• ANDY MALONEY WINS TROFEO PRINCESA SOFIA
• EVERY GENERATION HAS ITS LEGENDS
• FINN SAILING AROUND THE WORLD
• BERMUDA GOLD CUP - 50 YEARS ON
• HIKING ENDURANCE
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President’s Letter

Since last year there have been many changes in the world of sailing, and since November the Finn Executive and other Finn stakeholders have been working hard to showcase to the sailing world, the IOC and WS stakeholders how important a dinghy event for larger sailors is on the Olympic sailing programme. The IOC will make its final decision on the 2024 Olympic events as late as 2021 but in the coming months and years we will have to work relentlessly to put the Finn back to where it belongs, the Olympic Games.

As already stated on many different occasions the male population worldwide is developing towards taller and stronger people at a much younger age than in the past. At the same time the Olympic sailing regatta has seen a constant decrease of classes and quota for men over 85 kg. With the removal of the Soling and the Star over the last 16 years from the Olympics, for 2020 we are down to only the Finn. Based on a recent calculation, as a result the Olympic sailing quota for men over 85 kg went from over 100 athletes in 2000 to only 19 for 2020 (less than 6% of the total number of sailors in the Olympics).

We strongly hope that wise decisions – especially by the IOC – on the future of Olympic sailing will allow the Finn to continue its Olympic presence and unmatched history.

Looking ahead to our events this year, with the Finn Gold Cup in Melbourne in December, we have a full and exciting season ahead of us. In a few weeks, and by the time you read this, the next four places on the starting line in Tokyo will be decided at the Europeans in Athens, and then we look forward to seeing the amazing number of Masters who continue to enjoy the Finn. These huge events are great for promoting the Finn and I expect high turnouts at both the World Masters in Copenhagen and the Masters Europeans in Germany.

There are also a few more new names from the past joining the fleet this year.

We also showcase the youth Finn sailors at the Finn Silver Cup with a welcome return to a popular venue of Anzio, in Italy. Finally in December, the Finn Gold Cup will be held at Royal Brighton YC for the first time. Good luck to sailors and organisers alike.

All things are pointing to a fascinating battle in Tokyo next summer. Unlike the past few cycles, no sailor is really dominating so far, though some have been regularly at the front. As usual the Finn has attracted the giants of the sailing world, gentlemanly gladiators, for supreme competition in the supreme singlehanded dinghy.

continued over...
In an age when TV schedules are paramount, the medal race in Palma was evidence of the dependability of the Finn, sailed in conditions when many other classes could not even leave the beach. The ten Finn heroes revelled in the conditions, and made a clear statement of the suitability and reliability of the Finn for international competition for sailors above 85 kg.

May I wish you all the best and fair winds for 2019 and thank you very much for your support over the many past years.

Dr. Balazs Hajdu
HUN-1
IFA President
2019 EVENT WEBSITES

Event websites are up and running for the 2019 Finn European Championship (2019.finneuropeans.org), the 2019 Finn Gold Cup (2019.finngoldcup.org), the 2019 Finn World Masters (www.finnmasters2019.dk), the Finn European Masters (finn-em2019.snyc.de) and will shortly be up for the 2019 Finn Silver Cup (2019.finnsilvercup.org).

Entry is open for most and will soon be available for the Gold Cup and Silver Cup.

The Finn World Masters has so far attracted 250 entries, while the Finn European Masters is expected to fill up fast with a limit of 150 places.

SSL GOLD CUP LAUNCH AND SSL FINN RANKING

A huge number of Finn sailors turned up for the launch of the SSL Gold Cup at the Olympic Museum in Lausanne. The SSL Gold Cup will see each nation’s top sailing athletes team together into a single crew and then race against one another aboard high performance 47 foot long one design monohulls to establish ‘the world’s best sailing nation’.

Polish double Olympic Finn medallist Mateusz Kusznierewicz, who has been appointed Sports Director of the SSL Gold Cup, explains: “The whole concept of the SSL Gold Cup is that it will be very similar to the football World Cup, which starts with qualification stages and then progresses to quarter-finals, semi-finals and on to finals. That works well in other sports and we want to do the same in sailing.”

Teams will join the competition according to their pre-event seeding. This seeding will be based on a formula for how each nation ranks over a series of events spanning the breadth of sailing, both yachts and dinghies.

The SSL Finn ranking was launched in April and can be seen here: https://www.starsailors.com/ranking. At press time, Max Salminen leads from Zsombor Berecz and Nicholas Heiner.
Entry numbers are always a good indication that a regatta organiser is doing things right and with always one of the best turnouts of the year, the Trofeo Princesa Sofia in Palma has been doing it right for half a century.

There is something special about coming to Palma each year. The sailors know it, the media know it and the organisers know it. It marks the real start of the beginning of the European sailing season for the Olympic classes and for many the first test of all the winter training activities. Everyone has been doing their own thing, many in Palma, but this week is when it all comes together, or not.

