	21	JPN 7	Yuki Nishio	155					

Wright, added: *"This result rounds off the year nicely but I was really disappointed not to win the world championships as I was so close. Next year I'm going to come back even stronger."*

Heiner, *"It was a great week for me, I was nine points behind at the start and*

*on the back foot. I had a really solid week and I'm really happy with the way I sailed. I've raced against most guys a lot this year and this is only the third time I've raced against Giles. He's kind of the unbeatable man and to do that from nine points behind feels good."*





## Coppa Italia 2018

Marco Buglielli writes: Six out of seven events are now completed in the 2018 edition of Coppa Italia Finn, with 27 races sailed always in good conditions and 61 Italian sailors participating in at least one event.

The events were sailed in Napoli, Gaeta, Scarlino, Gravedona, Acquafresca and Ancona. The wind was always good and a series of nice races was sailed, with the usual fun and camaraderie after sailing.

19 years old Federico Colaninno, who recently won the U19 trophy at the Silver Cup for the second time, started the series with a win in Naples and still maintains the leadership in the ranking with five points on Roberto Strappati and six on Tommaso Ronconi. The Masters follow in fourth and fifth place with Giacomo Giovanelli and Marco Buglielli.

The final event will be in Viareggio on 27-28 October for the classic Bertacca Trophy.

Coppa Italia is supported by a pool of sponsors: Quantum Sail Design Group, 3FL Saildesign, WB-Sails, HitechSailing.com, Bertacca Sail Equipment, Residence Ca' del Lago, Garnell, Behind the Cloud, Demetz Bolzano and Negrinautica.

1	ITA 71	Federico Colaninno	141
2	ITA 115	Roberto Strappati	136
3	ITA 234	Tommaso Ronconi	134
4	ITA 202	Giacomo Giovanelli	107
5	ITA 2	Marco Buglielli	104
6	ITA 11	Paolo Cisbani	98
7	ITA 176	Paolo Parente	93
8	ITA 6	Enrico Passoni	89
9	ITA 52	Franco Martinelli	87
10	ITA 98	Marco Viti	79

## Malcesine Finn Cup

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

Participation was good, with 47 helmsmen coming from 12 countries, and technical level was high, with the presence of some Olympic athletes and some highly competitive Masters such as Russian Vladimir Krutskikh, twice World Master and current Masters European champion.

Three sunny days, with light Ora for the first two races and then between 12 and 18 knots, allowed all the six scheduled races to be sailed, well managed by the Race Committee chaired by Carlo Tosi.

The fight for the top positions was resolved in favour of the Spaniard Pablo Guitian, with very regular placings (17-5-1-2-2-2). In second place was Croatian Nenad Bugarin (10-8-2-3-1-1) who finished ahead of Team Fantastica representative Vladimir Krutskikh (5-7-10-6-3-3), the Estonian Deniss Karpak and the young Hungarian Elemer Haidekker.

The first Italian was Marco Buglielli in 11th place and he was awarded the prestigious Andrea Menoni Challenge Trophy, dedicated by Nicola to his father Andrea, a Finn sailor, winner of the Finn World Master in 1971 and for many years coach of the Italian Olympic teams.

Other awards were assigned to age categories: first Master was Vladimir Krutskikh, first Grand Master Michael Maier, the Dutch Ian Zetzema was first among the Grand Grand Masters (over 60) and the first Legend was the Swiss Hans Fatzer.

The award ceremony took place in a festive atmosphere and numerous prizes were offered by Negri Nautica



Store in Torbole (wetsuits and other Zhik products) and by KevLove Curious Bags of Bogliaco sul Garda, which offered its products made of sail fabric, including beautiful bags for the transport of sailing equipment and for documents.

For the first time this year there was a ranking for teams of three Finn, with coefficients for Master categories. The Austrian team formed by Florian Raudaschl, Michael Gubi and Bernhard Klingler won and was awarded with bottles of Italian wine and olive oil.

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

1	ESP 17	Pablo Guitian	12
2	CRO 10	Nenad Bugarin	15
3	RUS 73	Vladimir Krutskikh	24
4	EST 2	Deniss Karpak	26
3	HUN 911	Elemer Haidekker	31
6	CZE 1	Michael Maier	31
7	AUT 3	Florian Raudaschl	32
8	SLO 99	Jan Orel	42
9	CZE 80	Jozif Martin	47
10	AUT 7	Michael Gubi	65



Photos by Ernst Bruns, LNI/Ancona, Angela Trawoeger, Veronica Benigni





Peter Aukema writes: For the 2018 season Finn Club Holland introduced the Finn Fabulous Five series. Five, sponsored, events with special prizes, free beers at the slipway after the race, and Champagne during the award ceremony, like the Formula 1, directly after racing. Those contestants who compete in at least four of the five matches have a chance to win a new North Sail during the raffle at the annual meeting in January.

