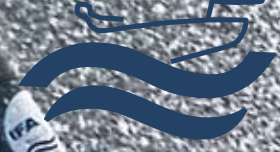


# FINNFARE

NOVEMBER 2013



JORGE ZARIF WINS FINN GOLD CUP



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## Jonathan Lobert in Warnemünde - Olympic bronze medalist and now IFA Vice-President



### President's Letter

**Dear Finn Sailors,  
Dear Friends of the International Finn  
Community,**

Another Finn sailing season is coming slowly to an end with the 2014 down under season starting in just a few months time.

2013 showcased wonderful major Finn regattas starting with the 285 entry Finn World Masters in La Rochelle followed by the Finn Silver Cup - Jorg Bruder Trophy (Junior Worlds) at Lake Garda, the 2013 Finn Open & Junior European Championship in Warnemünde with 103 entries and the 2013 Finn Gold Cup in Tallinn with 88 boats on the starting line. It was promising to see how young talent broke through in these events securing a bright future for Finn sailing for the next years. Congratulations to the winners and to all participants.

The 34th America's Cup saw quite a few current and former Finn sailors in key positions on the competing multihull foiling monsters and as it looks with the growing athleticism in the Cup Finn sailors will be in high demand in the next edition of the regatta as well.

Away from the water, in the board rooms of the international sailing community there is much up for discussion. The 2013 ISAF Annual Conference will take place early November in Muscat, Oman with among others the revised format for the Sailing World Cup on the agenda. One of the main

strategic matters on President Croce's agenda is the creation of an elite sailing circuit which, between Olympic Games, provides competing sailors, ISAF and event organisers appropriate media and sponsor exposure as well as an opportunity for high class sailing and a tool in creating a professional career path for young sailors with Olympic aspirations.

Back to IFA, we held a fruitful class AGM at Tallinn with further fine tuning to our class rules, the 2015 FGC venue decision with Takapuna, New Zealand, the U23 rules for our junior events and a general exchange of views in terms of class policies.

In the last months our national fleets were also busy in hosting their championships and again strong competition for the titles as well as further growing fleet sizes show that the Finn is not only about the Olympics and world championships but it has a great depth and geographical span around the world.

On behalf of the IFA Executive may I wish you fair winds and a successful year-end holiday season.

Dr. Balazs Hajdu  
HUN-1  
IFA President



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

Articles, race results, photographs and reports from countries are always welcome. Please include FINNFARE in your mailing for newsletters, bulletins, press releases and race reports.

All advertisement enquiries should also be addressed to the Editor. A media pack is available on [www.finnclass.org](http://www.finnclass.org)

#### FINNFARE Editor

Robert Deaves, 2 Exeter Road, Ipswich IP3 8JL, England  
Mob: +44 (0)7932 047046  
Email: [robertdeaves@yahoo.co.uk](mailto:robertdeaves@yahoo.co.uk)



#### Get ready for Takapuna 2015

With the 2015 Finn Gold Cup heading to New Zealand for the first time since 1980, the class there would welcome any sailors who want to train in New Zealand over the northern hemisphere winter. There are a number of regattas taking place including the Auckland Championship (Nov 30-Dec 1), Sail Auckland (Feb 1-4) and NZ Nationals (Feb 6-9), also in Auckland.

Contact Ray Hall on Secretary@[finnclass.org.nz](mailto:finnclass.org.nz) or Skype [Finnzn12](https://www.skype.com/en/contacts/finnzn12) for further details and charter boat availability.

#### Award for Luigi

Congratulations to regular Finn class PRO Peter Reggio, who was presented with the Harman Hawkins Award "for the major role he has played in the advancement of race administration." The presentation took place at the US Sailing Annual Meeting Awards Dinner on October 18, 2013. Well done Luigi.

#### Masters website

The address is the same but the content is new. One of the first tasks of the new Masters President, Andy Denison, was to produce a new and updated website. It is now complete and should be the first port of call for all those looking for information on Masters events. Already he has published site reports on the 2014 and 2015 venues of Sopot, Poland and Kavala, Greece, following visits in September 2013.

#### Class videos

During the Europeans in Warnemünde and the Finn Gold Cup in Tallinn, we produced daily videos including interviews with the leading sailors. In addition, from the Finn Gold Cup the medal race was finally recorded on stern mounted Go-Pro cameras. [After no wind in Falmouth and Warnemünde for the medal race we were beginning to lose hope.] Despite the light winds for the medal race in Tallinn, four videos have been published on You Tube of 4-5 minutes each showing the key moments of the race. Early feedback was very positive and we intend to do more of this in the coming events. You can find all the Finn class videos at: [www.youtube.com/thefinnchannel](http://www.youtube.com/thefinnchannel), as well as on the Finn Class facebook page.

## Executive Committee of IFA 2013-14

#### President of Honour

Gerardo Seeliger  
Paseo Marquesa Viuda Aldama 52  
28109 Madrid, Spain  
Mob: +34 609 20 1020 • Tel: +34 91 661 6133  
Email: [g.seeliger@vueltamundo.org](mailto:g.seeliger@vueltamundo.org)

#### President

Dr Balazs Hajdu  
Furj u 25, H-1124 Budapest, Hungary  
Mob: +36 30 332 7415 • Fax: +36 1 319 1680  
Email: [balazs.hajdu@t-online.hu](mailto:balazs.hajdu@t-online.hu)  
Skype: bhajdu001

#### Vice-President – Sailing

Tapio Nirikko  
Urheilukatu 32 a 5, 00250 Helsinki, Finland  
Tel: +358 44 0293293  
Email: [tapio.nirikko@purjehtija.fi](mailto:tapio.nirikko@purjehtija.fi)

#### Vice-President – Development

Jonathan Lobert  
Tel: +33 (0)6 18 80 68 42  
Email: [jonathan.lobert@gmail.com](mailto:jonathan.lobert@gmail.com)

#### Vice-President – Masters' Fleet

Andy Denison  
4 Wickfield Ave, Christchurch  
BH23 1JB, UK  
Tel: +44 (0)1202 484748  
Mob +44 (0)7802 355 522  
Email: [andy@denisons.com](mailto:andy@denisons.com)  
[www.finnworldmaster.com](http://www.finnworldmaster.com)

#### Executive Director

Corinne McKenzie  
39 Rue du Portal d'Amont  
66370 Pezilla la Riviere, France  
Mob: +33 670 10 18 13  
Tel/fax: +33 4 68 92 60 46  
Email: [corinne.mckenzie@orange.fr](mailto:corinne.mckenzie@orange.fr)  
Skype: [corinnerollandmckenzie](https://www.skype.com/en/contacts/corinnerollandmckenzie)

#### Chairman Technical Committee

Richard Hart  
26 Lower Spinney, Warsash  
Southampton, SO31 9NL, England  
Tel: +44 1489 575327 • Fax: +44 1489 576908  
Email: [Richard@Hart331.fsnet.co.uk](mailto:Richard@Hart331.fsnet.co.uk)  
Skype: rhahart

#### Honorary Treasurer

Tim Carver  
Tel: +44 7798 927971  
Email: [tim@timcarver.com](mailto:tim@timcarver.com), Skype: carvert

#### Special projects

Michele Marchesini  
Email: [michele.marchesini@me.com](mailto:michele.marchesini@me.com)

#### Chief Measurer

Jüri Saraskin  
Lossi 1A, Tallinn, EE0026, Estonia  
Tel: (W) +372 6726 777, (H) +372 6726 222  
Mob: + 372 501 1321, Fax: +372 6726 778  
Email: [info@perimex.ee](mailto:info@perimex.ee)

#### Chairman Marketing Committee

Robert Deaves  
2 Exeter Road, Ipswich IP3 8JL, England  
Mob: +44 (0)7932 047046  
Email: [robertdeaves@yahoo.co.uk](mailto:robertdeaves@yahoo.co.uk)  
Skype: robert.deaves

**Cover photo:** Łukasz Lusiński (photo: ShutterSail.com - Robert Hajduk Sailing & SeaScape Photography) **Inset:** Jorge Zarif (photo: Robert Deaves/Finn Class); Giles Scott (photo: Claire ADB); Santander Test Event (photo: Jesús Renedo); Europeans (photo: Robert Deaves/Finn Class)

**Next issue:** March 2014

**Back issues:** Back issues are available through the Finnshop on the IFA website from GBP 5 each including postage.

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## Award for Gus Miller

At the opening ceremony of the Finn Gold Cup in Tallinn, Estonia, Gus Miller was awarded a Medal of Honour from the Estonian Yachting Union. Gus Miller has befriended, supported, encouraged and coached Estonian sailors for more than 30 years after first coming to Tallinn for the pre-Olympics ahead of the 1980 Moscow Olympics.



In presenting the award, Ants Väinsalu said, "There is one very special person among us right now who has done an incredible amount to help Estonian sailing and Estonian Finn sailors. For almost 40 years this man has been our friend and active promoter. Already in 1978 he wanted to bring the Gold Cup to Estonia. Politics made it impossible for 15 years, but in 1994 his dream became true. He has provided valuable help, advice and support to many Estonian Finn sailors over decades. He also had a big part of bringing this 2013 Finn Gold Cup to Tallinn. Without him Estonian Finn sailing would not be what it has become. For his outstanding contribution to Estonian

sailing, the Estonian Yachting Union has decided to award him the official Badge of Honour."

Miller said, "This morning I woke up about 4.00 am, maybe excited by the racing, but thinking back around 35 years of coming to Estonia. When I first started travelling internationally I made a rule for myself that I would allow enough time that I would spend 50 per cent of the time away from yacht club, away from the Finn and away from the race course, getting to see new places and new people and to learn from them. When I think back to those I met in 1978 when I first came to Estonia – back then it was the Soviet Union, I did not realise Estonia was not Russian – it didn't take long for the difference to be explained to me. The people I met and the influences from my first time here had a great impact and brought me back many times. It's been a great adventure."

## FIDeS Programme 2014

The Finn Class Development Support Programme (FIDeS) has supported four sailors through 2013. These are Alejandro Foglia (URU), Agustin Zabalua (ARG), Gareth Blanckenberg (RSA) and Karim Esseghir (TUN). The Finn Class works in partnership with the Dinghy Academy in Valencia to provide training and logistics support and each of these four sailors has benefited from Finn Class funding to provide these services through the Dinghy Academy.

For 2014, IFA is again seeking to fund four sailors at the Dinghy Academy. Ideally these sailors should come from continents where IFA is trying to develop Finn sailing, but all applications are considered.

While the funding is limited, the sailors are expected to meet certain regatta and training commitments. Anyone interested in a 2014 grant should contact IFA at corinne.mckenzie@orange.fr

## Masters news

It's September 24th and I'm writing this report from my balcony hotel in Greece where I have just finished a mini tour inspecting the sailing venues for the next two years of the Finn world masters.



Sopot, Poland, in 2014, offers a large sailing centre with easy access onto the sandy shallow waters and a vibrant town catering for all nationalities. Kavala, Greece, for 2015, offers a very Greek harbourside town with an abundance of tavernas and a promise of hot May weather.

Both these venues are new to the Finn Fleet and I ask that you make every effort to support them over the next two years. My promise to you is that you will not be disappointed and both of the organising authorities are very excited to see the Finn fleet in their country. Full reports will follow soon on the Finn Masters website.

Very shortly, we will be unveiling the new Finn Masters website which will take us forward for a number of years. I am also looking into the viability of a Finn Masters magazine, which, if all goes to plan will be with you early next year. This is something that I believe will bring the masters together even more. It will enable us to promote this area of the fleet at international dinghy exhibitions, selling the idea that Finn sailing over the age of 40 is just the start of the journey.

All eyes and thoughts are now with Sopot and we can expect more information, to assist us with our plans and thoughts for next years championship, to be with us by November/ December this year.

Andy Denison  
President of the Finn World Masters

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## 2013 Finn Gold Cup, Tallinn, Estonia

For the first time ever the Finn Silver Cup and the Finn Gold Cup have been won by the same sailor in the same year. Jorge Zarif from Brazil had set his eyes on a medal at his home Olympics in three years time and has certainly caused a stir in winning the 2013 Finn World Championship with a day to spare. His ability to read the tricky conditions, to make the best of the wind he was dealt and to maintain his calm composure throughout has turned him into one of the youngest winners of this fabled trophy. He previously won the Finn Silver Cup back in July for a Gold and Silver double.

Estonia holds a special place in the hearts of Finn sailors and the hosting of the 58th Finn Gold Cup in Tallinn was a momentous occasion for many people. It had been 19 years since the Finn Gold Cup was last, and first, in Estonia. In 1994 it was sailed at Pärnu, but in 2013 it was held in the country's capital and was raced from the Tallinn Olympic Yachting Centre at Pirita, which was originally built for the 1980 Olympics. Estonia has only ever hosted four Olympic discipline world championships, and two of those have now been in the Finn.

The week was plagued by light and shifty winds, with postponements every day and two days lost with no wind at all. However seven of the 10 opening series were sailed, along with just the medal race on the final day, and even that was only just managed within the time limit.

Monday's race winners were Oliver Tweddell and Jorge Zarif, both also winning their first Finn Gold Cup races ever. Along with most of the fleet they also picked up some high scores over the first two days. The sides of the course were clearly paying

### 2013 Finn Gold Cup - Final Results

1	BRA 109	Jorge Zarif (J)	(44)	1	24	3	1	9	7	18	63
2	GBR 11	Edward Wright	5	5	28	21	(ocs)	1	4	6	70
3	NED 842	Pieter-Jan Postma	2	(45)	1	36	6	23	1	2	71
4	CRO 69	Milan Vujasinovic	38	2	5	2	3	(56)	18	8	76
5	FRA 112	Jonathan Lobert	3	20	3	26	(35)	3	9	16	80
6	ITA 146	Michele Paoletti	14	9	11	8	11	(27)	24	10	87
7	HUN 40	Zsombor Berecz	7	23	7	5	(36)	19	23	4	88
8	GRE 77	Ioannis Mitakis	23	(71)	19	9	15	7	3	14	90
9	NZL 24	Josh Junior	33	(38)	2	11	17	21	2	12	98
10	GBR 85	Andrew Mills	6	3	15	1	25	29	(36)	20	99



with Tweddell finding himself with a huge lead in race one from the right hand side. Zarif had a much narrower victory in race two rounding the final mark overlapped with Milan Vujasinovic.

Tuesday brought much the same conditions, rarely exceeding 10 knots, but generally 7-8 knots. Pieter-Jan Postma took a perfect

Photos: (this page) Top: Zarif; Above: Podium; Left: Beautiful backdrop of Tallinn

Opposite page (top down): Pieter-Jan Postma, Andrew Mills, Giorgio Poggi, Thomas Le Breton, Jorge Zarif; Bruno Prada, Zarif and Rafa Trujillo; Close finish; Trujillo explains to Zarif he has won