This year’s edition was special because it was the 50th edition. It has become an immutable fixture for anyone with serious Olympic ambitions and the results laid down here often reflect what is coming for the rest of the season.

The week was notable because of the performance of the Kiwi pair of Andy Maloney and Josh Junior. Over the first three days, mainly in light winds, they were virtually unbeatable, notching up six wins between them over six races.

Giles Scott was unusually inconsistent, but closed out the regatta with two seconds and two wins to close the gap and end up between the Kiwis.

The final day’s medal race was the kind of day everyone waits for. There was palpable disappointment at the early suggestion racing may be cancelled, but when the fleet was finally released, the show was amazing, with 20+ knot winds, huge seas and great racing. Only Scott could beat Maloney at this stage and they came out of the start locked together. Scott got a small advantage at the top, capitalised on it and sailed away from the fleet. Maloney was deep and had to fight back and just moved into third at the final mark to secure the gold. Scott hesitated, slowed up and considered whether he could push Maloney further back, but thought better of it and crossed the line in first to take the silver.
1 NZL 61 Andrew Maloney 4 1 1 1 3 12 6 (14) 3 4 6 41
2 GBR 41 Giles Scott 13 1 2 5 12 (14) 4 2 1 1 2 43
3 NZL 24 Josh Junior 1 7 1 (16) 1 9 7 13 8 9 12 68
4 HUN 40 Zsombor Berecz 8 5 5 8 (15) 10 14 1 13 3 8 75
5 NED 89 Nicholas Heiner 2 11 5 3 10 (25) 11 10 2 20 10 84
6 GBR 11 Ed Wright 2 2 9 18 21 1 5 (32) 6 4 9 94
7 POL 17 Piotr Kula 9 6 10 1 24 18 3 3 4 (32) 16 94
8 GRE 77 Ioannis Mitakis 3 8 11 14 16 3 9 9 11 (24) 18 102
9 BRA 109 Jorge Zarif 5 14 8 6 5 28 5 (34) 7 11 14 103
10 NOR 1 Anders Pedersen 16 2 14 3 (33) 20 2 18 10 14 99

11 TUR 21 Alican Kaynar 99 49 GBR 38 Callum Dixon 121
12 SUI 1 Nils Theuninck 101 50 IRL 9 Oisin Mcclelland 122
13 SWE 11 Johannes Pettersson 108 51 AUS 32 Jock Calvert 124
14 FIN 8 Oskari Muonen 110 52 ITA 71 Federico Colaninno 134
15 CRO 1 Josip Olujic 117 53 AUS 41 Lewis Brake 138
16 CRO 369 Milan Vujasinovic 119 54 GER 595 Simon Gorgels 138
17 GBR 71 Henry Wetherell 127 55 UKR 573 Georgi Paches 149
18 FIN 218 Tapio Nirkko 129 56 CHN 1 He Chen 155
19 NED 842 Pieterjan Postma 132 57 FRA 111 Valerian Lebrun 158
20 GER 25 Max Kohlhoff 134 58 RUS 14 Mikhail Iatsun 159
21 FRA 17 Fabian Pic 135 59 CZE 1 Michael Maier 171
22 CRO 10 Nenad Bugarin 138 60 AUS 91 Lachlan Gilham 177
23 ESP 7 Alejandro Muscat 150 61 EST 1 Taavi Valter Taveter 193
24 ESP 26 Joan Cardona 153 62 VEN 17 Andres Lage 212
25 FRA 112 Jonathan Lobert 154 63 ESP 117 Carlos Ordoñez Sánchez219
26 SWE 33 Max Salminen 156 64 AUT 1 Moritz Spitzauer 220
27 GER 259 Phillip Kasuueske 157 65 FIN 118 Walterti Moisio 225
28 CZE 5 Ondrej Teplý 158 66 JPN 7 Yuki Nishio 226
29 DEN 24 André Højren Christiansen 162 67 BER 9 Rockai Evans 228
30 USA 6 Caleb Painie 164 68 USA 1 Eric Anderson 234
31 AUS 1 Jake Lilley 176 69 ITA 1071 Matteo Ioveniti 238
32 FRA 93 Antoine Devineau 185 70 HKG 8 James Dagge 247
33 IRL 22 Fionn Lyden 196 71 NED 29 Bas De Waal 255
34 ARG 48 Facu Olezza 199 72 GER 723 Nicolas Thierse 257
35 RUS 6 Arkady Kistanov 218 73 FRA 99 Marc Allain Des Beaufais 281
36 CAN 2 Kyle Martin 229 74 JPN 6 Hajime Kokumai 282
37 CAN 18 Tom Ramshaw 236 75 ESP 1757 David Terol 283
38 RUS 73 Vladimir Krutskikh 238 76 GER 332 Nick Heuwinkel 287
39 ESP 57 Victor Gorostegui Arce 266 77 UKR 69 Sergii Maliuta 295
40 FRA 75 Laurent Hay 268 78 ESP 888 Andres Ivan Lloret Perez300
41 GBR 81 James Skulczuk 269 79 BRA 32 Pedro Lodovici 306
42 POL 52 Krzysztof Stromski 272 80 USA 86 Jack Jennings 308
43 FRA 9 Guillaume Boisard 274 81 POL 12 Oskar Adamiak 309
44 USA 91 Luke Muller 94 82 POL 26 Boguslaw Nowakowski 345
45 CHN 6 Luwen Shen 111 83 POL 6 Bartosz Sydłowski 350
46 ESP 17 Pablo Guiltián Sarria 115 84 AUS 69 John Alexander 351
47 UKR 4 Andrii Husenko 118 85 SUI 63 Thomas Gautsch 364
48 TUR 35 Can Akdurak 120 86 RUS 142 Yury Polovinkin 364
Only change is permanent