There were 40 competitors starting the season in the first weekend of April at Loosdrecht during the Tulpenrace (Tuliprace). Beautiful sailing weather on Saturday (unfortunately Aeolus didn't show at Sunday) with moderate winds and, already, a lot of sun. Tobias Kirschbaum showed directly his intentions for this season and with 7 points after four races he went off with the main prize just ahead of local heroes Bas de Waal and Albert Kroon.

The second weekend of the Fabulous Five series took place at Harderwijk during the Dutch nationals sprint. With 33 contestants and 13 short races in light conditions the light wind specialists showed their skills. Arjen Vos was the best sailor on Saturday but unfortunately he was not able to compete on Sunday so good old, re-entering, Gerko Visser took his chance and won the series with 44 points. Nanno Schuttrups in second and Joos Bos, with over 50 years of sailing experience, on third.

The next one on the programme was the Summerregatta on the Famous Sneekermeer, well-known from the

Sneekweek. This is not the home fleet of the Finn. Traditionally they sail a lot in floating wood on Sneek. Between the 250 mostly classic boats, like the Rainbow, the 20 white Finns with their carbon masts were a small attraction and we had great sailing too. After a light wind start to the season we finally had good winds (12 to 20 knots) and a lot of rain, indeed the only rainy weekend of the Summer. Tobias showed a lot of speed in his Fantastica and won the series convincingly ahead of Ronald van Klooster and Michel Miltenburg, sailing their first regatta of the season.

Two weeks after the Summerregatta the Finn fleet went to Hoorn at the IJsselmeer for the famous Finnale regatta. 35 competitors struggled in light winds with a lot of pressure differences in the bay of Hoorn. Sunday we had to wait a few hours between Race 1 and 2, on the water, before race officer Evgenia Kirschbaum initiated the starting procedure. The last two on Sunday were a good reason for waiting though. Finally some wind. Despite the big shifts making it even hard for local hero Tobias we had some nice sailing. Arjan Vos won the series just before Peter Aukema and Ronald Ruiters. Indeed a completely different podium again.

Before the final weekend Tobias Kirschbaum had the lead by only one point from Peter Aukema in second and Gerko Visser in third. The last event would be crucial.

The fifth and final weekend of the Fabulous Five was again on the IJsselmeer during the Dutch open at Medemblik. 45 contestants enjoyed great sailing weather, light to moderate breeze on Friday and on Saturday and



Sunday average 14 knots. Pieter-Jan Postma took the win and it was good to see that number 2, 3 and 4 were all youngsters. Tijmen van Rootselaar was second before Laser sailor Niels Broekhuizen and in fourth was Tobias Kirschbaum. First old man in sixth was the German master Uli Breuer.

As it was not the weekend of Peter Aukema, Tobias won the Fabulous Five series with two fingers in the nose (Dutch saying) in the end. Next year we will definitely continue with this way of competitive sailing. A lot of sailors showed enthusiasm for this concept so we hope everybody will join us next year.

Next year the following races will be part of the Finn Fabulous Five:

- 13 -14 April- Tuliprace in Loosdrecht
- 18-19 May- Finnale in Hoorn
- 6-7- July Open Dutch Nationals Masters- Port Zelande (same location as the 2020 World Masters)
- 31 August 1 September – Randmeerrace- Harderwijk
- 20-22 September- Open Dutch Nationals- Medemblik





## RUSSIA

### Open Russian 2018

Vasiliy Kravchenko writes: The tenth traditional Open Russian Finn Association championship attracted 50 participants in 2018 from nine regions of Russia and from Australia and Estonia. Many strongest sailors of Russia such as participants of Olympic games Alexey Borisov and Georgiy Shaiduko and several times medalist (including Gold) of Silver Cup Arkadiy Kistanov joined the competition.

The weather only allowed to use two of five racing days, but nevertheless the race committee managed to carry out seven races.

On the whole the races out tactically complex – there was no clearly expressed advantageous side – the situation constantly changed, and from the racers were required both good navigation under such conditions and a lot of luck. On the first day Alexey Borisov was the luckiest – and he took lead after first four races. As for



the next day the most successful result was shown by Yuri Bozhedomov, and he managed to get the same number of points as leader and to take the leadership by number of wins. Good and stable results were also shown by Arkady Kistanov and Dmitriy Petrov, and they placed on third and fourth places respectively. All four sailors approached the medal race in the frame of seven points so that any of them it could become winner.

But unfortunately, the final day did not give good wind for sailors and organisers. The medal race started in difficult wind conditions but was later cancelled. Dmitriy Petrov had leading in the race with enough margin from his rivals to win whole regatta. But in the end, Yuriy Bozhedomov took the title of winner of Open Russian from Alexey Borisov and Arkadiy Kistanov. Bozhedomov also took the Russian Finn masters title as well, while Kolyachenko Kirill was the first junior.