11	AUS 261	Oliver Tweddell	1	22	9	33	13	(41)	16	94
12	ITA 117	Giorgio Poggi	28	6	18	6	29	8	(42)	95
13	SLO 573	Vasilij Žbogar	22	(41)	14	7	22	25	6	96
14	EST 2	Deniss Karpak	8	17	6	28	(59)	45	5	109
15	CRO 524	Ivan Kljakovic-Gaspic	49	8	22	10	12	10	(rtd)	111
16	FRA 29	Thomas Le Breton	17	16	(44)	25	31	12	12	113
17	EST 11	Lauri Väinsalu	25	12	20	20	(39)	30	10	117
18	ITA 123	Filippo Baldassari	24	28	27	(rtd)	10	24	13	126
19	ESP 7	Alejandro Muscat	(37)	18	26	24	37	15	11	131
20	CAN 5	Greg Douglas	29	32	8	13	2	(53)	53	137
21	SLO 5	Gasper Vincec	(60)	25	10	19	7	48	29	138
22	POL 13	Michal Jodlowski	10	10	54	(bfd)	9	20	35	138
23	USA 6	Caleb Paine	(63)	40	13	29	20	22	14	138
24	NED 83	Timo Hagoort	(69)	36	33	4	43	5	19	140
25	CZE 1	Michael Maier	19	19	21	18	18	(52)	46	141
26	TUR 211	Alican Basegmez	12	14	32	49	21	14	(69)	142
27	GBR 88	Mark Andrews	(56)	50	4	14	26	4	49	147
28	TUR 21	Alican Kaynar	34	27	45	23	4	(47)	15	148
29	NZL 16	Andrew Murdoch	35	21	35	16	(ocs)	11	30	148
30	NZL 1	Matt Coutts	4	7	43	37	(58)	31	34	156
31	POL 17	Piotr Kula	13	39	38	12	33	33	(rtd)	168
32	CRO 11	Josip Olujic	52	(bfd)	57	22	27	2	25	185
33	ITA 66	Enrico Voltolini	45	26	(49)	47	30	16	26	190
34	AUS 41	Jake Lilley (J)	57	(72)	17	35	19	6	61	195
35	RUS 6	Arkadiy Kistanov (J)	46	11	30	42	(65)	59	8	196
36	RUS 9	Eduard Skornyakov	50	30	(62)	43	32	18	27	200
37	POL 1	Milosz Wojewski	26	15	60	(bfd)	8	71	22	202
38	SWE 6	Björn Allansson	15	(67)	12	39	48	40	51	205
39	GBR 29	Peter Mccoy (J)	(55)	44	42	27	16	46	38	213
40	CZE 85	Tomas Vika	20	53	59	17	55	13	(ocs)	217
41	RUS 57	Egor Terpigorev	41	34	25	(60)	60	42	21	223
42	ESP 669	Pablo Guitian Sarria	11	55	53	40	34	38	(62)	231
43	ITA 214	Riccardo Bevilacqua (J)	42	13	31	(rtd)	52	36	57	231
44	SWE 33	Max Salminen	36	(70)	23	51	41	17	63	231
45	USA 21	Gordon Lamphere	39	49	29	38	49	(51)	28	232
46	AUS 1	Brendan Casey	21	33	48	48	(ocs)	54	31	235
47	ITA 213	Umberto De Luca (J)	(58)	51	34	15	44	39	55	238
48	UKR 5	Andrii Gusenko	32	24	40	53	54	43	(68)	246
49	POR 5	Frederico Melo	27	(bfd)	41	55	14	69	44	250
50	GBR 18	James Hadden	62	57	58	34	5	(75)	40	256
51	FIN 218	Tapio Nirkko	30	31	36	(dsq)	40	rtd	37	261
52	RUS 111	Andrei Ianitckii	47	(75)	39	31	46	58	41	262
53	IRL 4	Ross Hamilton	16	29	47	61	47	(70)	64	264
54	NOR 1	Anders Pedersen (J)	76	46	52	(bfd)	24	37	33	268
55	RUS 5	Viktor Filippov	40	62	(rtd)	57	45	34	32	270
56	RUS 1	Alexey Selivanov	31	4	61	41	(dsq)	dne	50	274
57	ESP 161	Miguel Fernandez Vasco	9	48	51	45	68	60	(79)	281
58	GBR 23	Harry Briddon (J)	(73)	52	16	46	64	65	39	282
59	EST 12	Martti Kinkar	66	54	37	54	53	26	(70)	290
60	CRO 627	Dan Lovrovic	53	(74)	70	52	42	61	17	295
61	ARG 2	Agustin Zabaluá	43	69	50	44	51	(76)	47	304
62	CRO 7	Tudor Bilic	(rtd)	35	77	56	69	28	56	321
63	POL 8	Lukasz Lesinski	(77)	68	56	32	56	64	45	321
64	GBR 87	Paul Childs	74	65	46	50	28	63	(dsq)	326
65	FIN 99	Jesse Kylanpää	48	37	68	70	(76)	44	59	326
66	FRA 99	Marc Allain Des Beauvais	65	43	(74)	71	67	35	54	335
67	BRA 1	Bruno Prada	72	42	(bfd)	dnf	rtd	32	20	340
68	DEN 23	Martin Boidin	67	61	63	(bfd)	23	67	60	341
69	FRA 89	Benjamin Montagut	54	58	(67)	59	57	50	65	343
70	CAN 17	Jeff Roney	59	66	75	30	38	77	(dsq)	345
71	FIN 228	Harri Kokko	(71)	47	64	63	70	57	52	353
72	RUS 1117	Andrew Bill	18	dne	73	62	77	(ocs)	48	365
73	FRA 177	Fabian Pic (J)	64	63	72	(bfd)	50	49	67	365
74	CAN 110	Martin Robitaille (J)	51	(bfd)	55	65	74	55	66	366
75	RUS 777	Ivan Izmestyev	70	56	66	(rtd)	66	68	43	369
76	AUS 2	Joe Mcmillan (J)	68	59	69	58	63	62	(72)	379
77	EST 3	Heiko Eesalu	(78)	64	78	68	72	74	58	414
78	LTU 24	Sarunas Felenderis	(79)	60	71	64	79	72	75	421
79	EST 111	Kristian Raus (J)	(rtd)	76	65	66	62	66	ocs	422
80	FIN 226	Jukka Partinen	75	73	(79)	69	61	73	74	425
81	USA 975	August Miller	61	77	(80)	72	80	79	71	440
82	GBR 631	Richard Hart	80	78	(81)	67	78	80	76	459
83	BUL 13	Valentin Nedyalkov	(82)	79	76	73	75	78	78	459
84	USA 2	Charles Heimler	81	81	(82)	74	71	81	77	465
85	EST 1	Juhan Idnurm	83	80	(84)	76	73	83	80	475
86	USA 1213	Andras Nady	(84)	82	83	75	81	82	73	476





start at the pin and soon tacked and crossed to build a substantial lead for the race three win. He rounded out the day with a 36 to add to a 2, 45 on the first day. He looked like he was in trouble, but then so did a lot of other favourites. The leader after the first day, Andrew Mills, then cemented his lead with a comfortable win in race four to sit 17 points clear of the fleet.

And that is where he sat for the next two days as the wind failed to stabilise on Tallinn Bay. The forecasts were dire whichever way you looked at it and some were predicting no more racing at all. The fleet didn't get on the water at all on Wednesday though there was a brief hope on Thursday, which was quickly dashed as the wind deserted the bay as the fleet arrived at the race area.

Friday was not looking much better, but then an 8-10 knots breeze appeared from nowhere and three races were managed. Race five proved crucial for Zarif. Not only was it his second win, but his main opposition Ed Wright picked up an OCS after leading for most of the race.

At this point, Vujasinovic had taken a commanding lead of the championship, but it was all about to change again. Wright came back to win race six, while Zarif took the overall lead with a ninth place finish. His coach Rafa Trujillo realised what was happening but Zarif didn't and kept his cool into race seven. With Postma winning his second race and Wright in fourth, Zarif sailed another fantastic race to take nine places on the last lap to cross in seventh and effectively win the championship with a day to spare.

The medal race day again started with no wind. However the fleet was sent out on time to wait for the breeze, and it took its time in coming, nearly to the time limit, which meant that the final race for the rest was cancelled.

Postma was the only sailor other than Zarif to win two races so far but also had two high scores, which kept things tense until the end. Desperate to break a run of fourth places in recent events, he went into the medal race with determination and confidence. He took the lead on the second upwind to win his third race and the bronze medal. And then he promptly took Zarif for an impromptu celebratory swim to the delight of the assembled media.

Second placed Wright stepped onto the podium for the fourth time in four years. But for starting over the line in race five, it may have been one step higher. He slipped up slightly on day two, but otherwise was never out of the top six across the finish line. After a week of very difficult winds, he was pretty happy with the silver.

It was always going to be a high scoring regatta and this played in Zarif's favour with his fewer mistakes determining the eventual outcome. At just 20 years old,



Zarif had never even been inside the top 20 overall at a Finn Gold Cup. In 2004 the young Zarif watched his father, who sailed in the Finn in the Olympics in 1984 and 1988, win a race at the 2004 Finn Gold Cup in Rio. Zarif decided that this was what he wanted to do.

The rest of the results speak for themselves of the week in Tallinn. Random is not the right word, but the winds played havoc with any established pecking order and caused more than a few upsets. There were six sailors inside the top ten overall, including Zarif himself, who had never made it that high before. European Champion Vasilij Žbogar could only manage 13th and only two sailors out of the ISAF World top 10 rankings made the top ten. It was certainly a mixed bag, but those who maintained their coolness, sailed consistently and kept it all in perspective were the ones collecting prizes come the end of the week.

The beauty and hospitality of Estonia and its people eclipsed any disappointment of the uncharacteristic light and shifty winds. No stone was left unturned by the Kalev Yacht Club and all the volunteers to make the Finn sailors welcome and create a very special Finn Gold Cup.

Photos: Left: Pieter-Jan Postma; Ed Wright; Junior podium; Zarif and Postma; Close finish to medal race; Medal race first beat. Top: Zsombor Berecz; Below: Jorge Zarif







## Santander 2014 Test Event - Ciudad de Santander Trophy

The 2014 ISAF Sailing World Championships will take place in Santander, Spain next September. This important event is the first country qualification regatta for the 2016 Olympic Games.

The test event - the Ciudad de Santander Trophy was held in September 2013 and while it didn't attract a large number of Finns, gave everyone an idea of what can be expected in 2014.

With seven wins from 10 races Josh Junior took a well-deserved gold medal after a second in the Medal Race. He took an early lead which he maintained for a large portion of the race, but as he approached the finish Eduard Skorniyakov, who had trailed him all

race long, found something from nothing as a shift pushed the Russian ahead of Junior, gaining 100 metres in the process to win.

"It was tricky," said the Kiwi after racing. "There were big shifts coming down the course and big pressure differences as well and there's a lot of tide. Again I think people are going to have to practice to get used to it so it's going to be hard next year. It's been good practice to learn the conditions but there's a lot of work to be done for next year."

The photos on this page give an insight into what looks like a spectacular venue but with tricky conditions. Photos by the excellent Jesús Renedo.



### Santander 2014 Test Event - Final Results

1	NZL 24	Josh Junior	1	1	1	2	1	4	13				
2	ESP 7	Alejandro Muscat	3	3	3	1	2	3	2	1	dnf	8	26
3	RUS 57	Terpigorev Egor	2	2	2	3	3	2	3	3	2	10	29
4	RUS 9	Eduard Skorniyakov	4	4	4	4	4	ocs	5	4	3	2	34
5	BRA 109	Pedro Henrique T. d Souza	5	6	6	ocs	5	4	4	6	5	6	47
6	ESP 755	Victor Gorostegui	dnc	5	5	5	dnf	5	dsq	5	4	dnf	57





## 2013 European Championship, Warnemünde, Germany

The Finn European Championship returned to Warnemünde, Germany in 2013 for the third time in the event's history and it attracted a record entry of 103 boats. The marina at Warnemünde was originally built for the first Finn Europeans there in 1961. The second event was held shortly afterwards in 1969, so the third visit to the former East German sailing centre was long overdue.

However, the conditions didn't quite turn out as expected with only eight of the 11 races sailed. A massive entry of 103 boats from 29 nations and five continents entered, making it not only the largest entry ever for the Finn Europeans but also the largest entry for a Finn senior championship for 30 years. From the very first race it was clear that Vasilij Žbogar

had an agenda in Warnemünde. He was by far the most consistent sailor and would have won by a even larger points difference but for two obscure gear failures that left him fighting for recovery. On Tuesday his halyard lock broke, dropping the sail at the windward mark and on Wednesday his mainsheet hanger broke, leaving him to sail the final beat with no purchase on the sail. He recovered to seventh and 13th in those races.

Though there was no racing on the first day with a lack of wind, on Tuesday and Wednesday the fleet got in six fantastic races in near perfect Warnemünde conditions with sea breezes up to 15 knots. There were also seven different winners during the week keeping it very tight at the top.

Žbogar took the early lead after the first three races on Tuesday. Ivan Kljakovic Gaspic was second after winning the first race while Andrew Murdoch was third. The first race was the lightest which Žbogar led initially, but after various lead changes, including to Zsombor Berecz, it was Kljakovic Gaspic first across the line. Race two had to be restarted after a major shift on the first downwind, but then a solid sea breeze came in. Karpak led the restart from start to finish, while Pieter-Jan Postma and Ed Wright worked up to second and third. In the final race of the day Josh Junior took the lead from Karpak on the first downwind and sailed away to win from Murdoch, while Jonathan Lobert recovered on the final downwind to cross third.

### 2013 Finn European Championship - Final Results

1	SLO 573	Vasilij Žbogar	2	7	2	8	3	13	1	1	24
2	GBR 11	Edward Wright	11	3	10	7	4	1	4	2	31
3	NZL 16	Andrew Murdoch	13	4	6	4	5	11	42	5	48
4	NED 842	Pieter-Jan Postma	48	2	11	6	1	14	13	3	50
5	NZL 24	Josh Junior	28	5	1	2	6	12	14	14	54
6	CRO 524	Ivan Kljakovic Gaspic	1	10	5	12	10	8	17	bfd	63
7	SWE 33	Max Salminen	6	24	7	13	8	2	24	12	72
8	FRA 112	Jonathan Lobert	31	9	3	5	2	4	19	bfd	73
9	FRA 29	Thomas Le Breton	4	14	15	bfd	9	22	2	11	77
10	TUR 21	Alican Kaynar	7	11	16	9	25	10	6	bfd	84
11	CRO 69	Milan Vujasinovic	67	17	18	3	15	9	11	18	91
12	EST 2	Deniss Karpak	20	1	13	10	11	15	73	24	94
13	GBR 88	Mark Andrews	10	12	14	bfd	31	6	16	8	97
14	HUN 40	Zsombor Berecz	3	26	37	26	7	7	9	22	100
15	GBR 85	Andrew Mills	60	8	4	25	26	21	12	10	106
16	FIN 218	Tapio Nirkko	30	23	12	1	46	5	dsq	7	124
17	RUS 9	Eduard Skorniyakov	bfd	16	22	11	18	28	7	37	139
18	AUS 261	Oliver Tweddell	41	18	38	bfd	20	24	5	4	150
19	RUS 1	Alexey Selivanov	38	28	41	17	14	18	18	17	150
20	ITA 123	Filippo Baldassari	9	30	24	16	27	23	35	25	154



There were another three different race winners on day three with Žbogar's lead down to one point from Lobert and Wright. Race wins went to Tapio Nirkko, Postma and Wright. The fleet was sent out on time for a start in a building sea breeze. In race four Nirkko led out from the pin end and was never headed. Milan Vujasinovic followed in second until the final downwind when Junior sneaked past.

The wind had started to build for race five and it belonged to Postma from the start. Winning the pin and the controlling the left he already had a nice lead by the top mark, which he extended on every leg. Lobert held second all the way while Wright lost third place to Žbogar on the final downwind

The final race was similar with Wright coming off well near the pin to dominate the beat