At WB-Sails, all our designs are under constant development. Our sails are manufactured to your exact mast numbers, weight & hiking ability. Every luff curve is shaped individually according to our computer model, we have no "standard" option. Quality starts with design.
With its mild winter climate, the Cote d’Azur is a perfect choice for a sun-break, breaking the gray and rainy day of citizens from northern countries. On the programme: a Finn regatta in the translucent waters of the Bay of Cannes for these gentlemen, visits to luxury shops on La Croisette and pretty surrounding villages for these ladies.

For 15 years, the Yacht Club de Cannes has been offering the “Semaine Internationale de Cannes de Finn” regatta, allowing a return to the top-level competition at the beginning of the year. The new President of the club, Mr Jean-Pierre Champion (formerly President of the FFVoile for twenty years) and his team welcomed the fifty competitors from ten nations for this 2019 edition.

The bay of Cannes is a beautiful play area close to Ste Marguerite island. With Eolo doing the right things, the wind was stable in direction throughout four days of racing from Tuesday 19 to Friday 22 February.

The first day brought a light wind of 5 to 8 knots. After a general recall, Poland’s Krysztof Stromski won the first race ahead of Ukrainian Andrii Gusenko and the local Matisse Pacaud who usually sails a Laser Radial. Following the start of the second race of the day, the wind weakened and forced the race committee to shorten the course. Deniss Karpak wins his first race, ahead of Laurent Hay and Kristian Sjöberg.

On Wednesday the weather conditions were similar. Matisse Pacaud, of the home club, won easily in the first race, in front Gusenko and Hay. The supporters of the Yacht Club were happy. Pacaud repeated his performance in the second race in front of Jean-François Cutugno and Hay. For Matisse Pacaud, it’s a discovery of Finn. He takes pleasure in sailing on the Finn but still recognizes that his 65kg and his training of “high level” will not be enough in the stronger wind of the coming days.

The wind began at 12 knots on Thursday with a small swell. Karpak demonstrated his full potential and wins in front of Benjamin Montagut and Stromski. However, after the second start, the wind dropped and Romeo was displayed. Karpak crossed first again in front of Gusenko and Stromski.

On the last day of the race, the wind is still at 180°, with 8 knots. The gap is tight throughout the first race but it is Karpak makes the best of it with a fourth win, in front of the Ukrainians Taras Havrysh and Artem Hudyma. The second race also very contested to the finish line, and benefits Gusenko who had race the victory escape him since the beginning of the competition. Second was Karpak and then Hay.

This gave overall victory to Karpak from Gusenko and Hay. Stromski won the Juniors, Karpak the Seniors, Havrysh the Masters, Hay the Grand Masters, Marc Allain des Beauvais the Grand Masters and Jacques Fauroux the Legends.
The Hempel World Cup Series in Miami was a very light wind affair with no single sailors in the 27 boat fleet achieving anything that could be described as consistency. Light air limited the Finn sailors to just two races over the first two days, and didn’t get much better for the remainder of the week, with rain cells and light winds persisting. In the end only eight races were completed before the medal race, which was also sailed in painfully light winds.

By the time of the medal race, first through seventh could mathematically still secure the gold as the points were still very close. Oskari Muhonen took the race win to jump up to second overall, while a huge recovery from Luke Muller, moving up from last to fourth to give him the bronze, his first major medal.

But it was the 2017 World Champion, Max Salminen who came away with the gold after placing fifth after a slightly less inconsistent week than anyone else.
Light winds also plagued Hempel World Cup Series event in Genoa with only four out of six days sailed.

After spending the first two days with no races completed, on the third day three very light wind races were dominated by Muhonen to take the early lead.

Alex Muscat was next to take the lead with an impressive scoreline of podium places in the first seven races.

Muscat lead into the medal race, but the light winds continued for a very challenging and nervous race.

The race win was never really in doubt with Jock Calvert starting near the pin and extending to lead all the way. His relief was palpable as he crossed the finish for his first major event race win in the class. See photo below.