1	Yuriy Bozhedomov, M	22
2	Alexey Borisov	22
3	Arkadiy Kistanov	28
4	Dmitriy Petrov, M	29
5	Kirill Kolyachenko, J	48
6	Evgeniy Deev, J	58
7	Alexey Shabalin, J	59
8	Alexey Zhivotovski	62
9	Alexander Kravchenko, M	63
10	Artur Kotlyarov	67



## SWEDEN

### Sweden Cup 2018

The Sweden Cup is a series of regattas. In 2018 it included the GKSS Olympic Class Regatta in Långedrag from 12-13 May, USS Regatta in Uppsala 9-10 June, Swedish Championship in Träslövsläge 10-12 August, as well as Sola Cup/ Sweden Cup Finals/Class Championship for Masters in Karlstad. The top five placings were: 1 Fredrik Tegnhd, 2 Svante Collvin, 3 Mikael Nilsson, 4 Stefan Nordström, 5 Pär Friberg.

### Swedish Championships

Held in Träslövsläge 10-12 August, it was also the Swedish championship for the OK Dinghy

Top 3: 1 Björn Allansson, 2 Laurent Hay, FRA, 3 Fredrik Tegnhd

The top 3 in the Swedish Championship were: 1 Björn Allansson (Swedish Champion for the 7th time and Gold Medalist). Silver medalist: Fredrik Tegnhd and bronze medalist: Lars Edwall.

### Sola Cup regatta in Karlstad 15-16/9

Winner of this year's Finn regatta in Karlstad was Fredrik Tegnhd from Pär Friberg and Mikael Nilsson.

### Swedish Masters 2018

In connection with the Sola Cup regatta in Karlstad 15-16 September, the regatta also included the Swedish Masters 1st Fredrik Tegnhd, 2nd Pär Friberg, 3rd Mikael Nilsson.

1st Master: Thomas Dansk.

1st Grand Master: Fredrik Tegnhd.

1st Grand Grand Master: Mikael Nilsson.

1st Legend: Torsten Jarnstam.

### KSSS Olympic Class Regatta 2018

On the weekend of 6-7 October, the Olympic Stadium Regatta was sailed in Saltsjöbaden, outside of Stockholm.

The Finn class was represented by 15 Finn sailors. The winner was the national team sailor Johannes Pettersson. In second place Oskari Muhonen, FIN and in third Erik Lindén.





## SWITZERLAND



### Finnmania, Grandson

Beat Steffen writes: The forecast was looking good for Grandson, from 18-19 August, in the days before, and indeed, 24 boats lined up on Saturday in a 10-12 knot north-easterly, locally called 'la Bise'.

Christoph Christen and Andreas Bollongino used the small shifts best, rounded first at the top mark and did not look back. The wind allowed for two more races, now in 8-10 knots, and without free pumping. But that did not stop Christen and Bollongino, who ended the day as first and second, followed by Kurt Lorenz.

The day was concluded with a fantastic grill buffet and the sailors enjoyed the great spirit in the Swiss Finn Class.

Sunday allowed for two light

wind races in a shifty and inconsistent thermal breeze – making even Christen suffer a sixth in the last race. Still, the ranking of Saturday did not change the podium and Christen won this regatta ahead of Bollongino and Kurt.

1	SUI 5	Christoph Christen	4
2	GER 19	Andreas Bollongino	16
3	SUI 83	Lorenz Kurt	18
4	SUI 65	Thomas Bangerter	20
5	SUI 72	Patrick Ducommun	23
6	SUI 27	Dominik Haitz	24
7	FRA 50	Michel Baudin	26
8	SUI 63	Thomas Gautschi	32
9	FRA 40	Joseph Rochet	38
10	SUI 50	Vincent Guidoux	41



## USA



Joe Chinburg reports: The US Finn Class is growing, and the racing is better than ever. There are regattas all over the US and Canada monthly. Here are a couple regattas that were held over the summer.

### The 2018 Great Lakes Finn Championship

Adam Nicholson writes: The 2018 Great Lakes Finn Championship at North Cape Yacht Club shall be one to go down in the history books. The wind at this time of year is typically thought of as light, but due to storm fronts we had moving through we had a breezy regatta.

On Saturday sailors were greeted by 18 knots, gusting to 25 out of the south-east. By the start of the first race the wind had dropped to 12 knots and the pumping flag was up. With the long beats, confused chop and O Flag up, the fleet spread out, but the top three boats were all very close, with Rodion Mazin winning the first race. By the third, and last race of the day, the wind dropped to under 10 and the O flag came down. This race became a bit tricky due to wind shifts and the confused chop left over from the wind. Rodion maintained his winning streak, with Simon Van Wonderen and Adam Nicholson finishing the day second and third respectively.