21	EST 11	Lauri Väinsalu	16	19	19	14	32	40	44	32	172
22	POR 5	Frederico Melo	5	34	34	23	41	53	21	15	173
23	GBR 29	Peter McCoy (J)	53	6	21	21	21	39	48	20	176
24	ITA 117	Giorgio Poggi	55	25	25	50	19	31	8	23	181
25	AUS 41	Jake Lilley (J)	bfd	21	23	42	53	25	23	6	193
26	POL 1	Milosz Wojewski	43	33	35	32	12	16	37	28	193
27	GER 771	Jan Kurfeld	34	45	28	15	24	35	31	29	196
28	SWE 6	Björn Allansson	44	13	9	bfd	17	19	69	27	198
29	GRE 77	Ioannis Mitakis	14	15	17	bfd	13	20	15	bfd	198
30	NED 83	Timo Hagoort	19	36	33	18	22	30	49	bfd	207
31	CRO 11	Josip Olujic	15	27	30	31	36	56	51	19	209
32	UKR 5	Andrii Gusenko	29	50	39	35	35	29	30	13	210
33	ITA 66	Enrico Voltolini	56	31	20	22	37	37	36	34	217
34	RUS 57	Egor Terpigorev	59	22	42	24	33	17	63	26	223
35	USA 21	Gordon Lamphere	17	38	52	rdg	16	32	54	40	229.8
36	CZE 1	Michael Maier	26	42	32	38	30	27	43	39	234
37	POL 13	Michał Jodłowski	50	52	57	29	54	49	3	30	267
38	ESP 669	Pablo Guitián Sarria	18	35	40	61	57	42	57	33	282
39	GER 64	Lennart Luttkus (J)	84	46	48	37	49	48	22	35	285
40	RUS 5	Viktor Filippov	33	43	36	36	44	55	47	bfd	294
41	GER 772	Ulli Kurfeld	42	63	43	45	23	41	39	bfd	296
42	RUS 6	Arkadiy Kistanov (J)	24	53	47	44	34	52	83	43	297
43	CRO 7	Tudor Bilic	37	39	31	47	56	61	52	36	298
44	TUR 211	Alican Basesmez	35	41	53	39	42	43	55	46	299
45	GBR 87	Paul Childs	46	55	45	41	47	62	32	44	310
46	GBR 23	Harry Briddon (J)	36	47	68	58	38	33	72	31	311
47	POL 7	Jakub Marciniak (J)	69	65	51	34	40	71	46	9	314
48	BUL 855	Dimitar Vangelov (J)	54	60	46	28	52	36	80	41	317
49	CZE 5	Ondřej Těplý (J)	57	69	62	19	28	79	68	16	319
50	FRA 177	Fabian Pic (J)	27	54	65	40	51	44	56	49	321
51	CZE 85	Tomas Vika	bfd	20	8	bfd	45	3	38	bfd	322
52	ESP 7	Alejandro Muscat	bfd	37	26	20	62	34	40	bfd	323
53	RUS 111	Andrei Ianitckii	25	57	60	43	59	72	10	bfd	326
54	POL 9	Tomasz Kosmicki	40	49	55	63	48	51	25	bfd	331
55	UKR 1	Oleksiy Borysov	45	32	29	46	50	26	dsq	bfd	332
56	TUR 1	Cem Gozen	63	48	56	51	29	59	41	51	335
57	GER 711	André Budzien	12	59	69	30	64	67	78	38	339
58	CRO 627	Dan Lovrovic	22	73	70	33	61	54	33	bfd	346
59	HUN 8	Márton Beliczay	32	56	66	60	55	38	61	45	347
60	AUS 2	Joe McMillan (J)	23	93	61	57	71	58	34	54	358
61	IRL 4	Ross Hamilton	21	51	54	59	69	50	65	DPI	361
62	GER 182	Sebastian Sch.-Klügmann	61	44	49	66	67	66	27	48	361
63	GBR 18	James Hadden	78	40	ocs	49	58	57	59	21	362
64	RUS 161	Alexander Kulyukin	51	66	71	48	60	81	28	52	376
65	GER 595	Simon Gorgels (J)	65	62	58	67	43	63	76	42	400
66	POL 17	Piotr Kula	8	29	27	27	ret	dns	dnc	dnc	403
67	GER 707	Uli Breuer	82	58	59	53	74	69	20	bfd	415
68	EST 12	Martti Kinkar	39	80	67	56	68	76	67	53	426
69	RUS 11	Kirill Luzan (J)	62	68	82	54	66	74	26	bfd	432
70	DEN 23	Martin Boidin	52	77	50	bfd	70	45	93	55	442
71	GER 8	Juergen Eiermann	49	70	81	65	72	64	64	63	447
72	RUS 777	Ivan Izmestyev	47	61	44	bfd	63	46	84	bfd	449
73	CZE 11	Patrik Deutscher	73	82	86	52	77	60	60	47	451
74	RUS 28	Artur Kotlyarov (J)	64	83	85	71	80	78	45	50	471
75	GER 713	Lars Haverland	97	79	91	70	73	73	29	61	476
76	GER 71	Eike Martens	72	81	89	55	76	83	50	59	476
77	RUS 8	Anatoliy Korshikov (J)	bfd	76	64	72	39	47	89	bfd	491
78	GER 165	Dirk Meid	66	72	73	90	75	68	86	60	500
79	GER 27	Matthias Wolff	71	64	74	64	82	dnf	81	65	501
80	GER 206	Klaus Reffelmann	58	74	80	74	84	80	79	62	507
81	LTU 24	Sarunas Felenderis	70	87	84	69	78	91	75	58	521
82	GER 501	Fabian Lemmel	77	67	63	76	65	70	dne	bfd	522
83	RUS 17	Vasily Kravchenko	83	71	75	68	88	84	85	73	539
84	SUI 63	Thomas Gautschi	80	84	76	73	87	85	88	57	542
85	RUS 27	Denis Kotlyarov (J)	68	89	88	62	79	75	91	bfd	552
86	GER 19	Andreas Bollongino	86	96	79	91	81	88	66	75	566
87	SUI 55	Beat Heinz	87	75	83	94	93	65	95	70	567
88	GER 145	Kai-Uwe Göldenitz	89	94	72	85	89	95	74	67	570
89	GER 187	Dirk Filimonow	81	91	100	82	90	86	71	71	572
90	GER 188	Michael Kluegel	91	90	77	88	83	77	94	68	574
91	RUS 1117	Andrew Bill	90	101	93	78	86	87	87	64	585
92	GER 175	Michael Möckel	95	92	90	87	95	92	53	77	586
93	HUN 11	Elemer Haidekker (J)	76	78	94	83	91	98	98	66	586
94	HUN 127	Peter Haidekker	79	88	87	84	92	93	82	74	586
95	NED 100	Arend Van Der Sluis	93	95	ret	79	98	dns	58	72	599
96	GER 157	Frank Dinnebier	92	86	78	80	85	82	dsq	dnc	607
97	GER 202	Rolf Elsaesser	74	bfd	97	77	101	97	70	bfd	620
98	SUI 12	Franz Bürgi	98	98	99	75	96	100	62	bfd	628
99	FRA 817	Baummann Bertrand	85	100	101	81	94	90	77	bfd	628
100	GER 155	Edwin Gast	94	85	96	89	97	96	97	76	633
101	GER 122	Holger Krasmann	96	97	95	92	99	94	92	69	635
102	GER 62	Uwe Barthel	75	99	92	86	102	89	96	bfd	639
103	GER 75	Christian Rupp	88	102	98	93	100	99	90	bfd	670





and round first, never to be threatened. On the second upwind, Postma misjudged the moved windward mark to overstand while Žbogar suffered his second gear breakage which cost them each 10 places each. Max Salminen had a great final beat to close on and then pass second placed Tomas Vika.

In the 16 boat Junior fleet Peter McCoy was sailing an excellent series in 22nd overall, while second placed Jake Lilley was in 35th, some 57 points behind. Arkadiy Kistanov was third in 45th overall, 40 points back.

Over the next two days only one was sailed each day as wind failed to build into anything stable. Žbogar won both, sailing away from the fleet for a sizeable victory in both.

On day four the fleet was held on shore all morning after a change in the weather brought rain and cloud. Just as everyone was giving up hope the cloud cleared the sun came out and a light sea breeze began to establish. Race seven turned into a game of snakes and ladders with some large shifts and tricky conditions, especially on the second upwind. Žbogar rounded the top mark in fourth and took the lead downwind to sail away from the fleet for a big win.

Oliver Tweddell rounded the top mark first and managed to stay out of trouble to finish in third. Thomas Le Breton was back in 37th, but struck out to the right on the final upwind, found new wind and made big gains to finish second. The race team tried valiantly to start race eight, but after around half a dozen attempts with the sea breeze starting to clock round they sent the fleet back to harbour. After seven races, Žbogar had a six point lead from Wright and Junior.  
Žbogar

Day five dawned windless again and the sailors waited ashore until 14.00, when there was a sea breeze of 8-9 knots. It took an age to get the fleet away, as they gave the race team the run-around with early starts being postponed. Eventually a start was let run and 16 boats were black flagged on a general recall. On the restart another eight were black flagged, including many in the top 10.

The race was very similar to Thursday's race with the leading pair of Žbogar and Wright up the front for a 1, 2 finish. Žbogar destroyed the fleet on the first downwind to round with a gap on Wright, who had led at the top. Wright closed up on the next upwind and rounded on Žbogar's stern. However Žbogar soon built another gap downwind and while Kljakovic Gaspic passed Postma, it was Postma who picked up third place, with the Croation black flagged. Tweddell

ended up third with Murdoch fifth, enough to move into the bronze medal position. The second race of the day was abandoned as the wind started to drop and shift.

In the Juniors Jake Lilley placed sixth to close the gap on McCoy to just 17 points, while Lennart Luttkus was up to third.

The week ended how it began with no wind, so no racing. The results from Friday stood. In taking the title, Vasilij Žbogar won his first major championship in the Finn class. He was clearly the best sailor and fully deserved to lift the trophy. In spite of two breakages which cost him valuable points he kept his usual cool and consistency to remain in control and win the last two races.

He said, "The week was quite hard but I like these sort of conditions, and I took advantage of it and sailed really conservative all the time. Straight from the beginning I was trying to be conservative and not make big mistakes and that paid off and I just continued like that. My boatspeed was really good so I didn't want to mess around too much We've been working really hard during the winter in Valencia, so all this training is now paying off. Myself and Luca Devoti and all the rest of the team, the physio, the fitness coach, I think they are all pretty happy now, and so am I."

Ed Wright was also on top form all week. He said, "I am very happy to have come away with the silver. It was a pretty tricky week with a lot of light winds and some medium stuff. Downwind in a couple of races was really great out there. The waves can be amazing, especially in the Finn. Vasco sailed slightly better with good starts and probably was a bit faster throughout the week, especially downwind."

For third placed Andrew Murdoch it was only his third major Finn regatta and, along with Josh Junior in fifth, are the sailors on perhaps the fastest learning curve at the moment. He said, "Obviously I am really happy to get the bronze in my first season in the Finn and it's actually better than I have done in the Laser Europeans."

In the Juniors Peter McCoy led the 16 boat fleet all week. After finishing just outside the medals at the 2013 Silver Cup a few weeks previously, this week proved he can handle the extra challenge of the senior fleet. Jake Lilley closed the gap in the last few days, but could not reduce the points gap enough to pass McCoy. Lennart Luttkus takes the host's country's only medal at this event with the junior bronze.



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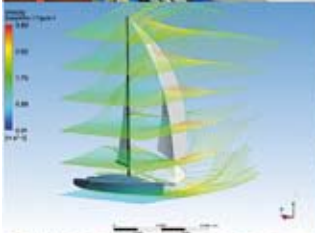
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## Jüri Saraskin Interview

Jüri Saraskin was born in 1938 in Pärnu, Estonia. In 1963 he graduated from Tallinn Polytechnic Institute and moved to Leningrad (now St Petersburg) to do his Ph.D at the Leningrad Institute of Fine Mechanics and Optics, which he was awarded in 1971.

Jüri started sailing in 1952, and since 1962 his life has been connected to the Finn, initially as a sailor and since 1967 also as a measurer. Twice he has been the Finn Champion of Estonia, in 1968 and 1970. Since 1992, Jüri has been the Chief Measurer of the Finn. His experience and knowledge helped him to develop and refine a lot of tools and methods of measurement for full and accurate measurement of dinghies.

As the chief measurer of the Finn class Jüri works very closely with all Finn manufacturers, and manages to bring their work to the point where athletes are more and more guided by their own knowledge and skills rather than any advantage a particular boat gives them. In essence, a large database of almost each and every Finn is in his hands. We can rest reassured that the class is in safe hands.

Jüri is actually a keeper of tradition, history and culture of the Finn Class as well as culture of the art of measurement.

### How did you get into sailing? Who was your first coach? What was your first boat?

It all started by a lucky coincidence. My uncle was a sailor and a member of the Ust-Orozhsck Sailing Club. During the Second World War his boat was sunken to be used as a pontoon bridge for the retreating Soviet troops. It was my uncle who presented to me a model yacht, which impressed me and hooked me into this 'tomfoolery'. My first boat was a French-built 'Valerie' which formed part of reparation assets provided to the USSR after the Second World War. The

first boat I sailed on my own was an 'Olympic' which took part in the 1936 Olympic Games in Berlin (the regatta was held in Kiel). My first yacht with a crew was the 'M' (a Russian national class). Mind you, that was after Stalin died because prior to that one could only sail a boat over the age of 16, and it was virtually impossible to get somebody 'infected with sailing' at that age.

### When and under what circumstances did you come to the Finn class?

At some point I was the member of the Olympic squad sailing the 5.5 class boat. When this class was excluded from all major competitions, it happened that I moved into the Finn. I do not remember precisely, but to the best of my recollection, Alexander Chuchelov invited me to sail the Finn.

### We know that you became the champion of Tallinn (in 1968 and 1970, respectively) in the Finn. Can you please tell us about your successes in the Finn, what boat did you sail then, who were your main rivals at the time?

I was not particularly eager to win the Championship in Tallinn. But it happened somehow. As a general comment, I was not a very successful racer in the Finn. I started sailing the Finn at a relatively senior age and at that time I had already been a scientist and did not have a great deal of time for sailing. It goes without saying that in order to succeed in any activity you should spend enough time doing this. I did not have enough time on the water. However, I once took eighth place overall and second place among the Soviet sailors in the Baltic regatta.

At that time the USSR Olympic squad (two sailors) was not participating due to travelling abroad but I had enormous speed. I still don't know why. I remember that the mast, similar to a Bruder, I had built myself while the Raudaschl sail I had traded for some ice-sailing blades. This, of course, was crucial. Brain remained the same as before.

Jüri Saraskin was interviewed in July 2013 by Vasiliy Kravchenko

Regarding rivals - we were all friends. I never considered myself a real rival to them. I sailed the Finn for two years and during this period I was lucky to sail against a number of gifted Finn sailors. I specifically remember Viktor Kozlov and Alexander Chuchelov.

I remember having problems with the start. At some point before the start Alexander Chuchelov approached me and asked "Do you have watches?" I replied "Yes". Then he said, "Can I see them?" He took my watches, put them in his pocket and off he went. I was shocked at first and had to take a start without watches but it was the first start on the Baltic regatta that I did successfully. I realised that it is position in relation to other boats that matters at the start rather than timing. After that I sailed a few years without watches.



**How did you become a measurer? What prompted you to embark upon it?**

That was in 1967, in Hanko, where we were sailing. We came there courtesy of Peter Dalberu who paid all the travel costs of three Estonian sailors (Dyrdyra, Kos Walter and I). It appeared that my Finn did not comply with the class rules. I had no idea what was wrong and Vernon Foster kindly explained to me what was the problem and what I should do to fix it. I liked it and found all this measurement stuff very interesting. Moreover, the Finn is very nicely designed boat. For example, when Luca Devoti engaged a few professionals to improve the shape and design of the rudder, they all came to the conclusion that there was nothing to improve – the rudder is still at a fairly advanced level. So, I started measuring the boats since then. I thought there should be somebody to do that job.

**Did your undergraduate and post-graduate degrees in technical sphere helped you in your sailing career, both as a sailor and a measurer?**

The only impact my academic activity had on my sailing career was lack of available time for sailing. Had I had a benefit of hindsight, I would have spent more time on the water.

**Being a measurer is more like a hobby than a real job. Do you mind telling us whether you had a job not connected to sailing?**

This is a hobby indeed. I hold a Ph.D in Computer Sciences. I worked in this sphere permanently and headed programming departments at various places. Some time later my worked also included computer management systems. I was rather successful in what I was doing. Although my first education was not in computer sciences but in gas turbines. Mind you at that time no university had computer education. But I was lucky enough to be one of 100 specialists in Estonia who were sent to Leningrad to study computers.

**Who were your tutors who helped you to acquire relevant skills in order to become a measurer of the Finn class?**

We have always had a few good measurers here in Tallinn. Even now you can find extremely good measurers in Tallinn such as Paul Bhutto, Heno Huanage and Arve Tetsman. They have never been about having the power to punish or indulge somebody. We have always believed that our task is to make sure that all boats are more or less equal. If a boat complies with the class rules and do not fall out of admissible variations, then everything is fine.

In general, it is not about desperately searching somebody to punish but more about educating sailors. Even now, having been the Finn class measurer of the Finn class for 20 years, I am still pursuing this goal. I am always to happy to answer a



sailor's questions. But if a sailor asks no questions, there is no point in explaining something because you will be treated as a bad teacher, i.e. nobody will listen to you.

**How did you become the chief measurer of the International Finn Association?**

I think that there were better candidates but simply nobody voted against me. I guess other candidates may have had enemies or just people who disliked them. But I was recommended by sailors.

**What was the situation at that time you became the chief measurer of the Finn class? What was the philosophy of measurement? What kind of problems did you face?**

The three last measurers before I assumed the post, each had died around one year after their appointment. It seemed that they had neither a desire nor a will to change anything dramatically.

When I attended my first measurement assignment in Kingston, each measurement for all sorts of reasons lasted two hours longer than was intended. One of the main reasons was the fact that all the boats were in rather poor condition. In particular, the rudders were thicker than prescribed; centreboards were not fixed as prescribed. One quarter of all boats had the centreboard bolt in a wrong place; similar problems were with deck mast bearing rings.

Strictly speaking, a half of the boats were not compliant to class rules. So I had to fight a lot at the beginning. And now, in my view, the Finn has already become more monotypic than the Laser. I can give you facts if necessary to prove this. But that was not my goal. It used to be believed that if you wanted to be fast, you needed to cheat. Now, it is no longer considered acceptable behaviour. Now sailors have realised that you can still be extremely fast even if your boat is within the class rules.

**What, in your opinion, have brought to the Finn class as the chief measurer? What have you changed?**

Perhaps this was the way the measurer should work. In this class all new developments are coming from sailors, not even from their coaches. I remember one instance where 12 participants held Ph.D and one was Doctor of Chemistry (the latter was Arest Popov from Leningrad). That shows you why the Soviet Finn sailors were at a high level – it was more about their education and mental abilities than total training policies. I remember Yura Zubkov's designing a mast similar to that of Bruder but in fact he had never meet him before and could not possibly have learnt it from him.

**Is there anything else you would like to change?**

Well, I have got some ideas. First, I see no reason to attach a pound of lead to the mast. All new masts weigh 7 kg without a corrector. Secondly, I see Allen booms bend quite a lot, so I like the proposal to make carbon booms, which would be half the weight. There are some other thoughts, various bits and pieces. For instance, nowadays it should not be a problem to build a Finn weighing 80 kg but we would then have to attach weight to achieve required 116 kg. But it is not prudent to do such leap-frogs taking into account how many sailors there are in the class. In the Masters World Championship, for example, 280 Finns sailed. If we do a leap-frog, a lot of them will not be able to continue sailing their boats successfully. This is the problem, so we should be moving forward at a reasonable pace.