A battle was on the cards for gold with Zarif and Muscat separated by two points. They engaged in a match race, initially Muscat getting the advantage, but the initiative swung back to Zarif. He came through in sixth with Muscat in ninth which meant gold went to Brazil.

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1  BRA 109 Jorge Zarif (5) 1 2 5 4 1 3 2 12 30
2  ESP 7 Alex Muscat  2 3 3 1 2 3 2 (13) 18 34
3  ESP 26 Joan Cardona Mendez  7 5 7 3 1 4 7 (15) 6 40
4  FIN 8 Oskari Muhonen  1 2 1 2 (dsq) 9 ret 6 4 46
5  ITA 71 Federico Colaninno  9 9 6 (13) 3 10 4 1 10 52
6  AUS 32 Jock Calvert  6 6 5 4 8 11 15 (16) 2 57
7  UKR 573 Georgi Paches  4 4 4 16 (19) 2 1 17 16 64
8  VEN 17 Andres Lage  14 13 8 7 6 7 13 4 8 66
9  UKR 4 Andrii Gusenko  10 7 11 11 7 5 (12) 7 14 72
10 GBR 81 James Skulczuk  3 10 9 12 (14) 8 9 8 20 79
11 CHN 6 Lu Wen Shen  67 16 GBR 38 Callum Dixon  89
12 CHN 1 He Chen  71 17 UKR 69 Sergii Maliuta  104
13 ITA 1071 Matteo Iovenitti  77 18 HKG 8 James Dagge  110
14 CYP 1 Panagiotis Iordanou  80 19 ITA 147 Gaetano Volpe  115
15 AUS 91 Lachlan Gilham  83 20 ITA 47 Nicola Capriglione  123
The Finn class remains focussed and committed to ensure the Finn is re-selected for the Olympics in 2024. It rejects the assertion that the Finn has had its time and should be retired. The relevancy of the Finn to the Olympics has more support now than perhaps ever before.

Since the much criticised decisions last year removing the Finn from the Paris 2024 Olympic Games it has become widely apparent that there will be no option for the heavyweight sailors in the Olympic programme after Tokyo 2020, despite what was said at the time.

This decision also ignores a policy decision approved by the World Sailing Council and Board at the 2017 Annual Conference requiring that the 2024 events: “Ensure that men and women of different physiques have an opportunity to compete” and “Include both universal events and events that showcase the innovation of sailing and demonstrate the diversity of the sport.”

These policy decisions were included in Regulation 23.1.2 (d), which says that Olympic Events and Equipment: “be attractive and accessible to young athletes from all continents, and of different size and weight, with a clear pathway from World Sailing Youth to Olympic Events and Equipment”, and Regulation 23.1.2 (e), which says: “maximise the participation of the world’s best sailors and showcase the diversity of the sport”.

Both policies have been ignored for the expediency of a different agenda, and have led to discrimination against male athletes above 85 kg.
There should now be a way to get Finn sailors back into Olympic sailing, not just the current sailors, but also the large, tall and heavy youth of the future who no longer have a ‘clear pathway’ through the Olympic programme.

That pathway is now broken and needs to be fixed.

To not try to achieve this objective is to deny the heritage of sailing and the future of sailing for a large number of athletes. It is behelden on the sport to try to find a solution.

The feedback from countless sailors and numerous MNAs across the world in support of the Finn, and for what it represents, is a very powerful argument in favour of reinstating the class in the Olympic programme.

The decision to remove the Finn, albeit seen as collateral damage to gender equality and ‘innovation’, and the lack of transparency within the processes and procedures that facilitated that decision, has damaged the reputation of sailing and reduced the relevancy of the Olympics for a vast number of sailors across the world. The legacy and presence of the Finn in Olympic competition remains a powerful motivator for inspiring all sailors, young and old.

Hopefully in November 2019 enough MNAs will recognise the negative consequences of the November 2018 decision and present a submission to reopen the case and find a way to reinstate the Finn.

Why?

• Without the Finn there will be no boat for sailors over 85 kg. The weight distribution analysis of male sailors at the 2018 Sailing World Championships in Aarhus highlighted the general worldwide tendency of the young and future generation towards stronger, taller and heavier men. It is unfair, even discriminatory, to exclude a whole segment of youth population from the Olympic Games in a specific sport, even more so considering the declared Olympic Spirit and IOC Program Commission.

• The Finn is arguably the most physical sailing class in the world, requiring extreme levels of fitness, muscular development and athletic ability. It perfectly epitomises what is expected from Olympic athletes. Finn sailors are faster, higher and stronger and over a wider weight range than ever due to the availability of suitable equipment.