Sunday brought 15-18 knot winds from the north-east with a 3-5 foot chop that

was 20 degrees different than the wind. With the strong winds the fleet spread out even more with Rodion and Simon duking it out for first place in Sunday's race. It was tight until a few favourable shifts and Rodion walked away again.

1	USA 16	Rodion Mazin	4
2	CAN 27	Simon Van Wonderen	9
3	CAN 7	Adam Nicholson	11
4	CAN 3	Ian Bostock	20
5	USA 405	Scott Frissell	20
6	USA 101	Peter Frissell	26
7	USA 4005	Eric Frissell	27
8	AUS 819	John Woodruff	40
9	USA 24	Will Libcke	44
10	USA 88	Ray Matuszak	44

### Toilet Bowl Regatta/North Americans

The North Americans were combined with the 50th annual Toilet Bowl Regatta held on Lake Cazenovia in New York. We had over 30 Finn sailors converge on a lake in upstate NY to sail and celebrate the longest running Finn regatta in North America. We had legends of the Finn class like Gus Miller and Art Diefendorf in attendance. Willow Banks YC did a great job hosting and running the regatta with the famous fish fry that everyone looked forward to. We had all conditions from light wind to O flag conditions, so every sailor had to prove their skills to show who was the champion.

1	USA 35	Darrell Peck	17
2	USA 81	Derek Mess	19
3	USA 18	Jeremy Pape	21
4	USA 71	A.J. Pereira	23
5	USA 16	Rodion Mazin	34





6	CAN 2	Dave Powlison	35
7	USA 23	Jim Hunter	36
8	CAN 7	Adam Nicholson	38
9	USA 40	Charles Rudinsky	49
10	CAN 6	Simon Van Wonderen	63

### Pacific Coast and North American Masters Championships

San Diego Yacht Club held two back-to-back Finn regattas: the Finn Pacific Coast Championships (Sept 15-16) and the Finn Masters North American Championships (Sept 21-23).

The Pacific Coast Championships attracted 30 Finns battling for the title, eager to compete on the beautiful Coronado Roads situated just south of Point Loma, which juts out into the blue Pacific Ocean. The weekend brought clear, sunny skies, mid-range temperatures and 8-10 knots of breeze to carry the sailors around the course.

Coming in first overall was Robert Kinney, followed by Rob Coutts in second and Paul Didham in third.

Long time Finn sailor Coutts started off the regatta with a first place on Saturday, and despite another bullet and a few seconds, he missed the win by one point overall. Paul Didham's ability to finish third overall using a borrowed boat showed his true talent, sailing consistently all weekend.

1	USA 47	Robert Kinney	15
2	USA 9	Rob Coutts	16
3	USA 27	Paul Didham	17
4	USA 74	Andy Kern	27
5	USA 8	Mike Dorgan	30
6	USA 2	Gregg Morton	31
7	USA 71	A.J. Pereira	36
8	USA 61	Eric Anderson	37
9	USA 59	John Reiter	51
10	USA 117	Michael Mark	58

The Finn Masters North American Championship hosted 29 Master Finn sailors. The top Master was Darrell Peck, grinding through four of the eight races in first place. His worst race and discard was a seventh. Behind Peck were two amazing sailors, SDYC's Commodore Michael Dorgan in second and second overall from last week's Pacific Coast Championship was Rob Coutts in third.

Peck came out from Oregon for the weekend after participating in a handful of Finn regattas in August, making for good practice. *"I felt like I had great speed and great confidence. I borrowed a newer mast and sail for this event, so it was a great combination and I only had two bad luck races that I was able to come back from."*

A unique twist to this particular Finn Masters North American Regatta was that Commodore Dorgan decided to invite 'junior' (age 40 and under) Finn



sailors to participate. *"It was absolutely fantastic to have the juniors on the course. The more youth you can have involved in the fleet, the more it is going to help it grow. The US Finn Class mentions in their mission to promote Finn sailing to the youth, so we did exactly that by having them sail with us today. Plus, they help us older guys pull the boats up the ramp!"*

1	USA 22	Darrell Peck (GM)	12
2	USA 8	Mike Dorgan (GM)	24
3	USA 9	Rob Coutts (GGM)	26
4	USA 817	Jeff Solum (GM)	32
5	USA 47	Robert Kinney (GGM)	39
6	USA 2	Gregg Morton (GM)	43
7	USA 117	Michael Mark (GM)	46
8	USA 40	Charles Rudinsky (L)	53
9	USA 11	Scott Griffiths (GM)	59
10	USA 61	Lee Hope (GM)	70

#### Under 40 finishers:

1	USA 281	William Alexander (U40)	11
2	USA 161	Eric Anderson (U40)	13
3	USA 111	David Alexander (U40)	18
4	USA 76	John Alexander (U40)	23

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Photo Robert Deaves

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