**What, in your opinion, is the reason that the Finn is able to remain in the Olympic programme?**

I think there are only three classes left in which the design and work of a sailor remained as it was before. As far as other



dinghies are concerned, it was suggested at the beginning that any sailor can sail them. It's proven to be not entirely correct. I remember being in Switzerland where the 49er sailed for the first time. It was mentioned that anybody could sail the 49er. However, it was subsequently proven that should one wish to be successful in this class, the crew must weight 160 kg +/- 1 kg . In the Laser, the weight is also of paramount importance and the sailor should not be more than 80 kg. The 470 requires a tall crew and a small helm (both women and men). Well, if you look the Laser, Laser Radial, windsurfing, 49er, all these have such a strict weight dependence. In other words not any sailor can sail these classes successfully as it was suggested at the very beginning.

**What do you now see as the main mission / philosophy for a measurer in the Finn class?**

Just to support the progress and to simplify the process of measurement. As they say, it is very easy to come up with a sophisticated tool but it is difficult to create a tool which is as simple as a hammer. It is difficult to make a good hammer, it is an art of sorts. Every locksmith will understand that. The main thing is that progress keeps going but not at the expense of the physics of the boat. It is all coming from experience, nobody has got the money to pay for lengthy and expensive experiments to be able to find out whether it is worth doing something. It happens from time to time. There must be somebody who can gather all information and experience so that the outcomes are not based on some sort of magic. Magic is everywhere, in the governance of states, in techniques, at home. For instance a cook does not know the chemistry but he cooks delicious food. We often do not know why we have achieved this outcome. This is life.

**Do you still sail, participate in regattas these today?**

I am crewing on big yachts, including in offshore regattas. In some cases I even steer them. I also organise ice-sailing events in the winter. Last year my friend and I organised 14 regattas. All of them required a lot of work. You need to spend time in the boat. The more time you spend sailing, the better. Great success that does not come immediately, it can only come after several years.

**What would you tell young sailors who have just started sailing the Finn?**

They should go to school and be strong. Everybody is strong. I remember Andrei Chuchelov who was an uncle of a famous Finn sailor Alexander Chuchelov. When I started ice-sailing, he told me that success in ice-sailing comes from your brain, not from your wallet or muscles. This is true. By way of an example, today we witnessed that a lot of sailors lost their steam by the third race while all of them were still strong. If all your energy is spent on hiking and nothing on thinking – it is not sailing, it is just a way to kill your flesh.

**...finally...**

When I was appointed the chief measurer, someone warned me that all previous measurers passed away about one year following the appointment. I promised them that I would leave the position in a different fashion.





# Semaine Olympique Française, La Rochelle, France

## Semaine Olympique Français - Final Results

1	GBR 41	Giles Scott	(5)	1	4	1	1	2	2	2	3	19	
2	EST 2	Deniss Karpak		3	2	1	(7)	2	4	4	4	5	30
3	POL 17	Piotr Kula		2	4	7	4	6	(8)	1	1	4	33
4	FRA 112	Jonathan Lobert	(7)	6	3	3	4	5	3	3	6	39	
5	GBR 88	Mark Andrews	4	(11)	2	2	3	1	5	5	9	40	
6	FRA 29	Thomas Le Breton	6	5	5	5	5	(9)	7	9	1	44	
7	SWE 6	Björn Allansson	1	8	6	8	7	3	14	(dnf)	7	61	
8	GBR 29	Peter McCoy	9	7	8	(11)	8	11	9	6	2	62	
9	ITA 66	Enrico Voltolini	13	9	13	13	(ocs)	6	13	10	8	93	
10	GBR 87	Paul Childs		11	14	11	10	11	(16)	15	8	10	100
11	POL 7	Jakub Marciniak											81
12	CAN110	Martin Robitaille											83
13	GBR 18	James Hadden											85
14	SWE 33	Max Salminen											90
15	FRA 75	Laurent Hay											94
16	FRA 77	Fabian Pic											104
17	FRA 89	Benjamin Montagut											106
18	FRA 99	Marc Allain Des Beauvais											109
19	FRA 14	Thomas Morel											111
20	FRA 38	Michel Audoin											115
21	FRA 897	Bruno Regout											137

Giles Scott won the final event in the Eurosaf Champions Sailing Cup series at La Rochelle, France. With seven-point lead at the top going into the medal race, he needed to finish fourth or better and took third. "It was very shifty, but I knew it would be from the forecast. I had half an eye on the other guys but so many of them and in those conditions you just have to sail your own race. I knew fourth or better would do it and I don't think I was lower than third all the way round."

Deniss Karpak finished fifth to stay in second place and an ecstatic Piotr Kula was fourth, taking the bronze medal from Mark Andrews, who finished in ninth. "I had to watch Jonathan Lobert and Mark Andrews but it began badly because I was OCS at the start," Kula said. "I knew I had to take a risk on the upwind to catch up so I went the other way to them and by the mark I was right back."

His third place also won him the Eurosaf Champions Cup from Andrews and Karpak.



Photo: Cezariusz Piorczyk



Photos: Claire ADB



## Finn Alpen Cup 2013

More than 170 sailors participated in the 2013 edition of the Finn Alpen Cup. It was held over four regattas in four countries from April to August: Lago di Caldero, Italy; Wolfgangsee, Austria; Thunersee, Switzerland and Rottachsee, Germany.

Unfortunately at the final regatta at Rottachsee, no races were completed due to lack of wind.

For the calculation of the final ranking only sailors taking part in at least two events were included. The series winner was Gerhard Weinreich, who won CHF 1000 of Wilke products, followed by the Florian Demetz, who won a carbon rudder from

Devoti Sailing. In third place was Alfons Huber. A Finn sail offered by Elvström Sails went to Horst Klein in 13th place.

The Finn Alpen Cup is proudly sponsored by: Wilke Masts, Devoti Sailing And Elvstrom Sails.

Final results:

1	AUT 333	Gerhard Weinreich	420
2	ITA 89	Florian Demetz	360
3	GER 82	Alfons Huber	274
4	GER 63	Michael Pandler	267
5	AUT 7	Michael Gubi	264
6	SUI 55	Heinz Beat	209
7	SUI 3	Carlo Lazzari	205
8	ITA 93	Nikolaus Mair	200



9	GER 3	Walter Mai	178
10	AUT 400	Bernhard Klinger	178

The first event for 2014 will again be at Lago de Caldero. More information at: <http://finnalpencup.wordpress.com/>



## 2013 European Masters

### 2013 European Masters - Final results

1	M	RUS 31	Igor Frolov	1	3	(4)	1	2	7
2	M	RUS 111	Dmitry Petrov	2	(11)	2	3	1	8
3	M	RUS 729	Alexei Marchersky	3	1	1	(12)	8	13
4	GM	RUS 21	Vladimir Butenko	(8)	6	5	2	4	17
5	M	HUN 88	Zsombor Majthényi	7	4	(13)	4	3	18
6	GM	RUS 41	Felix Denikaev	6	9	8	5	(19)	28
7	GM	HUN 7	Antal Székely	(12)	12	3	6	11	32
8	M	HUN 211	Attila Szilvássy	10	2	16	10	(18)	38
9	M	RUS 69	Denis Kharitonov	9	10	14	(17)	5	38
10	M	HUN 50	Ákos Lukáts	11	14	(18)	7	6	38
11	GM	RUS 77	Igor Khoroshilov	45	39	M	HUN 19	Márton Kovács	159
12	GM	HUN 18	Mihály Demeczky	45	40	GM	HUN 1	Péter Sipos	171
13	M	HUN 270	Géza Huszár	46	41	L	HUN 55	András Schömer	181
14	GGM	CRO 110	Luksa Cicarelli	46	42	M	HUN 64	Balázs Szucs	188
15	M	RUS 100	Dmitry Akhramenko	51	43	M	HUN 21	László Zsidó	195
16	M	RUS 16	Oleg Khudyakov	58	44	M	HUN 20	Péter Elek	200
17	M	GBR 65	David Potter	64	45	GM	HUN 26	Szilárd Zsitvay	201
18	M	RUS 205	Sergej Stepanov	64	46	L	HUN 347	László Zsindely	202
19	GM	HUN 4	Gábor Antal	65	47	GGM	AUS 320	Csaba Gál	204
20	M	HUN 11	Csaba Nagy Zsolt	69	48	GM	HUN 961	Attila Varga	205
21	M	CRO 524	László Taubert	75	49	M	HUN 32	Zoltán Balla	212
22	GM	RUS 51	Mikhail Petriga	79					
23	M	HUN 41	Zoltán Bartos	83					
24	GM	CZE 75	Vladimir Skaliczky	87					
25	GM	RUS 1117	Andrew Bill	89					
26	M	HUN 143	László Wehouszky	92					
27	GM	RUS 71	Leonid Klyayman	92					
28	M	HUN 972	Gyula Mónus	96					
29	M	RUS 4	Alexandr Banko	109					
30	M	HUN 14	Zoltán Kovács	117					
31	M	HUN 51	István Rutai	125					
32	M	HUN 17	Graham Douglas	126					
33	M	HUN 45	Zsolt Marczell	127					
34	M	RUS 25	Arady Václav	131					
35	GGM	RUS 142	Jury Polevinkin	131					
36	GGM	HUN 95	József Farkas	134					
37	M	CZE 232	Jaromir Sylhavi	138					
38	GGM	HUN 9	Tamás Beliczay	139					



## Finn sailing from across

### DENMARK



Christian Qvist writes: Here at the end of September, and on top of what seems like the best summer in centuries, we can look back at brilliant season so far. Picking up where we left in the last issue, we had the Open Danish Championships in the first weekend of August. 35 boats, and five different nationalities had three days of excellent racing in Køge. This also marked the 50th anniversary of the Danish Finn Association, with Peter Malm being the one who had participated in every championship held since 1963.

The first was sailed in light winds and sunshine, which proved to be a perfect cocktail for Jørgen Svendsen, who took first in both races. Day two started with 18-20 knots from south east, which produced epic conditions in Køge Bugt. Strong wind and big round waves set the perfect scene for one of the best days of sailing so far in this season. Luckily the Danish Finn Association had hired a professional photographer to join in, and he took some excellent photos and best of all cut a super 2-minute video. If you haven't already seen the video, you should check it out right now: <http://finnjolle.dk/danmarks-mesterskaber/regatta/video-dm-2013>.

We had four great races, where Max Salminen came out as the winner of all. Yes, dedicated training does pay off. Max was closely followed by Karel van Hellemond and Mads Bendix. At the end of the day it was 35 tired Finnsters who enjoyed their after-sailing beer. Day three was a bit of nightmare for the race committee. Light winds from all directions made it very difficult to get the races going. But the committee

### GERMANY



Andreas Bollongino writes: We had a pretty good and successful Finn summer here in Germany, with the Europeans in Warnemünde of course as the main event at the Baltic Sea. The Venue was great, and even in the predicted overall 'no-wind' conditions, Warnemünde offered great sailing with very reasonable wind-conditions.

The ECs showed the uniqueness of the Finn Class to competitors and visitors. Young 'hot' competitors fighting for the chance of Olympic honours in their future, together with sailors who had already the chance or even had received medals. All together, they shared not only great sports but great spirit.

Talks were made and hints were given all across the performance levels – from the Olympic medalist to the club sailor. What a

managed to get two more races on the score board, first race was won by Max Salminen followed by Karel van Hellemond and Jørgen Svendsen. The last race of the Championships was won by Jørgen Svendsen with Max Salminen second and Mads Bendix third.

So after eight races Max Salminen was the winner of the series, with Mads Bendix as the new Danish Champion. Not bad at 25 years and his first season in the Finn. Third overall was Karel van Hellemond, fourth Jørgen Svendsen, fifth Thomas Mørup Petersen. Saturday night we had a great party. Spit roast pig, plenty of wine and beer and the company of your best friends. What's not to like?

### Results (top 10 from 38)

1	SWE 33	Max Salminen	9
2	DEN 2	Mads Bendix	21
3	NED 41	Karel van Hellemond	25
4	DEN 3	Jørgen Svendsen	27
5	DEN 9	Thomas Mørup Petersen	32
6	DEN 231	Kenneth Bøggild	50
7	DEN 6	Lars Hall	60
8	NED 29	Bas de Waal	60
9	DEN 23	Martin Bodin	62
10	DEN 5	Jakob Stachelhaus	62



great class we are sailing in. Many honoured Finn legends were taking part at the official social event, and the event was watched with large interest by officials of the German Sailing Federation.

Those officials, lead by Nadine Stegenwalner – the sport – director of the German Sailing Federation (DSV), must have been impressed from the Finn Class spirit as the DSV has launched a great programme for training and development of young Finn sailors. The cooperation of the private initiatives Finn Team Germany, Sailing Team Germany and the German Sailing Federation (DSV) named 'German Finn Project' is aiming for a participation of Germany in the upcoming Olympic events .

The Kiel-based team, initially consisting of Finn-Sailors Lennart Luttkus (Youth EC Champ 2012) and Laser migrants, Eike



**Top: Prizegiving. Left to right: Jørgen Svendsen, Mads Bendix, Thomas Mørup Petersen**

**Left: Winner Max Salminen (SWE) holding an exact replica of Paul Elvstrøm's left hand.**

**Right: Peter Malm**



### 2013 Böklunder Aarhus Sailing Week

31 August-1 September

Next event was the Aarhus Sailing Week. Actually it is not a week, but still a really nice event. The second largest town in Denmark, Aarhus has the traditional Aarhus Fest Uge, or Party Week. This means that the city itself is full of live entertainment, super models, music, beer and good spirits. Sailing Aarhus uses the opportunity to host a weekend of dinghy sailing, for among other classes the Finn. Sailing Aarhus has been hosting some major international events over the years, and they really have their act together. Perfect race management, excellent after sailing and the city with all the partying within 500 metres of the harbour.

The racing itself was as always good. Plenty of off-shore wind with some interesting short waves. The local young guns Jacob

Martens, Philipp Kasüske and Max Kolhoff are trained by the DSV Finn trainer Per Baagoe. They have already shown some impressive results in their first regattas.

But there is more to say about the public relationship works here in Germany: it was really bad timing that the EC and the Travemünder Woche, one of the great sailing Weeks in the German Baltic were held parallel just about 150 km apart.

But nevertheless Travemünder Woche attracted 22 sailors for a great event. The Finn Regatta was held with a huge media effort – almost Gold-Cup like – with Live-Trackers, and live commentators at the on-shore sailing arena – attracting thousands of visitors. There was even a Finn race right in front of the 'Mile' in the Harbour, allowing visitors to see the regatta in action just meters away of their beer and bratwurst.

Stachelhaus and Mads Bendix used their local knowledge to their advantage. Maybe it was local knowledge, or maybe it was the fact that they practice every day that made them successful. They finished first and second overall followed by Thomas Mørup Petersen on third.

Aarhus Sailing Week has the potential to become a big Finn event, especially for the Dutch and North German Finn sailors since no expensive bridges or ferries are involved. The city itself is perfect for bringing your spouse for a couple of romantic days, and the sailing itself is just perfect.

1	DEN 2	Mads Bendix	5
2	DEN 5	Jacob Stachelhaus	12
3	DEN 9	Thomas Mørup-Petersen	14
4	DEN 249	Svend Vogt Andersen	20
5	DEN 6	Lars Hall	36
6	DEN 231	Kenneth Bøggild	36
7	DEN 80	Michael Staal	27
8	DEN 33	Christian Kongs. Poulsen	49
9	DEN 258	Christian Qvist	50
10	DEN 220	Michael Nielsen	56

**Below: Svend Vogt Andersen and Lars Hall after a great and tough day of racing**



The German Championships in August were held in Steinhude at the SLSV, the club with probably the most Finn tradition in Germany. The difficult wind conditions were mastered with excellence by the responsible regatta team, and the catering of the 70 competitors with spouses. After a exciting race series, our Junior Lennart Luttkus finally took the honours of the International German Champion 2013. Great job Lennart.





## 2013 British National Championships Royal Torbay Yacht Club, July 5-7

John Heyes writes: After recent cold and windy weather, 38 Finns were greeted by glorious sun and temperatures in the late 20s when they arrived in Torquay for the 2013 UK National Championships, from July 5-7. Torbay has hosted the Finn fleet before and once again provided excellent facilities and race management under PRO Robert Llewellyn in the challenging conditions.

Two races were completed on Friday in a steady 8-9 knots south-easterly breeze on a race course in the middle of the bay, just a short sail out from the harbour. Neil Robinson hit the right-hand side of the track and rounded the windward mark first, chased hard by Allen Burrell, Mike de Courcy and Howard Sellars.