• Without the Finn the progression pathway is further reduced. After the Optimist and Laser there is no further upward step to a more technically complex, physically demanding and tactically challenging class. The Finn, and later the 49er, are an excellent pipeline for the America’s Cup, Volvo Ocean Race and other high-level keelboat events. Young Finn sailors have lost all progression in their sailing career, and some are unnaturally trying to lose weight to sail other classes. This is a very unhealthy situation.

• The Finn has provided, and can continue to provide, close tactical racing that is both exciting and physically and mentally challenging, providing a supreme test of sailing skill and fitness.

The historical, cultural, technical and athletic influence that the Finn has brought to the Olympics for 68 years cannot be ignored and rejected.
WORLD CHAMPION

“Olympic champion Jose Luis Doreste wins the Masters Finn Worlds”
- YOUR GOALS / OUR SAILS!
• The Finn offers mature, well profiled, experienced and respected sailing heroes of the past (Elvstrøm, Bertrand, Coutts, Hjortnaes, Ainslie etc), and young, athletic, visually attractive and respected heroes of the future (Scott, Salminen, Berecz, Junior, Kaynar etc), all of whom have an absorbing story to tell with better interviews, posture and presence, which is important for media as well as inspiring the next generations. The Finn is a breeding ground for the heroes and legends in the sport of sailing. Many legends are created from every generation of sailors.

• The Finn is sailed in upwards of 50 countries worldwide. It is one of the most widespread classes on the planet with more than 500 events each year catering for more than 3,000 sailors, backed by national class associations, a strong international body and a range of high quality builders and equipment manufacturers across five continents. A stable and well-developed class should be a prerequisite for being chosen as Olympic equipment.

• The quality and technical stability of the class is second to none. As a measurement controlled class, all boats have to be rigorously checked before being allowed for use in competition. The equipment has a long lifespan and is competitive for many years, meaning low turnover costs.

• The longevity of equipment means the class has one of the most attractive sustainability profiles of any class that is either part of, or being considered for, the Olympic programme. One boat is capable of being used in 2-3 Olympic cycles without loss of performance. The competitive lifecycle of a Finn can be measured in decades, rather than years or months.

• Studies show that the cost of campaigning a Finn is one of the lowest among all Olympic classes. Properly looked after, a hull will maintain its competitive life and its value for many years and can still be worth 50 per cent of its purchase price after 10 years. The class also has many levels, which allows used equipment to be sold to Masters and club sailors worldwide.

• The Finn offers the widest demographic for athletes to compete on an equal level. Sailors from 85 to 105kg, and from 20 to 40 years old, all compete together and finish one after the other in major competitions.

• The Finn has evolved over the years to incorporate the latest technology, while remaining simple and accessible. All sailors learn skills in sail shape, mast bend and hull preparation, which accompany them on their career path through sailing.

• The Finn class has produced some of the most media friendly and visually stunning moments in sailing. It can be raced in conditions that many other classes cannot and in this regard alone is a dependable and stable option for Olympic equipment when TV schedules are paramount.

• The Finn class is the only Olympic class that has a dedicated media representative at all major events to promote the sailors and the sport. Before and during the Rio 2016 Olympic Games this approach generated a combined online and social media reach of more than 2 million people.

What next?
A submission in November 2019 achieving a 75 per cent approval of Council can overturn the decisions made in November 2018 and put the Finn back in its proper place. The Finn class calls on MNAs around the world to make and support submissions that will put the Finn back into the Olympic programme.

The historical, cultural, technical and athletic influence that the Finn has brought to the Olympics for 68 years cannot be ignored and rejected.

Globally, the sport of sailing should be providing equal opportunities for sailors of all physiques to be able to compete in the Olympic Games. At the moment a large number of athletes are being discriminated against and excluded, which is contrary to World Sailing policy and IOC guidelines.

Now is the time to put that right, before it is too late.

Hopefully in November 2019 enough MNAs will recognise the negative consequences of the November 2018 decision and present a submission to reopen the case and find a way to reinstate the Finn.
Mention the word hiking to anyone outside sailing and they will point to the hills. Unfortunately this is not how sailors think. For us it usually creates a cringe face and memories of suffering. Hiking will not make the sailor but it can certainly break them. For years the science of hiking has been investigated and studied and for years sailors have tried to find a way to hike harder and for longer. Hiking as a physical movement is different to movements in many sports yet quite similar to others. We think of hiking as a relative to cycling and this is both true and false. In reality it is closer to skiing, mountain biking and even equestrian.

What makes hiking unique is the action of the muscle. Normally we expect a contraction and a relaxation phase to most movements. With hiking these don’t occur so smoothly. Many describe hiking as being isometric but this also is inaccurate as joint angles and loads are not consistent. In reality hiking is somewhere in between. There are moments of contraction and relaxation although they occur at much slower rates than running or cycling for example. This means there’s only partial relaxation and the muscles may be somewhat loaded through all phases. For that reason quasi-isometric has become the popular term amongst the scientists.

Very generally speaking, blood flow restriction is the major fatiguing factor during hiking. While other typical fatiguing mechanisms exist, this is probably the one we need to focus on to start becoming better hikers. When the muscle contracts, the fibres squeeze the blood vessels making it hard for blood to flow and supply oxygen to the muscle. This creates a cascade of fatiguing mechanisms. While we can discuss this at great length, it’s how to adapt for this that sailors should direct their focus.

Most sailors rely on cycling as their non sailing fitness work. This makes sense; cycling is a great cardiovascular activity which is low impact and uses relevant muscles. For this reason it’s what we have always likened hiking to when explaining sailing to people. Not all cycling is the same and this is where we can get different levels of effectiveness. We should be focusing on two things when it comes to endurance for hiking. Increasing bloodflow and tolerating local ischaemia ie. blood restriction.
**Increasing bloodflow**

Typically we can improve bloodflow through increasing vascularization of muscles. This is a relatively slow process and is best done in the offseason where time can be dedicated to it. The best method involves long cycles at an easy intensity. These types of rides are tiring not because of how hard they are but rather how long they are. These may last 2-5hrs depending on starting fitness and ability. In addition this type of training is great for heart health. Often offseason cycling and conditioning relies too heavily on high intensity training which can work but is the tip of the pyramid and not the wide, stable base. Effort level should be approx. 5/10 difficulty or Zone 1-2 for those using heart rate. As these are long sessions they can be broken up by a short coffee stop.

The goal is to work hard but not sprint into these intervals. Towards the end the legs will burn and breathing rate will have increased. The rest will allow breathing to settle enough to go again but the legs will still not feel quite ready.

This type of work helps both mentally and physiologically for adapting to the demands of what you might experience during a heavy period of hiking. It is the upper half of the pyramid so should still be used in combination with long slow work. It may be a great filler session where light winds are present to maintain some fitness.

**Lactate tolerance**

In addition to building a better plumbing system we need to spend time learning to tolerate and clear lactate. This is the by product of anaerobic metabolism which becomes more active in the absence of adequate oxygen. This is almost the opposite to the long slow training. Sessions should include extended efforts at high intensity with short rest to accumulate lactate in the muscle, and not allowing complete clearance before going again. This resembles an interval session but can be tailored for sailing.

It may resemble the following session but can be structured in many ways depending again on starting fitness and ability. These sessions should be much shorter and can be effective with 45-60mins.

- 10min warm-up easy 5/10 effort or Zone 2 Heart rate.
- 3X 2mins hard effort with 30seconds rest 8/10 effort Zone 4 or sub threshold (Keep in mind HR will not settle into a zone with such a short interval)
- 5mins easy 5/10 Zone 2 Heart rate
- Repeat 3-4 times.

The goal is to work hard but not sprint into these intervals. Towards the end the legs will burn and breathing rate will have increased. The rest will allow breathing to settle enough to go again but the legs will still not feel quite ready.

This type of work helps both mentally and physiologically for adapting to the demands of what you might experience during a heavy period of hiking. It is the upper half of the pyramid so should still be used in combination with long slow work. It may be a great filler session where light winds are present to maintain some fitness.

**Other considerations**

We’ve really only dealt with the endurance side of hiking so far. In reality, strength and technique work is also massively important. Strength work requires a great deal more individual tailoring, screening and instruction. Strength and technique are quite a bit more complex and impossible to cover adequately. It’s best to seek advice from a Strength and Conditioning coach and sailing coach to work on your specific hiking strength. This is both for effectiveness and safety.

Actual sailing is vitally important for developing hiking performance. This will be in terms of technique and efficiency. It is also sport specific so you can develop in such a way that supports how you will race. In reality the physiological adaptation to sailing is relatively modest. Some land based conditioning is highly recommended regardless of sailing time if developing top end hiking endurance is the goal. One will not be the best hiker sailing or cycling alone. There must be an adequate combination. How you structure your training days will be very important in achieving high levels of hiking endurance. This is especially true for how hiking and sailing technique has developed over the years. It has become more dynamic and requires a greater level of precision and intensity than it did in the past.