The order of the first two was reversed for the second race, this time a windward - leeward course with Burrell switching on to the tidal advantage on the right as the east going flood tide circled around the bay, creating a foul tide on the left of the beat but a positive lift for those on the right. With the light breeze dying away in the late afternoon, the race officer made a welcome call to shorten the race after the second upwind leg, to give Burrell the win, Robinson second and Marc Allain Des Beauvais third.

The wind on Sunday was even lighter, with crews forced to sit in the middle of the boat at times but the full schedule of three races was successfully achieved. With a similar tidal situation to the previous day, most of the fleet had now picked up on the 'right is good' strategy despite the PRO tempting boats down to the pin end of the line with port-end bias. Time and time again sailors were drawn left by the prospect of more wind in-shore or a 'left must pay some time' strategy but predominately the leaders all came from the right.



## 2013 British National Championships - Final Results

1	GBR 2	Allen Burrell	2	1	11	2	1	6		
2	GBR 679	Neil Robinson	1	2	6	1	12	10		
3	GBR 7	George Cooper	7	13	1	3	2	13		
4	FRA 99	Marc Allain Des Beauvais	17	3	8	4	4	19		
5	GBR 708	Michael de Courcy	3	5	17	10	6	24		
6	GBR 642	Adrian Brunton	6	8	4	6	25	24		
7	GBR 61	John Heyes	5	6	20	8	10	29		
8	GBR 77	Howard Sellars	4	10	19	5	21	38		
9	GBR 567	Martin Hughes	16	9	12	9	8	38		
10	GBR 635	Simon Percival	12	7	16	23	5	40		
11	GBR 100	Matthew Walker	47	25	GBR 12				Dan Belton	78
12	GBR 6	David Walker	48	26	GBR 631				Richard Hart	88
13	GBR 924	Fred Van Arkel	49	27	GBR 665				Martin Scobie	94
14	GBR 581	Vince Hayter	51	28	GBR 17				Paul Blowers	100
15	GBR 1	Sander Kooij	54	29	GBR 80				Ray New	101
16	GBR 656	Graeme Macdonald	55	30	GBR 22				Andrew Wylam	105
17	IRL 7	Robert O'leary	56	31	GBR 699				Julian Smith	106
18	GBR 48	Anthony Walker	58	32	GBR 4				Russell Ward	108
19	GBR 28	Jack Arnell	65	33	GBR 26				Michael Webster	115
20	GBR 695	Mark Petty-Mayor	71	34	GBR 526				Nick Clarence	122
21	GBR 20	Andy Denison	71	35	GBR 30				Ian Frayne	134
22	GBR 9	Valentin Nedyalkov	75	36	GBR 13				John De Leeuw	136
23	GBR 611	Tony Lock	75	37	GBR 75				John Barnes	138
24	GBR 65	David Potter	77	38	GBR 670				Garry Phare	145



George Cooper showed his light airs expertise and the benefits of European experience last year to claim his first win, followed by a fantastic result for Great Grand Master and long time Finn supporter Anthony Walker with third place going to Irish sailor Robert O'Leary. Burrell was one of those tempted to the left and was rewarded with an 11th place, whilst Robinson was more conservative and pulled up to 6th.

Robinson made no errors in the third race, banging right and working hard to keep his speed up in the fitful and patchy breeze, with Burrell never far away on his heels to come in second, ahead of the lightweight Cooper who was clearly on a roll.

In race 5 Allen Burrell sailed back from the favoured pin end with seconds to go, determined to start at the unfavoured Committee Boat end to take the right-hand side. This time it was Robinson's turn to be tempted left - never one to give up a port-end bias. Rounding the windward mark in the 20s, he smashed left again under the Torquay cliffs in a desperate search for more wind. His speed pulled him up to 12th but it was not enough to stop Burrell's march to the top of the leaderboard. George Cooper capped off a great day with a second to catapult him to third overall with French Finn Class President Marc Allain Des Beauvais completing a consistent day of 8, 4, 4 to climb to fourth place.

Sunday dawned very hot and very light, with a north-easterly gradient breeze fighting a fickle south-easterly sea breeze. The fleet put to sea at 10.30 am with a promise of 6 knots at the windward mark but Torbay's unique microclimate conspired to thwart the sea breeze developing. By 1 pm it was clear nothing was going to happen and Robert Llewellyn fired off the abandonment signal



Photos: Jean Border

to a grateful and sweltering fleet, gently roasting in the sun.

The most grateful was Allen Burrell, an acknowledged master in the breeze; he was particularly pleased to overcome the tricky light airs to win the prestigious national title. He now adds his name to the illustrious trophy that dates back to 1956. Allen had in fact won the National Championship trophy two years previously at Christchurch, but was beaten by a couple of overseas entrants in the Open event and felt the title a little hollow. Burrell said, "I am especially pleased to win the event outright on the water this time, ahead of all the international sailors."

At the prize giving he thanked the club for their great hospitality with the championship dinner and excellent organisation - principally orchestrated by Paul Hiles.



# HUNGARY



## 57th MVM Hungarian Championship 18-23 September 2013, Lake Balaton Balatonfüred, Koloska Marina, MVM Club

It is a long time ago when big names of the Finn Class were visiting Lake Balaton but they always came at least to sail a European Championship. In the last few years there were no good reasons to travel there for an international top sailor. Today there are already two arguments to convince even the best Finn sailors on the participation. Out of the top quality Pata Finns moreover the Pata Carbon Masts (also used by Bambi and Maier) built in Hungary, the finally strong local concurrence by Zsombor Berecz are the good reasons to take part



Zsombor Berecz finished seventh in the World Championship in Tallinn and second in the Medal Race. His result is the first ever Hungarian top 10 finish in a Finn Gold Cup.

The 57th Hungarian Finn Championship – sponsored by the MVM the Hungarian Electricity Company – was an interesting and good competition thanks to the participation of Vasilij Žbogar, Ivan Kljakovic-Gaspic and Michael Maier.

55 boats represented seven nations on Lake Balaton from 18-22 September. The Finn sailors have enjoyed the hospitality of the MVM Club in Balatonfüred as well as the good and surprisingly strong wind. The competition was fierce among the top sailors. After five races Berecz was leading Žbogar with equal points but Bambi and Maier were also close within three and four points of the leaders.

## 2013 Hungarian National Championships - Final Results

1	SLO 573	Vasilij Žbogar	(3)	1	(4)	1	2	2	1	1	3	11
2	HUN 40	Zsombor Berecz	1	(4)	3	2	1	3	2	3	(4)	15
3	CRO 524	Ivan Kljakovic-Gaspic	2	3	2	3	3	1	(4)	2	(9)	16
4	CZE 1	Michael Maier	(4)	2	1	4	4	4	3	4	(8)	22
5	HUN 6	Gasztón Pál	5	(9)	(6)	6	6	6	5	5	6	39
6	HUN 8	Márton Beliczay	(9)	5	8	5	5	5	7	7	(21)	42
7	HUN 0	Elemér Haidekker	6	6	(20)	8	(10)	9	8	6	5	48
8	RSA 1	Ian Ainslie	10	7	7	9	7	(11)	6	8	(18)	54
9	HUN 211	Attila Szilvássy	13	12	5	7	(ocs)	(19)	13	10	1	61
10	HUN 1225	Gergely Rick	(14)	10	13	10	9	7	12	(17)	2	63
11	HUN 10	Richárd Hirschler										73
12	HUN 270	Géza Huszár										76
13	HUN 88	Zsombor Majthényi										94
14	HUN 75	Örs Németh										96
15	HUN 50	Ákos Lukáts										96
16	HUN 7	Antal Székely										97
17	HUN 127	Péter Haidekker										102
18	HUN 41	Zoltán Bartos										127
19	HUN 18	Zoltán Demeczky Mihály										131
20	GBR 65	David Potter										144
21	HUN 1	Péter Sipos										156
22	HUN 51	István Rutai										158
23	HUN 69	Csaba Stadler										160
24	HUN 972	András Mónus Gyula										164
25	HUN 77	Szabolcs Pajor										164
26	HUN 31	Miki Meilinger										171
27	HUN 11	Csaba Nagy Zsolt										177
28	HUN 4	Gábor Antal										184
29	HUN 72	Géza Kerti										189
30	HUN 524	Tamás Varga										190
31	HUN 95	József Farkas										198
32	AUT 3	József Jung										203
33	HUN 82	András Csonka										203
34	HUN 511	Ádám Héjj										212
35	HUN 9	Tamás Beliczay										216
36	HUN 14	Zoltán Kovács										234
37	HUN 64	Balázs Szűcs										235
38	HUN 171	Marcell Dániel										246
39	HUN 19	Márton Kovács										256
40	HUN 26	Szilárd Zsitvay										268
41	HUN 21	László Zsidó										276
42	HUN 101	Tivadar Mayer										282
43	HUN 811	Dávid Csorba										283
44	HUN 91	Béla Szigethi										289
45	HUN 521	Tamás Sváby										293
46	HUN 81	Imre Solymosi										308
47	HUN 17	Douglas Graham										309
48	HUN 36	Zoltán Kudron										310
49	HUN 28	Dr. Gáspár Ugron										322
50	HUN 111	Kristóf Ferenczy										337
51	HUN 32	Zoltán Balla										345
52	HUN 52	Péter Kalmár										353
53	AUT 320	Csaba Gál										358
54	HUN 140	Péter Hunfalvy										360



On the third day the European Champion Žbogar found the groove (2, 1, 1) and made a huge step towards the gold medal. On the last day he could easily secure his win in the only light wind race of the championship by finishing ahead of Berecz.

The bronze medal was won by Kljakovic-Gaspic while the five times Masters World Champion, five times Olympic sailor, Michael Maier finished fourth.

It is worth thinking seriously about participation in the Hungarian Championship next September. Mainly for the Masters as the European Masters Championship is sailed one week before the nationals. The two competitions are promoted by Pata Marine with the slogan of 2in1 as two fine regattas can be sailed in one trip.

The European Masters Championship (5 nations, 48 boats) was won by the Russian Igor Frolov who has also earned the right to use a brand new Pata C-Flex Finn for one year with the full technical support of the Pata Marine company.

So next year 2in1 again in September: European Masters Championship in Tihany followed by the Hungarian Championship in Keszthely both on Lake Balaton. Hopefully again with Finn stars in the fleet.





## Coppa Italia 2013

Marco Buglielli writes: At the moment of writing the 2013 edition of Coppa Italia Finn is close to the end, with only the final event in Malcesine for the International Finn Cup - Trofeo Andrea Menoni missing. 31 races have been sailed in seven different locations, always with good winds. Participation is always at good levels, with a total of 88 Italian entries plus several foreign guests.

Coppa Italia is supported by a pool of sponsors which offer their products for the final prizegiving: Grappa Bertagnoli, Quantum Sail Design Group, 3FL Saildesign, HitechSailing.com, Gill-Tomasoni Fittings, Bertacca Sail Equipment, Essemarine, Residence Ca' del Lago, Azienda agricola Valpanera, Hotel Piccolo Malcesine.

The provisional leaderboard before the final event is:

1	ITA 6	Enrico Passoni	543
2	ITA 202	Giacomo Giovannelli	511
3	ITA 988	Matteo Savio	420
4	ITA 52	Franco Martinelli	411
5	ITA 4	Francesco Faggiani	402
6	ITA 214	Riccardo Bevilacqua	396
7	ITA 146	Michele Paoletti	393
8	ITA 11	Paolo Cisbani	391
9	ITA 917	Ettore Thermes	365
10	ITA 213	Umberto De Luca	352

## Italian Masters Championship

A record fleet of 51 Masters (including two from Russia) gathered in Bracciano Lake for the Italian Master Championship. The weather was nice with warm sun but the wind didn't cooperate and allowed only two races sailed on the first day. The following two days after long wait ashore and afloat racing was abandoned, just in time to allow the wind to appear on the lake.

The new Italian Master Championship was Francesco Cinque, who at last managed to win after two consecutive second places in the last two years. Second place went to defending champion Enrico Passoni and



third to Bruno Catalan, who was back in the Finn after a long absence and who won the Grand Grand Master title. Four Legends were present and the winner was Pietro Piram.

1	ITA 5	Cinque Francesco	5
2	ITA 6	Passoni Enrico	5
3	ITA 111	Catalan Bruno	11
4	RUS 41	Denikaev Felix	12
5	ITA 9	Dazzi Franco	15
6	RUS 51	Petriga Mikhail	23
7	ITA 4	Faggiani Francesco	23
8	ITA 85	Heufler Klaus	23
9	ITA 52	Martinelli Franco	23
10	ITA 50	Felici Norberto	25

## Italian Championship

Perfect conditions with winds from light to strong at the Italian Open Championship which took place in



Loano from 13 to 16 of September. Only 17 Finn were present but competition was fierce and the level at the top positions was high.

The first two days 5 races were sailed in a warm sea breeze from 8 to 15 knots, with the majority of downwind legs with free pumping. On the third day after a short wait ashore the wind came strong, with 20 knots at the start of the race and growing fast up to 30 knots at the second lap. It made for a very tough race, with lots of capsizes and lots of fun downwind. On the last day the wind was lighter and two more races were sailed completing the schedule.

Giorgio Poggi had a wonderful performance and won in style his sixth Italian title with three bullets and two second places. Second was Enrico Voltolini and third Filippo Baldassari. On fourth and fifth place the Juniors Umberto De Luca and Riccardo Bevilacqua, both of Fantastica Team, followed by the Estonian Lauri Vainsalu and Matteo Savio, another Junior who won a race on the last day.

1	ITA 117	Giorgio Poggi	16
2	ITA 66	Enrico Voltolini	18
3	ITA 123	Filippo Baldassari	24
4	ITA 213	Umberto De Luca	28
5	ITA 214	Riccardo Bevilacqua	32
6	EST 11	Lauri Vainsalu	39
7	ITA 988	Matteo Savio	43
8	ITA 2	Marco Buglielli	51
9	ITA 975	Alessandro Vongher	60
10	ITA 857	Daniel Piculin	69



Ronald Ruiter writes: We finished this report on the evening of the rainy Sunday of our famous Boerenkool Cup. So besides the fact that we were late, we can include almost all our races of this season. We only miss our official season ending regatta in Roermond, hosted by Fons and of course our winter series. This time we do not give you the full results to keep our contribution within a normal margin, which normally is quite difficult for us Dutch, who like to talk about our successes. But after the great coverage in last Finnfare of the training session in Hellevoetsluis, we try to be humble.

In July we sailed two beautiful regattas in Loosdrecht, more or less our Finn home town. The first, De Vrijbouter was won by Stefan de Vries, who is really back after some years of cheating on his real love, the Finn. He was followed by Robert Thole, whose star is really rising and Wouter Molenaar, our local specialist.

Two weeks later, the Loosdrecht Week (end) was won by Karel van Hellemond. It is good to mention that this regatta was sailed under the new Finn Rules. Free pumping even without any wind at all.

The Silver Cup was covered previously in this magazine, but we cannot ignore the fact that we had two sailors competing. Tobias Kirschbaum was 14th and Tijmen van Rootselaar was 19th. Great job from our youngsters. We must also not forget the third place of Karel van Hellemond at the Danish Championships. So congratulations from the Dutch Fleet.

Than back to the Netherlands for the Benelux Championships. This great regatta with 16 competitors was won by Jan Willem Kok, followed by Tobias Kirschbaum and Cees Scheurwater.

In Sneek, at one of the biggest sailing events of Europe, we sailed the Sneekweek. With 20 competitors and six great races, our local hero Peter Aukema was the best. He was followed by Tijmen van Rootselaar and Ronald Ruiter. Peter, congratulations.

In Harderwijk we sailed the Open Dutch Master Championship, hosted by WV Randmeer. The organising committee had its hands full of getting the 61 boats over the line, but they succeeded well. It was very



Photos by: Marisa Bruckner and Fabio Taccolla



tight racing with lots of black flags and OCS. But at the end of the day (three days) the best won and again that was Bas de Waal. He was followed by Robert Thole and Ewout Meijer. This perfectly hosted regatta is one that all of you should enter next year.

And then it was time for our highlight of the season. The Open Dutch Championships. With eight great races in Medemblik on one of the best sailing spots of the Netherlands, Pieter Jan Postma proved he is by far the best. After a fourth place at the Europeans, and a beautiful third at the Gold Cup, he won the first seven races. The last one was won by Timo Hagoort, who claimed second place overall. Stefan de Vries was third. We are very proud of our Dutch Champ.

And then, as promised our last race up to now: the Boerenkool Cup, well known in Europe for its great meals of Broodje Unox, Erwtensoeep and Boerenkool. For recipes, you can contact us. But apart from the great hospitality, it was a disappointing sailing experience. Saturday was difficult because of very light wind, which appeared only in places where only other Finn sailors were. Windshifts could cost or gain you 30 places in five minutes, but as said, the meals made the bad feeling disappear within seconds. On Sunday the forecasts mentioned lightning and 39 knots gusts. So the wise committee decided that it was over. And the 2013 Boerenkool Cup was won by Timo Hagoort, followed by Karel van Hellemond and Sander Willems,

So for now, we would really like to invite you all for our winter series. Maybe it's global warming, or we Dutch Finn sailors are getting tougher every year, but winter sailing is booming in our warm country. There are fleets in Lelystad, Hellevoetsluis and Nijkerk, where at least 8-10 boats are sailing each weekend. So join us and stay strong during the winter.