If you should need help in structuring your training or want some input into becoming a more fatigue resistant sailor then don’t hesitate to contact us.
In a previous article, we looked at the interference between boats above the sea, in the air – backwinding, bad air and so on. Boats interact with each other under the water, too. This interference is slightly different, though. While the air is moving (wind), and the boats are moving within it, the sea is inert unless there’s current or tide. The bad air from the sails is spread along with the wind, affecting larger areas behind the boat, while the disturbance by the boat slicing through the water mainly remains in its wake. Some of the disturbance is spread along the water as waves, and on the other hand, the disturbances (vortices and swirls) remain active in the water much, much longer than in the air, due to a difference in viscosity of these two phases. When tank testing models, one has to wait 10-15 minutes for the water to calm down between test runs, else the results will be meaningless. In the wind tunnel, waiting times are much shorter, as vorticity dissipates in the air much more rapidly.
Things are not always what they appear to be
To understand better what happens under the water when a boat is sailing along, we need to get acquainted with what in physics is called a frame of reference. If you can still recall your school geometry classes, think of the frame of reference as the coordinate system you are measuring in. We are used to looking at the water rush by the boat when sitting in it, moving with the boat relative to the water. This gives us a ‘false’ impression of the boat slicing neatly through the sea surface, pushing the water slightly aside, and then closing up behind it. In the reference frame of the boat and the sailor, this is true, and actually, the impression is not false at all. But in the reference frame of the sea (or the earth), we know the water is not moving that much at all, and certainly not rushing backward at 5 knots speed along the hull or the centerboard and the rudder. Our simulation shows what really happens in the earth reference frame, the one of an observer standing on the pier, or a fish swimming under our boat passing by. In reality, the boat is pushing water in front of it, in the front part forward and to the sides, while towards the stern it’s dragging water along, so much so that if your Finn is moving at 5 knots, the water behind its stern is following at 2 knots speed or more. So when you are sailing close to the boat in front of you, you are enjoying a current of 2 knots with you.

The boundary layer
When the boat is sailing at speed through the sea, something called the boundary layer is forming along the hull. At the very surface, water is completely sticking to the surface, moving along at the same speed as the boat. Just a few molecules away from the hull, the water is starting to move slower than the boat, and at the outer edge of the boundary layer, the water sits still, not being dragged at all by the boat. If you don’t believe this, look at the dust on the hood of your car: No matter how fast you drive, the dust remains there (in most places), because it’s inside the boundary layer. Even when washing the car, you need to scrub the dust or dirt away, just hosing with the water will not do, with the boundary layer thickening on the car body, as water from the hose slips along.

The boundary layer is very thin in the front part of the boat, first fractions of millimetres, then some millimetres, but close to the transom it will be centimetres in thickness. If you look back behind your transom, you can see the water bubbling in turbulence and eddies. This is the layer of water dragged along behind the stern, allowing the boat behind to enjoy a favourable current in its direction of motion.

Under your bottom
Now let’s take a look at how water is actually moving under the bottom of your Finn sailing along. The perspective is that of a fish, or in the earth reference frame, as mentioned before. The arrows, coloured with speed, show the way the water is moving in a layer just below the still sea surface. With the boat making some leeway, 3-4 degrees, the flow pattern is not symmetrical. At the bow, the water is being pushed more on the lee side than the windward side of the hull, and at the transom, the water is ‘exiting’ closer to the leeward corner of the boat. This is also partly due to the 5 degrees of heel in the simulation. The really odd things are happening around the centerboard and at close to the stern of the hull. In a layer slightly deeper, 15 cm from the still water surface, the centerboard is initially pushing the water forward and to the leeward side, then allowing it to swing around the windward side and back to the leeward, in a ‘circular motion’. This is a visualization of the so-called circulation theory,
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Have you caught a fantastica wave too?
presented in a mathematical form around 1900. It was long considered as just a theory, only verified recently by modern simulation to be what actually happens, when centreboards and rudders, or sails and wings in general, create lift.

Making waves
So far, we’ve only discussed flow under the hull, the boundary layer and water being dragged along with the moving boat. In addition, things are happening at the surface, where water is free to move up or down, waves are created. At the very front of the boat, there’s the bow wave, when the topsides slicing into the surface lift water up alongside and often roll it into a small surf-tunnel-like wave. Behind the widest point of the boat, the surface is being sucked down by the lesser pressure created by faster flow around the hull, and a quarter wave is formed. At the very transom, we have the stern wave, which grows significant until the boat starts to plane. Wave making consumes energy, resulting in the wave making drag. In normal upwind conditions, the wave making drag is about half of the viscous drag (the one caused by the boundary layer and dragging the water along), but at higher speeds (7-9 knots), it’s the primary drag source and can be up to 50% of the total drag of the Finn.

In the illustrations, we look at the flow pattern under the boat at different depths. The first one (Figure 1) is just under the still water surface, 5 mm under it; hence much of the bottom of the hull is black as it deeper than the 5 mm. In the bow, we can see how water is being pushed forward and to the sides, a little more on the leeward side than the windward. The arrows indicate the direction of the flow, while the colours show the speed: Red is 1.08 m/s, or two knots, green is about one knot. The boat speed in the simulation is about 4.5 knots, so behind the transom water is being dragged along in a very considerable proportion.

Going a little deeper (Figure 2, at 10 cm depth), you can see the red area intensifying under the hull. The red arrows point all forward, even if you cannot see it at the print resolution. You can also see how even in front of the centreboard, water is still being shoved forward. Look at the red area behind the boat: If you are sailing there, you have a positive current of almost 2 knots there, towing you along. If you recall the bad air you are getting from the boat in front of you, this tow compensates much of it but not quite all.