## NORWAY



### Norwegian Championship 17-18 August, Hankoe (Hankø)

Tom Guthormsen writes: The first Open Norwegian Championship in many years was successfully completed over the weekend of August 17-18 at the beautiful venue of Hankoe, and organised by Fredrikstad Sailing Club (Fredrikstad Seilforening) and the Royal Norwegian Yacht Club (KNS).

12 boats had signed up for the races, and nine turned up for the races including four of the newest club members. As the Sunday forecast was for severe winds, the race committee took precautions and decided to run four races the first day. This proved to be a wise decision as the forecast proved to be right and no boats were sent out on the water. The conditions were very windy also on Saturday with big swells coming in, and this took its toll on the fleet and some had to throw in the towel in the hardest races.

It was a demonstration of skills and power from our professional member Anders Pedersen, who never left a chance for the



rest and won all four races. Anders is a regular participant in international events and is a strong contestant for the Olympics. Second place was taken by 18 year old Lars Johan Brodtkorb who participated in a chartered boat, and who is also this year's European Champion in the Europe class, and. One of our best Masters, Petter Fjeld, enjoyed the tough conditions and beat Kristoffer Spone to the bronze medal.



1	NOR 1	Anders Pedersen	1	1	1	1	4
2	NOR 7	Lars Johan Brodtkorb	2	3	2	2	9
3	NOR 64	Petter Fjeld	4	2	3	3	12
4	DEN 18	Kristoffer Spone	3	4	4	4	15
5	DEN 281	Jens Makhholm	5	5	dnc	dnc	30
6	NOR 34	Stein Førland	6	dnc	dnc	dnc	36
7	SWE 111	Tom Skjoenberg	7	dnc	dnc	dnc	37
8	NOR 6	Zelimir Saljic	dnf	dnc	dnc	dnc	40
8	NOR 5	Paul Wedzicha	dnf	dnc	dnc	dnc	40



## 2013 Open Russian

Vasily Kravchenko writes...The fifth Open Russian international regatta took place in Moscow from 3-8 September. As usual this regatta attracted a big number of sailors with five nations represented, as well as sailors from different areas of Russia. It has become one of the largest national Finn regattas each year and one that is growing in popularity due to its easy logistics with ample charter boats available for visiting sailors.

The opening ceremony was supported by Russian Yachting Federation and by Russian Students Sports Union (The Open Russian includes the Russian Students Sport Union championship for sailing.) Oleg Matytsin, President of Russian Students Sport Union and vice-president of the International Federation of University Sports (FISU) noted the very high level of organisation and high enthusiasm of the Finn sailors in the organisation of such a big event. He promised full support in promotion of sailing inside the University Sports Federation.



The regatta was very lucky with the wind, if perhaps not with the weather. The temperature of 10°C and strong rain during first three days were compensated by strong and shifty wind up to 20 knots.

The racing committee managed to carry out nine good races during first three days. Michele Paoletti demonstrated perfect tactics and took a commanding leader in such tricky conditions. The second and third positions were occupied by Giorgio Poggi and Konstantin Lashuk on equal points.

The fourth day brought nice sunny weather for sailors and organisers but with less wind at the same time. Another two difficult and tricky races changed the ranking with top three positions occupied by Italians Paoletti, Poggi and Filippo Baldassari, while Arkadiy Kistanov moved up to fourth, just two points behind Baldassari. Lashuk dropped to fifth.

The medal race was very easy for Paoletti, but quite difficult for Russian, Ukrainian and Belarus sailors since six Italians were in the top ten. Kistanov was pushed out from a good starting position at the very beginning of the race, but he managed to pass Baldassari just before the finish of the medal race to end up third overall. Poggi won the medal race, to maintain his second position.

## 2013 Russian Open - Final Results

1	ITA 146	Michele Paoletti	1	(bfd)	1	1	1	1	1	3	2	(10)	3	6	26	
2	ITA 11	Giorgio Poggi	(10)	2	5	8	2	3	6	(14)	4	2	1	1	35	
3	RUS 6	Arkadiy Kistanov	3	1	7	4	(bfd)	7	7	8	(12)	3	10	3	56	
4	ITA 123	Filippo Baldassari	5	(bfd)	12	3	6	2	11	(13)	1	1	7	4	5	
5	ITA 1	Enrico Voltolini	2	(bfd)	14	2	5	9	(19)	2	9	5	13	2	65	
6	BLR 12	Konstantin Lashuk	(32)	8	3	7	4	4	2	7	8	(20)	12	7	69	
7	UKR 5	Andrey Gusenko	(16)	5	9	5	7	10	3	(11)	7	6	6	9	8	77
8	ITA 213	Umberto De Luca	11	(bfd)	4	9	10	5	9	1	(13)	9	11	5	79	
9	RUS 111	Dmitry Petrov	9	6	10	(13)	9	(13)	5	9	6	7	7	4	10	85
10	ITA 214	Riccardo Bevilacqua	13	3	8	12	(16)	8	10	4	11	(15)	2	9	89	



11	RUS 57	Victor Filippov	97
12	RUS 14	Dmitry Tereshkin	100.3
13	RUS 27	Denis Kotlyarov	110
14	ITA 727	Marco Buglielli	147
15	RUS 17	Vasily Kravchenko	160
16	RUS 1	Kirill Luzan	164
17	RUS 34	Aleksandr Kasatov	165
18	RUS 31	Igor Frolov	167
19	RUS 171	Aleksandr Kravchenko	176
20	RUS 131	Aleksandr Laukhtin	184
21	RUS 61	Vadim Volovik	185
22	RUS 51	Mikhail Petriga	186
23	UKR 8	Taras Gavrish	188
24	RUS 29	Artur Kotlyarov	194
25	RUS 707	Sergey Sherbakov	196
26	RUS 21	Vladimir Butenko	198
27	RUS 3	Aleksey Boroviak	213
28	RUS 41	Felix Denikaev	215
29	RUS 818	Sergey Ivanov	219
30	RUS 205	Sergey Stepanov	221
31	RUS 5	Sergey Zabotin	245
32	RUS 23	Sergey Akulinichev	256
33	RUS 80	Anatoly Korshikov	268
34	RUS 100	Dmitry Ahramenko	284
35	UKR 32	Sergey Maluta	289
36	RUS 172	Kirill Melnikov	304
37	LTU 118	Donatas Karalus	306
38	RUS 69	Denis Kharitonov	306
39	RUS 102	Aleksandr Makogonov	310
40	ITA 4	Francesco Faggiani	329
41	RUS 4	Alexandr Banko	333
42	RUS 58	Aleksandr Shutovskiy	353
43	RUS 63	Aleksey Moskalev	354
44	RUS 45	Artem Kalganov	354
45	ITA 21	Petr Oleynikov	356
46	RUS 46	Nikolay Bobrov	360
47	RUS 68	Nikolay Kharitonov	362
48	RUS 8	Gleb Slobodov	376
49	RUS 25	Anatoliy Voschennikov	385
50	RUS 75	Victor Potapov	394
51	ITA 212	Lafranco Cirillo	395
52	RUS 1111	Pavel Selivanov	404
53	RUS 88	Aleksandr Ananiev	412
54	RUS 54	Dmitriy Borodulkin	415
55	RUS 83	Vladislav Karulin	432
56	RUS 739	Michail Korchagin	434
57	RUS 20	Mikhail Bikov	442
58	UKR 17	Valery Krupenin	449
59	RUS 142	Ury Polovinkin	456
60	RUS 49	Iliia Vorontsov	488
61	RUS 18	Evgeny Dzura	491
62	RUS 19	Vladislav Abramov	515
63	RUS 751	Ivan Potapov	528
64	RUS 191	Aleksandr Eliseev	532
65	UKR 89	Sergey Vovchuk	540
66	RUS 74	Ayn Mahanyok	553
67	RUS 28	Viktor Kozlov	567
68	RUS 16	Oleg Khudyakov	574
69	RUS 11	Valentin Danilov	592
70	RUS 379	Aleksandr Malikov	606
71	RUS 66	Ilya Vladimirov	609
72	RUS 37	Aleksey Aleksandrov	627







The Open Russian regatta was also the final stage of Andrey Balashov Cup (which included 19 regattas in Russia in the Finn, and attracted 130 participants in 2013). The 2013 Andrey Balashov Cup was won by Konstantin Lashuk.

Michele Paoletti said, "We have had very good and interesting races with different wind conditions and shifts. It is nice to have such big strong fleet here. The logistics is very easy and quite cheap. I will advise all my friends to come to the Open Russian next time."

Francesco Faggiani, president of Italian Finn Association, said, "We have had very good experience of joint training camps and regattas together with Russian sailors in Italy in the frame of Fantastica Finn Academy. Russian sailors participated actively in our masters and Coppa Italia regattas and have shown good class."

Andrey Gusenko, "The regatta was organised at a very high level, and attracts many interesting sailors and opens good initiatives like promotion of sailing and the Finn class among students. Our Finn class is growing following the example of our Russian friends, and we have had a very good Ukraine Finn championship this year with 20 boats in the fleet. Thanks to our Russian friends for their hospitality and constantly high professional level of regatta organisation."

"We think that it is important to extend this experience over Eastern Europe, and it is high time to organise a CIS championship or Eastern European Finn championship. We want our Russian friends to come to Ukraine (Sevastopol and Odessa) to participate in our events. As good step towards this direction we can consider the idea of CIS Finn-masters championship, which is intended by Russian and Ukrainian Finn Associations to be held in Sevastopol from October 10-12, 2014."

**Other results:**

**Top 3 Juniors:** 1: Kistanov Arkadiy, 2: Umberto De Luca, 3: Bevilacqua Riccardo

**Top 3 Students:** 1: Kistanov Arkadiy, 2: Umberto De Luca, 3: Filippov Victor



**Top 3 Masters:** 1: Dmitriy Tereshkin, 2: Dmitry Petrov, 3: Vasilii Kravchenko

**Top 3 Grand-Masters:** 1: Marco Buglielli, 2: Alexander Kasatov, 3: Michail Petruga

**Grand-Grand-Masters:** 1: Yuri Polovinkin

**Legend:** 1: Victor Kozlov, 2: Valentin Danilov

**SOUTH AFRICA**



**2013 South African National Championship**  
Mossel Bay

Philip Baum writes: The 2013 Finn Nationals were hotly contested by a quality fleet in Mossel Bay over the September long weekend. Gareth Blanckenberg, who has twice represented South Africa at the Olympic Games and has ranked Top 10 in the world in the Laser class, successfully defended his National title.

He beat Greg Davis, 28th at this year's World Finn Masters championships, and Paul Allardice who has been sailing Finns from the beginning of the year having previously successfully campaigned in the Laser fleet. In a fantastic fourth place was Allistair Keytel, one of the current on the money Laser sailors, sailing a Finn for the first time ever.

In an amazing act of generosity Alan Tucker, several times a National champion in both the Finn and Flying Dutchmen classes as well as the winner of the 2004 Great Grand Masters title at the Cannes Finn Masters, has donated his new Pata Finn to be used in the interests of promoting South African Finn sailing. Allistair is the first beneficiary of this gift.

An idea being worked on is to use the boat to bring one of the current international Gold fleet sailors to train in the country over the northern Hemisphere winter so affording local Finn sailors especially the youth competitors the opportunity to pace themselves against and learn from the best. In time the ambition is to have a small fleet of such boats on offer so as to make South Africa a destination of winter training of choice.

This is a further step in the programme started in 2010 with special kick off donation by the International Finn Association to get Finns more actively sailed in Africa by setting up a boat building facility in Cape Town.



A fleet of 15 boats competed in a range of conditions with winds from 8 knots to in excess of 20 knots. On the first



Photos: Claire ADB

day with racing scheduled to start at 14h00 there was a postponement to allow the morning's 30 knot north westerly to abate. In the late afternoon one race was held in 18 knots. This was won by Greg from Gareth after some confusion around a last minute course change to the final buoy rounding before sailing to the finishing line. Ali Serritslev came charging through from the back of the fleet relishing the breeze to finish 3rd.

The following day four fabulous races were held in 8 to 14 knots. Paul sneaked a first in the first race of the day with Gareth taking the other three. Greg was consistently top three establishing these three sailors as the front of the fleet contenders.

On the Monday after a slow start due to the breeze the wind filled in for the heaviest race of the series with winds in excess of 20 knots gusting 30 knots. Greg flew around the course for a convincing win from Gareth followed by Philip courtesy of a last leg capsizes by Paul.

On the final day two races were held before the 12h00 cut off. The first was led by Philip for two thirds of the distance before been beaten over the line by Gareth with Allistair third.

The final race had a confused first round as the wind direction changed and settled from a different quarter. Gareth once again emerged from the melee in first place followed by Greg. Dudley Isaac finished with a fine 3rd for a strong last day in the regatta following a 5th in the previous race.

1	RSA 11	Gareth Blanckenberg	9
2	RSA 1	Greg Davis	15
3	RSA 111	Paul Allardice	23
4	RSA 12	Allistair Keytel	28
5	RSA 51	Philip Baum	31
6	RSA 571	Andreas Bohnsack	45
7	RSA 2	Alli Seritslive	49
8	RSA 574	Dave Kitchen	51
9	RSA 3473	Dudley Isaac	54
10	RSA 538	Chris Moreton	64
11	RSA 576	Ken Reynolds	65
12	RSA 769	Stefan Falcon	86
13	RSA 575	Paul den Boer	89
14	RSA 5	Rob Clark	93
15	RSA 55	A Fraser	97



David Berg writes: The report starts at the Swedish nationals which this year was held at Skanör-Falsterbo in the south of Sweden. The regatta went on for three days with the wind building up every day, from very light the first day to strong winds on the last. This surely put the sailors to the test to show their ability to sail in all type of conditions. After three days Max Salminen had won and become Swedish champion for the first time in his career, which is probably not going to be his last. He was followed by Matt Coutts, Fredrik Lööf and Björn Allansson.

This year there was also a master regatta held on a lake near Sandviken in late August. The regatta was classified as a master championship and offered very tricky conditions on the two first days of sailing and strong winds on the last day. Stefan Fagerlund sailed very consistently with no really bad results during the three days and finally won from Stefan Nordstrom and Johan Wijk.



SOLA CUP in Karlstad is by tradition held in mid September and is also the last regatta in the Swedish Cup. This year offered two days of lighter winds in very moderate conditions and after Bjorn Allansson, who finished first in all of the races, there was very high competition and fighting among the amateurs. Again there was Stefan Fagerlund who had the best score followed by Johan Wijk, Stefan Nordstrom and Christoffer Finnsgard.



After the first day of the regatta, the Swedish Finn Community thanked Torsten Jarnstam for his years as chairman of the board of the national Swedish Finn Association. His very dedicated work has been very appreciated from all Finn sailors in Sweden and we hope that he will continue to be involved within the association.

2013 Swedish Championship - Final Results

1	Max Salminen	(5)	3	1	1	1	1	3	1	1	12	
2	Matt Coutts		2	1	2	3	3	2	1	3 (ufd)	17	
3	Fredrik Lööf		1	2	5	4	4	4	4	(ufd)	28	
4	Björn Allansson		3	7	8	2	2	3	2	2 (ufd)	29	
5	Kenneth Böggild	(14)	5	12	8	5	5	5	6	2	48	
6	Martin Boidin	(ufd)	4	15	5	6	6	8	5	3	52	
7	Stefan Nordström		7	11	4	11	(14)	11	7	11	6	68
8	Johan Wijk		4	(19)	14	13	9	10	6	9	4	69
9	Stefan Fagerlund	(13)	9	13	9	7	8	9	8	8	71	
10	Lars Edvall	(19)	14	17	14	8	7	10	7	5	82	
11	Paul Kamphorst				103							167
12	Martin Pluto				106							168
13	David Berg				107							216
14	Pär Friberg				113							226
15	Christian Finnsgård				122							228
16	Bengt Strömberg				131							230
17	Petter Hartman				133							233
18	Ulf Bjureus				140							245
19	Torsten Jarnstam				156							261
20	Erik Åberg				160							288
21	Jan Verner Nielsen				163							288
22	Henrik Rydell				164							288
23	Michael Baek				167							288
24	Christian Kongsbak Poulsen											167
25	Ole Blichfeldt											168
26	Hans Gustavsson											216
27	Peter Bernstein											226
28	Jan-Erik Florén											228
29	Richard Berg Larsen											230
30	Hans Wiberg											233
31	Zelimir Saljic											245
32	Jens Makhholm											261
33	Eki Heinonen											288
33	Patrik Jarnstam											288
33	Veine Jutmar											288

The sailing season of 2013 in Sweden is slowly coming to an end but it has been a great season in many ways with good regattas and very nice social atmosphere surrounding the venues. The level of the sailors and the equipment is also increasing every year. The big challenge for the Swedish Finn Class is to attract more new and younger sailors into the class, any ideas out there? Lastly, the Swedish Finn Community would like to invite all sailors to next years nationals which is going to be held in August in Lerkil on the Swedish west coast, south of Gothenburg. Any questions can be put the new chairman of the board, David Berg. davidberg81@live.se



The final result of this years Sweden Cup is as follows:

1	22	Stefan Fagerlund	SÖBK	108
2	14	Stefan Nordström	KKF	128
3	75	Johan Wijk	SaSS	137
4	801	David Berg	UKF	231
5	111	Torsten Jarnstam	KKF	307
6	6	Björn Allansson	GKSS	469
7	7	Hans Wiberg	SASS	479
8	66	Ulf Bjureus	KKF	492
9	725	Jan-Erik Florén	LSSG	497
10	100	Petter Hartman	KSSS	499
11	44	Bengt Strömberg	SSS	616
12	800	Erik Åberg	KKF	647
13	3	Christian Finnsgård	GKSS	652
14	11	Max Salminen	GKSS	657
15	16	Henrik Rydell	UKF	671
16	91	Pär Friberg	KKF	681
17	698	Peter Bernstein	XSS	731
18	60	Martin Pluto	KKF	786
19	59	Lars Edvall	LBK	817
20	721	Mikael Brandt	UKF	827
21	10	Patrik Jarnstam	KKF	880
22	759	Antonio D'Agostino	RSS	920
23	52	Johan Forsman	RUSS	945
24	78	Fredrik Lööf	KSSS	968
25	77	Per-Arne Fritjofsson	UKF	991
26	328	Lasse Wastesson	MKS	1010
27	701	Daniel Miles	UKF	1072





**ABYC Olympic Classes Regatta**  
14-15 September, Long Beach, CA

**2013 US Nationals**  
Cabrillo Beach Yacht Club

Peter Connally writes: 22 boats sailed mid July at Cabrillo Beach Yacht Club in Hurricane Gulch off Southern California in some 20 knot winds with big waves and lots of capsizes. Erik Lidecis edged out Gordon Lamphere after a 9 race battle over 3 days. Regular wind shifts kept everyone on their toes and the racing was close throughout the fleet. The hospitality was enjoyed by all as many travelled from far away to participate.



Erik Lidecis said, "Cabrillo Beach Yacht Club is truly an awesome place to sail. Three days of breeze starting at 7 knots and finishing in the mid to high teens with nice waves. The right hand race track, good starts, and nailing the starboard tack lay line made the difference."

Eight Boats. On Saturday the Finns were sent to the edge of the breakwater and held waiting for the dense fog to clear. Never happened. Back to the dock and racing cancelled that day at 14:30.

Sunday, more fog. After a few hours the fleet was sent out in 10 knots and building. Current National Champion Erik Lidecis won the first race in a windward leeward course. Never really challenged, Erik had all around good boat speed.

Race 2 the fog was back with 75 yard visibility and white cap conditions beginning



on the ocean. Everyone guessed the weather mark correctly dodging large motor yachts coming out of nowhere with horns blaring. Henry Sprague beat Erik this time with Andy Kern finishing third. Many were a bit off in the downwind finish trying to locate the line.

Race 3. Clearing sky and lots of wind. Erik took control again to win handily. The fleet had a lot of fun with open pumping and waves to catch that provided long rides. The Alamitos Bay Yacht Club was a great host with well run races.

1	USA 505	Erik Lidecis	4
2	USA 74	Henry Sprague	10
3	USA 691	Andre Skarka	11
4	USA 1214	Peter Connally	13
5	USA 741	Andrew Kern	15
6	USA 32	Charles Heimler	15
7	USA 11	Santiago Reoyo	21
8	USA 1066	Glenn Selvin	21

**Other news**

The USA Finn Association has purchased an additional Finn for up and coming youths to help develop the class and help in the training of future world class sailors.

Currently most of the training activity is taking place in Southern California and the south-east region.

The US Gulf Coast Finn Fleet also took part in the Leukemia and Lymphoma Society regatta at Pass Christian Yacht Club in Mississippi. There were six boats sailing from four states. Dr. Jim Hunter of Buccaneer Yacht Club in Mobile Alabama won the regatta on a tie breaker over David Beyers from Houston Texas. It was Hunters first Finn regatta victory after six years in the class.

**2013 US Nationals - Final Results**

1	USA 505	Erik Lidecis	(20)	2	1	1	2	1	4	2	5	18
2	USA 21	Gordon Lamphere	3	1	4	6	1	(12)	1	1	6	23
3	USA 741	Andy Kern	(8)	3	2	2	4	2	7	4	1	25
4	USA 74	Henry Sprague	(12)	4	3	5	6	3	2	5	4	32
5	USA 69	John Dane	2	5	7	7	7	5	(8)	3	3	39
6	CAN 11	Jim Cameron	1	(12)	9	3	9	4	5	10	2	43
7	ARG 1	Nicolas Guzman	5	7	5	8	3	8	(9)	9	7	52
8	USA 30	Forest Gay	6	6	8	4	5	7	(15)	8	13	57
9	USA 47	Robert Kinney	4	9	12	13	(14)	6	3	7	10	64
10	USA 40	Chuck Rudinsky	9	8	6	9	15	11	6	(raf)	15	79
11	EST 11	Scott Griffiths	85	17	USA 22	Ryan Shcwend	120					
12	POL 691	Andre Skarka	98	18	USA 1213	Andras Nady	137					
13	USA 253	Andrew Nelson	101	19	USA 32	Charles Heimler	139					
14	RUS 21	Vladimir Butenko	105	20	USA 1066	Glenn Selvin	141					
15	USA 1214	Peter Connally	113	21	USA 1222	Max Rohr	148					
16	ESP 315	Santiago Reoyo	116	22	USA 303	Joe Chinburg	161					

# FINNSHOP



Tie: £18



Cuff links: £12



Pin: £6.50



FINNLOG: £10



FINNFARE:



Half Model: £70 + p&p



Photo FINNish: £25 + p&p



Mosaic Poster: £5

For online ordering, payment and more product information please go to:

[www.finnclass.org/shop](http://www.finnclass.org/shop)



# 2013 IFA AGM and ACCOUNTS

**INTERNATIONAL FINN ASSOCIATION  
2013 ANNUAL GENERAL MEETING  
Tallinn, Estonia**

## MINUTES

24th of August 2013 - 6 pm

### 1. National Class Associations

36 voting countries and Executive were present. The AGM had the appropriate quorum.

### 2. Minutes from the last meeting

The minutes from the 2012 IFA AGM (previously circulated on IFA website, secretaries) were approved.

### 3. Accounts

- a. Treasurer's report
- b. The summary of the 2012 accounts (previously circulated and available on website) was approved
- c. The budget for 2013/2014 (previously circulated) was approved.

### 4. Executive Committee Reports (previously circulated and on website)

- a. the President
  - b. the Vice-President Sailing
  - c. the Vice-President Development
  - d. the Vice-President Masters
  - e. the Treasurer (item 3)
  - f. the Chairman of the Technical Committee (item 8)
- The reports were approved.

### 5. Elections of Members to IFA Committees

a. The members of the Executive Committee were approved with Jonathan Lobert

- replacing Zach Railey as VP Development.
- b. The members of the Technical Committee were approved with the addition of Thomas Le Breton and Luca Devoti.
- c. The members of the Marketing Committee were reelected with the addition of Vasilii Kravchenko.

### 6. IFA Championships

- a. The 2015 European Championship has been awarded to Split (Croatia)
- b. The 2015 Finn Gold Cup will be in Takapuna (New Zealand), outside of Europe to follow the deed of gift.

### 7. Development:

- a. Fides Update (Dinghy Academy with Argentina, Uruguay, South Africa and Tunisia)
- b. Continental Finn development: It has been approved that 1 place per continent will be proposed to ISAF for the 2016 Olympic Games.
- c. Junior age: It has been approved to change Item 26 (former Part D) of the Championship rules to "Entrants must not have reached their 22nd birthday prior to the 1st of January in the year of the championship."

### 8. Technical Committee

The Report of the Chairman of the Technical Committee was adopted. The recommendations in the report were discussed and the following actions were approved

- Re Nation Flags on Sails: that TC should prepare and submit to ISAF a Rule Change to delete "The flags shall be made by an ISAF approved manufacturer as listed at [http://](http://www.sailing.org/classesandequipment/FINN.php)

[www.sailing.org/classesandequipment/FINN.php](http://www.sailing.org/classesandequipment/FINN.php)."

- Re Sail Panel Width: that no change to the existing Rule should be made for the present.

- Re adding Basalt Fibre Reinforced Plastic to GRP and wood as the permitted materials for Hull construction: that TC should not progress this for the present. (Note: this does not refer to the exceptions permitted for additional stiffening and local reinforcement).

- Re additional stiffening and local reinforcement of the hull: that TC should develop and submit to ISAF a Rule Change that would specify more clearly which materials other than wood and GRP would be permissible in future hulls, and where. In doing so TC should consult with builders to ensure that good practice be allowed to develop, and should have careful regard to cost implications. In particular the use of Carbon Fibre should be reviewed.

### 9. Administration

Member online database update. IFA is waiting on quotes for the online database for National Finn Association members.

### 10. IFA Major Championships

- a. The IFA Executive will make recommendation on entry fees, revision of quotas limitation, and entry deadline and payment.
- d. Appearance at Opening and Prize giving: to solve the problem of non appearance at these official ceremonies, it has been recommended to organise the Opening Ceremony on the first or second day of measurement, and the closing ceremony asap after the last race of the event.

### 11. Any other business

To be circulated to: National Finn Association Secretaries; IFA Executive Committee; IFA Website; Email list Finn sailors

## President's Report (Balazs Hajdu)

On the occasion of the 2013 IFA AGM let me reflect on some of our recent achievements and forthcoming challenges in the Finn Class.

The 2011 May ISAF mid-year meeting in St. Petersburg secured the status of the one person dinghy heavy event and the Finn as equipment on the 2016 Olympic programme. In the next months ISAF will start a discussion on the 2020 Olympic Sailing events and classes. There is a strong notion from the IOC and the ISAF Executive that the events and equipment in Olympic sailing should not be changed for the 2020 Olympics, so the current Olympic classes have a good chance to remain Olympic at least until 2020 and spend their time and energy on class development instead of Olympic lobbying.

The Finn is the longest standing and technically one of the most developed Olympic sailing classes. As such, our aim is to partner ISAF in its endeavours to reform the Sailing World Cup

and to offer much better value to sailors, media, sponsors and event organisers. As I already mentioned to you in my July 2013 Finnfare report, since the May 2013 Copenhagen ISAF meeting the ISAF President's Sailing World Cup Forum has met several times to discuss and define strategy and implementation for a revised SWC circuit which shall become the top event for Olympic classes besides the Olympics. There has been significant progress made over the last months with the concept now ready for discussion with Olympic classes in September and at the ISAF Annual Conference in November. I hope that the end result will be a regatta circuit offering value to our current top sailors and inspiration for the rest of the international fleet.

Back to our internal matters, the flow of young sailors to the class has continued over the last year and we were all glad to see how young talent has occupied the front third of the Finn Europeans' fleet in Warnemünde. At the same time we managed to preserve interest for our main masters event with the Finn World Master

this time in La Rochelle with 285 entries. Special thanks go to the organisers and IFA Master Vice President Fons van Gent. As regards to Fons we also thank him for the tremendous and successful work he invested in reforming the organisational structure of the Finn Masters Worlds and the administration of the Masters department of our association. At the same time we welcome Andy Denison from the UK who Fons has now handed the presidency over to.

In terms of our major Finn events, this year saw a novelty on the Finn regatta calendar the International University Sailing Cup (Finn) held in Moscow. We now plan to hold the International University Sailing Cup in the Finn class every year and thank at the same time Vasilii Kravchenko, the Russian Finn Association, and the Moscow Sailing School for the devoted work put into the event and FISU President Mr. Gallien (a Finn sailor himself and Olympian) for supporting the initiative. As regards our traditional events the 2013 Finn Open & Junior European Championship in Warnemünde was sailed with a huge Finn fleet

and the 2013 Finn Gold Cup in Tallinn looks to be another monster Finn event as well.

Although we are doing very well at Olympic level and in terms of youth/masters as well as national fleets in the traditional Finn countries, the main challenge for the future years will be the strengthening of the Finn's global presence including Asia, Oceania, Africa and South America. Through the IFA assisted boat production in South Africa and Brazil, we already have strongholds in Africa and South America. With the next Olympics in Rio we have a great opportunity to support national Finn fleets in South America. Another great development tool in our hands is the Valencia based Dinghy Academy led by Luca Devoti in the framework of which sailors from developing Finn sailing countries have an unparalleled chance to improve and join the high profile international Finn fleet.

One of the reasons for our strength compared to other Olympic classes has been equipment control and evolution. The Finn has managed to move smoothly on a battlefield where many other Olympic classes fell victim. Hull builders are now checked whenever a new mould is brought into operation, the Class Measurement Database is now up and running and further technicalities have been introduced to fine tune our class rules. I would take here the opportunity and express my thanks to Richard Hart and his IFA Technical Committee as well as to Jüri Saraskin and all Finn equipment producers for the continuous work and effort in order to make the Finn a better and well controlled one design boat.

On behalf of the IFA Executive I may wish you all the best for the sailing season and especially the above major regattas ahead and wish you fair winds.

### VP-sailing Report (Tapio Nirkko)

Almost exactly a year ago Finn class was on spotlight of the Olympics when the duel between Ben and Jonas reached the climax in the medal race on the Games in Weymouth. Actually Finn was on spotlight during the whole week mostly because of Ben, sailing to be the most successful sailor in the Olympic history. Special but not a new thing happening in Finn class, this is the class of legends. The interest that Finn racing was facing was giving a great opportunity for the class to show what Finn sailing is all about, and it did. Finn guys working hard through the week in great conditions with great broadcasting was nothing but success.

The new Olympiad is again on its way and Finn is one of the classes in Rio 2016 Games. Biggest changes generally in Olympic sailing for this Olympiad has been among class changes the increased need to change the racing formats. It was last autumn when different classes could give their own opinions about this matter and ISAF has been tested different variations of formats in World Cup regattas. The format reforms are aiming for shorter regattas where there is more climax in the end of the regatta. It has become clear that fitting "the end climax" and "the reward of consistent sailing" in same sentence is as challenging as it was expected to be. In practice the new formats have changed our one fleet to split fleets with opening and final series and one to two medal races.

Different variations have weighted the opening series different ways in points. Finn as a class have tried reasonably conservative formats compared to other classes but still the new formats have divided opinions. The main concern is losing one of the fundamental elements of sailing: being good in diversity of condition during the whole regatta week. On the other hand we have to be open for the opportunities that new technologies and medias enable but there might be need to adjust our content to have good fit. I hope we can keep on getting more feedback from sailors from personal experiences but also ideas how to combine these different inner and outside requirements and needs.

Country flag for sail was a new thing this year as well in ISAF world cups. The intention and direction were good but the implementation was not perfect, mainly the high price was not meeting the expected one. This is an issue of ISAF but Finn class has been and will be putting in effort to make this a positive and rewarding thing for the sailors.

I started to sail Finn over 10 years when I was still 16-17 years old. From those times to this day it's great to see that the class is attracting much young guys, may be more than ever. 28 young guys in Finn Silver Cup in our physically demanding class is something to be proud of. And other remarkable change is that new guys coming to the class are not just big but also looking like real athletes. Finn has been the king of physical demands in Olympic sailing but the future profile of Finn sailor really is looking more and more athletic. That should be a strong argument towards ISAF and IOC to keep us part of the Olympic family in future as well.

### Development report

2013 and the new quadrennial started with the aim to develop sailing in all continents and introduce Continental qualifications. While Finn sailing is well spread in Europe with constant growing fleet, we still have big efforts to make in other continents.

In order to achieve this objective, IFA has formed a partnership with the Dinghy Academy in Valencia, as part of the FIDeS programme. The Finn class is contributing to the coaching and hosting of four Finn sailors taking part in the Dinghy Academy. These sailors should come from continents where we need to develop the Finn. Sailors sponsored by IFA this year include Alejandro Foglia from Uruguay, Agustin Zabalua from Argentina, Gareth Blanckenberg from South Africa and Karim Esseghir from Tunisia.

IFA will continue in the next year either with the same or different sailors. Juniors: Paul McKenzie conducted a five days IFA clinic prior to the Silver Cup. Among the participants were sailors from Russia and Bulgaria. The Silver Cup attracted 27 sailors from four continents and 14 countries. There is a nice spread but we need to encourage more juniors to take part in the future.

### Treasurer's report (Tim Carver)

#### Key messages

- Revenue is stable, which is good given the current global financial climate.
- Costs increased in 2012 as a result of the

decision at the 2011 AGM to increase Executive remuneration.

- Our profit in 2012 of €14154 was in line with the budgeted figure of €16528.
- The Net Result in 2012 was a FOREX adjusted profit of €11969. All bank accounts had increased balances at 31.12.2012. The overall increase is €8018 and Liabilities had decreased by €6134.
- The class finances remain healthy and under control.

#### Revenue

Revenue in 2012 is roughly comparable to 2011 which was an exceptional year because we received significant income from the organisers of the ISAF World Cup which was not repeated in 2012. If you ignore that contribution to the 2011 figures then Revenue is stable at €103981.

Finnshop and book sales were considerably stronger than previous years, probably helped by the Gold Cup in Britain and interest created by the London Olympics. Income from masts and sails was reduced following the completion of many selection trials early in the year but income for ISAF Plaques for New Boats was well above budget at €17231 which hopefully means our builders all had a good year. Advertising revenue has also increased and is ahead of budget which is very encouraging. Membership remains strong.

#### Expenses

Expenses were in line with expectations. The major discrepancies were in Office Expenses, Regatta and IM Expenses and FinnFare.

- Office Expenses includes Robert's equipment purchases, the ISAF Annual Fee, Olympic office expenses and Chronopost for North sails which was reimbursed with sail labels to the value of around €250.
- Regatta and IM Expenses was higher than budgeted because it was an Olympic Year and while we had increased the annual budget it wasn't by enough to cover regatta attendance and promotion. Some of the expenses have been reimbursed by the event organisers.
- Finnfare expenses were high because they include €1000 from 2011 postage and also €1200 of postage for countries reimbursed.

#### Assets

The amount in the class bank accounts is significantly up on 2011. The class finances have stabilised well and we now have twice the capital reserves that we had in 2008. This provides a very firm platform to enable us to continue to support our strategic activities.

#### Budget

The Budget continues to add value in providing a framework for the control and allocation of our Finances. The executive adjust the budget every year in order to direct the Revenue and Expense streams and the latest changes are reflected within these Accounts. The fact that the Annual Profit was within €2374 of the budgeted figure on gross turnover of €103981 is very encouraging. Corinne and Robert should be applauded for their continued prudence in the day to day management of the class finances.

# 2012 IFA ACCOUNTS

## Expenses

Payroll (Exec Dir)	36600
Payroll (Exec Dir 13th month)	3000
Payroll PR	8097
Office expenses	3515
Regatta & IM expenses	7282
Bank charges	200
Finnfare expenses	10762
Postage	700
Stickers (mast, sail, IFA mem.)	0
IFA Clinic	900
Development	0
Promotion	7498
Masters Admin	2500
Website hosting and technical support	196
ISAF meetings	8813
PhoFinn Printing/Mailing	200
PhoFinn Royalty	1225
Finn Shop	1038
Forex Loss	0
<b>Total Expenses</b>	<b>89827</b>
Annual P/L	14154
FOREX Adjusted P/L	11969

## Revenue

Memberships	37801
Sail labels	26852
Mast labels	5020
ISAF Plaques for New Boats	17231
Interest	12
Advertising	6352
Finn Shop	1774
ISAF Worlds & EURO entries	0
PhotoFINNish Sales	6754
PhotoFINNish Advertising	0
Forex Gain	2185
<b>Total</b>	<b>103981</b>

## Assets

Petty cash	58
Accounts receivable	0
GBP Working Account	51109
GBP Capital Account	29540
FRA Working Account	31806
	<b>112513</b>
Delta	8018

## Liabilities

Amount Payable	0
Salaries owing	500
	<b>500</b>

## Capital

**112013**

because to do so would introduce a monopoly situation. It seems likely that the price of the string sails might be rather higher than for current sails, although some suggest that they might last longer.

Recommendation: No change.

## Basalt fibre

For several years one of our leading builders has been making test panels from Basalt Fibre. The main difference between Basalt and Glass Fibres is that the Glass Fibres (such as E-Glass and S-Glass) are mixed from purified components whereas the source material for Basalt Fibre is a suitable quarry.

- The price of Basalt Fibre is similar to that of E-Glass (that's the usual material).

- The mechanical properties of Basalt are similar to those of S-Glass (stronger and more expensive).

- Basalt Fibre is Black and therefore looks like Carbon Fibre.

I have consulted ISAF about whether they consider Basalt to be a Type of Glass Fibre – for the moment they do not. Should we seek to add basalt-reinforced plastic to the permitted hull materials (currently wood and glass-reinforced plastic)?

TC members made the following comments:

How do we measure or note the difference between Basalt, Black Glass and Carbon Fibres?

Would possible widespread use of this stronger, stiffer material lead to pressure to reduce the Hull Weight? We have made reductions in the past, but any further reduction would outclass many good existing boats.

Recommendations:

AGM to consider the addition of a builder's statement on the Certificate, stating that he has built the boat in accordance with the Finn Rules (including materials).

See below.

## Reinforcement

Our Rule D.3.1 is: "The hull shell and structural panels including tank sides, decks, floorboard or inner bottom, thwart, centreboard case and bulkheads shall be made from wood or glass reinforced plastic, except that additional stiffening and local reinforcement may be of any material".

This Rule is vague: What is "additional stiffening" and what is "local reinforcement"? Some builders have felt disadvantaged by different ideas about what is permitted.

One possible way ahead is to specify exactly where specific materials may be used in the hull. For instance we could allow Glass Fibre, then remove the remarks about stiffening and reinforcement and say something like "Carbon and Basalt Fibres may be used in the Thwart and Centreboard Case Capping,....etc." The permissions could include the whole Deck if wanted. Because we have Closed Class Rules the use of these materials elsewhere in the hull would be prohibited.

Another option is to remove restrictions on the construction materials. Happily the weight and weight distribution of our boats is such that they can easily be made stiff enough by using good standard materials. TC members noted that carbon fibre etc. is usually there for cosmetic purposes, but were uneasy about the possibility of somebody building a hugely expensive boat completely from Carbon Fibre.

## Technical Committee Chairman interim report (Richard Hart)

In accordance with AGM Instructions last year Measurement requirements for the corner reinforcement of sails have been removed; Builders of GRP Hulls are now required to have their hulls checked whenever a new mould is brought into service;

Measurers should enter scans of Measurement Forms for new boats on the Class Measurement Database;

The main identifier for a boat is now the ISAF Sticker Number, and a National Sail Number is not required for a boat kept for chartering. We expect that charter boats will sail under the Helmsman's National Letters and Personal Sail Number.

The basic work is in place, but progress has been disappointingly slow, particularly with the database. Firstly we have had troubles to organise a suitable website host, and secondly we have had little response to a request for information about Class Measurers in the various Finn countries, so we can't brief them about how to enter information on the Database. Rome wasn't built in a day.

## Nation flags on sails

The issue of Nation Flags on sails was discussed at AGM last year, and Council decided not to progress the matter. In November ISAF decided to require Flags for the Sailing World Cup Events and the Sailing World Championship (next edition incorporates Finn Gold Cup 2014). Without Class Rules about Flag Position and Size we would have had no control on these matters, so I was authorised "as a case of urgency" by Executive to prepare a suitable Rule Submission, under Class Rule H.4.2. IFA Council are asked to endorse this action.

Jüri and I worked with the 470 and Laser Classes with the aim of presenting a united and unified proposal to ISAF. We were partly successful in that we believe the agreed Flag Size to be reasonable. A majority of the parties (at the time) thought that materials specifications should be incorporated. It transpired that the manufacturers' specifications may be confidential, so a system of ISAF Licensed Manufacturers was agreed. Unfortunately, due to the time constraints ISAF were only able to approve one manufacturer. Andy Yeomans of Grapefruit Graphics was very helpful when we were considering the size of the Flags, and has provided for our website a guide to attachment and removal procedures.

The price of Flags in March was £20 each, total per sail £40 plus £10 for putting the flags on.

## Recommendations:

We discuss the cost of flags and possible alterations to the supply situation before we make any decisions about extending the Flag Requirement to other regattas.

We make a Submission to remove from the Rule "The flags shall be made by an ISAF approved manufacturer as listed at <http://www.sailing.org/classesandequipment/FINN.php>." This would allow market forces to help us develop good and cost-effective equipment.

Any extension of the Flag Requirement should depend on a satisfactory supply situation.

## Sail panel width

Last Year I raised this matter and was told to report back. I have again consulted sailmakers and TC. It turns out that one company still has a patent on mould cut sails with continuous thread crossing the seams. One sailmaker feels that the rule unfairly targets a particular method of construction. There were concerns within TC that we should not remove the current rule

Recommendation: Submit a Rule Change allowing the use of Basalt and Carbon Fibre in specified places, such as "Carbon and Basalt Fibres may be used within 100mm of the Deck Ring, on Thwart and Centreboard Case Capping, on and within 50 mm of a cockpit breakwater and knuckles in the deck, and in not more than three strips max 100mm wide in the deck."

### Enforcement

For many years we had a weakness in our system in that we had vigorous measurement at the Finn Gold Cup and Europeans, but little Equipment Inspection at other major regattas. Our Equipment Inspectors now carry out this task, and we should be thankful for their work. They report their findings to Jüri after each regatta, so that there is a proper continuity in the process.

In addition to our Chief Measurer Jüri Saraskin, we have August Atz (ITA), Alain Bujeaud (FRA); André Blasse (AUS), Vladimir Burkalov (RUS), Dimitris Dimou (GRE), Kevin Farrar (USA), Peter Hinrichsen (CAN) and Vasily Kravchenko (RUS). Please support them, for a start by making sure your paperwork is right so that they can concentrate on the boats!

### The Technical Committee

As ever, various members of the Technical Committee have been very helpful during the year, and I will propose them for re-election next year. They are André Blasse (AUS), André Budzien (GER), Robert Carlen (USA), Rodney Cobb (GBR), Robert Deaves (GBR), John Driscoll (IRL), Guillaume Florent (FRA), Jan van der Horst (NED), David Howlett (GBR), Gilbert Lambole (FRA), Larry Lemieux (CAN), Walter Mai (GER), Gus Miller (USA), Miklós Németh (HUN), Jüri Saraskin (EST), Tim Tavinor (GBR), Clifton Webb (NZL). We seek new members from among our active sailors.

### TC Chairman

I hope to race at the Finn Gold Cup this year, but it will be for the last time. I am now aged 74+, and a replacement TC Chairman should be installed. Ideally my successor should come from within the Technical Committee, but having

tried for some years to find a replacement, we need to look anywhere and everywhere. If my replacement cannot be found this year, then I am prepared to carry on until AGM 2014 (D.v.).

### Vice-President Masters (Andy Denison)

Firstly please all accept my apology for not being able to attend my first AGM as a committee member.

At the Annual masters meeting in La Rochelle this year, I took over the Presidency of the Masters fleet, I admit I was apprehensive at first as Fons Van Gent is a tough act to follow; however, slowly I am getting to grips with it.

On September 19th I'm due to fly to Sopot, Poland, to have a two day meeting with the OA, to begin the preparations for the Finn Masters Gold Cup in June 2014. I will then fly from Poland to Kavala Greece to report on the facilities in readiness for the Masters 2015.

Later this year I will unveil a New Masters web site, the old one has done us well but it is now time for a fresh start with better technology. I ask that the IFA can help push the masters' facebook page, as this is a valuable platform for me to be able to keep in touch with the masters' fleet, or indeed, anybody that's interested in the masters.

La Rochelle saw the biggest Finn event ever with 285 boats, this demonstrated to me what a large part the masters have within the Finn organisation and why it is important to me, to do the best I can for this area of the association to flourish and attract new blood. I will keep you informed throughout the year as and when developments occur.

### Vice-President Masters (Fons van Gent)

In May 2013 we had our Finn World Masters Championship in La Rochelle, France, with 285 competitors. A record!

In September 2012 I made a second visit to La Rochelle for another discussion about the Guidelines. Not everything appeared

to be clear and unfortunately this remained the case until the end of the Masters 2013. Communication was rather difficult and there were many misunderstandings. But, apart from the weather, the sailing was good and the competition was tough. No presents were given to other competitors. The top guys had to fight hard for their medals and, in my opinion, this is how it has to be.

Of course there was discussion again about the format, but we are getting used to this. The format this year was like it was agreed in Punta Ala in 2011.

In February 2013 I visited Bracciano and heard their plans for the Masters 2015, for which they were a candidate. A second candidate for 2015 came from Kavala, Greece.

For 2016 a candidate was already THE in Tihany, Balaton, Hungary but Cascais, Portugal and Cadiz, Spain, came in as new candidates.

In the Annual Masters Meeting on May 22nd, 2013 the sailors voted for Kavala, Greece, in 2015. Including Bracciano there can be 4 candidates for 2016.

In this Annual Masters Meeting I stepped down as Vice-President Masters and was followed up by Andy Denison. I was touched by the long standing ovation, the Finn half model and the kind words. I am sure that Andy will be a very good Masters President for the coming years and I wish him all the best in his new position. I will support him as much as I can and will remain a member of the Masters Committee until the AMM 2014 in Sopot, where the Masters 2014 will be sailed.

End of June Andy and I met in Christchurch, UK, for the handing over of the Vice-President's Masters tasks, paperwork and other necessary things.

Again I thank everybody for his or her support during the last 5 years and I hope the Finn World Masters will be a great event for many years.

## Major Finn regattas 2013-2016

<b>2013</b>	1-7/12 ISAF Sailing World Cup Melbourne	Melbourne, Australia	18-27/7 Travemunder Woche	Travemunde, Germany
	12-15/12 Sail Sydney	Woollahra, Australia	28-31/8 Lipno Regatta Lake	Lipno, Czech Republic
	18-23/12 Palamos Christmas Race	Palamos, Spain	<b>8-21/9 2014 ISAF Sailing World Championships</b>	<b>Santander, Spain</b>
<b>2014</b>	31/1-4/2 Oceanbridge Sail Auckland Regatta	Auckland, New Zealand	22-25/9 Semaine Olympique Francaise	Hyeres, France
	25/01-1/2 ISAF Sailing World Cup Miami	Miami, USA	3-5/10 KSSS Olympic Class Regatta	Saltsjöbade, Sweden
	6-9/2 NZ Nationals	Auckland, New Zealand	1-8/12 ISAF Sailing World Cup Melbourne	Melbourne, Australia
	10-14/2 Semaine Internationale De Cannes	Cannes, France	18-23/12 Palamos Christmas Race	Palamos, Spain
	26/2-2/3 Andalusian Olympic Week - Carnival Trophy	Cadiz, Spain	<b>2015</b>	<b>FINN GOLD CUP</b>
	29/3-5/4 ISAF Sailing World Cup Palma	Palma de Majorca, Spain	tbc	Takapuna, New Zealand
	11-15/4 Split Olympic Sailing Week	Split, Croatia	tbc	Split, Croatia
	19-26/4 ISAF Sailing World Cup Hyeres	Hyeres, France	22-29/5 <b>FINN WORLD MASTERS</b>	Kavala, Greece
	30/4-4/5 Bourgas Sailing Week	Bourgas, Bulgaria	8-12/6 Sail for Gold Regatta	Weymouth & Portland, UK
	2-4/5 GKSS Olympic Class Regatta	Gothenburg, Sweden	20-28/6 Kieler Woche	Kiel, Germany
	2-4/5 Palavska Regatta	Pavlov, Czech Republic	17-22/12 Palamos Christmas Race	Palamos, Spain
	7-11/5 Garda And Trentino Olympic Week	Riva del Garda, Italy	<b>2016</b>	<b>2016 Rio Olympic Games</b>
	2-10/5 <b>EUROPEAN CHAMPIONSHIP</b>	<b>La Rochelle, France</b>	5-21/8	<b>Rio de Janeiro, Brazil</b>
	20-24/5 Delta Lloyd Regatta	Medemblik, Netherlands		
	<b>6-13/6 FINN WORLD MASTERS</b>	<b>Sopot, Poland</b>		
	7-12/6 Sail for Gold	Weymouth & Portland, UK		
	21-25/6 Kieler Woche	Kiel, Germany		

More details and regatta links can be found on [www.sailing.org](http://www.sailing.org) or on [www.finnclass.org](http://www.finnclass.org). Please check all details before travelling as dates can change at short notice.



Photo: Berit Hainoja

## ***MAXX Your Performance***

Congrats to Jorge Zarif for winning the 2013 Gold Cup in Tallinn! WB-sails ended up 1st, 3rd, 5th, 6th and 8th. Proven performance at top level combined with exceptional durability.

**WB-Sails Ltd**, Helsinki, Finland [info@wb-sails.fi](mailto:info@wb-sails.fi)

Tel. +3589 621 5055

***www.wb-sails.fi***