Still deeper, at 15 cm below the sea surface (Figure 3) and close to the root of the centreboard, you can see the beginning of the probably most surprising phenomenon, with water being influenced by the centreboard creating lift. On the leeward side, water is rushing forward along the centerboard case slot, while on the windward side an eddy is formed. Another 20 cm deeper, at 35 cm from the sea surface (Figure 4), the circulation around the centreboard is complete: The influence of the board can be seen far to windward. The net result is water being sucked and pushed from the windward to the leeward side of the boat. This creates, according to Newton’s law of action and reaction, the lift force on the underwater hull, centerboard, and rudder, cancelling the heeling force created by the sail.

Another point of view
Now, to finish with let’s take a look from a point of view we are more used to: that of the sailor sitting onboard his boat, sailing along. We are now in a reference frame moving with the boat, as opposed to the fixed, earth frame of reference we discussed earlier. The choice of reference frame does not influence the forces or moments applied to the boat. There will be a precisely similar amount of drag, when the boat is actually moving through the water at five knots, as when it is sitting in five knots of unfavourable tide. Only the flow pattern will be completely different. From the sailor’s point of view, the water will appear to be accelerating around the hull, and slowing down behind the transom, as in the Figure 5.

Part 2
This became a long introduction - in a following article (Part 2), we will look at the under the water interaction between two boats in different positions.
Jan 7-12, Ronstan Int. Finn Australian Championship, Black Rock YC, AUS
Jan 12-13, Campionato Invernale, Lega Navale Anzio, ITA
Jan 19-20, Campionato Invernale, Società Vela Viareggio, ITA
Jan 26, Campionato Invernale, Lega Navale Anzio, ITA
Jan 27-Feb 3, Hempel World Cup Series - Round 2, Miami, Miami, USA

Feb 3, Campionato Invernale, Società Vela Viareggina, ITA
Feb 9, Campionato Invernale, Lega Navale Anzio, ITA
Feb 16-17, Campionato Invernale, Società Vela Viareggina, ITA
Feb 18-22, Semaine Internationale De Finn De Cannes, Cannes, FRA
Feb 21-30, Russian Cup, 1st Stage, Sochi, RUS
Feb 23-24, Campionato Invernale - Zonale, Lega Navale Anzio, ITA
Feb 23-24, Vic. State Championships, Royal Brighton Yacht Club, AUS

Mar 3, Campionato Invernale, Società Vela Viareggina, ITA
Mar 4-10, New Zealand Finn Week, Auckland, NZL
Mar 4-5, Auckland Finn Champs, Tamaki YC, NZL
Mar 8-10, 2019 New Zealand Nationals, Manaatea Sailing Club, NZL
Mar 9-10, Winterrace, Nijkerk, NED
Mar 15-17, Challenge J Martin 2018 Étape 3, CVML, USA
Mar 17, BEL Cup, Harelbeke, BEL
Mar 23-24, Finn Ouest Tour 2019 Étape 1, SNO, Nantes, FRA
Mar 23-24, Coppa Italia - Trofeo Giorgio Sannino, Anzio, ITA
Mar 24-30, Russian Cup, 2-Nd Stage, Sochi, RUS
Mar 30-Apr 6, Trofeo Principa Sofia, Palma de Mallorca, ESP
Mar 30-31, Frühlingscup Müggelsee, Müggelsee, GER
Mar 30-31, Coppa Bongo, Società Triestina Vela, Trieste, ITA

Apr 6, Finn Open, Bough Beech SC, GBR
Apr 6-7, Gerhard Yellusig Memorial, WYC, Alte Donau, AUT
Apr 6-7, Challenge J Martin 2018 Étape 2, CV Centre, FRA
Apr 6-7, Stuttgartte Finn, Max-Eyth-See, GER
Apr 6-7, Challenge J Martin 2018 Étape 1, CVML, USA
Apr 7-28, Silberschäkel Regatta Wörth, Landeshafen Wörth, GER
Apr 7-28, Ammerländer Finn Cup, Zwischenahner Meer, GER
Apr 7-28, Challenge J Martin 2018 Étape 2, CV Centre, FRA
Apr 12-14, Masters Cup, Baltic Yachting Club, USA
Apr 13, Pohár Haas+Sohn, Máchovo jezero, CZE
Apr 13-14, Finn Ouest Tour 2019 Étape 2, CN Arradon, FRA
Apr 13-14, British Northern Championship, Yorkshire Dales SC, GBR
Apr 13-14, Langen Einhandregatta, Langener Waldsee, GER
Apr 13-14, Campionato Zonale, Yacht Club Viareggio, ITA
Apr 13-14, Campionato Invernale, Società Vela Viareggina, ITA
Apr 13-14, Capitan Cup, Oberhoffer, SUI
Apr 13-14, Tulpenrace, NED
Apr 14-21, Hempel World Cup Series - Round 3, Genoa, ITA
Apr 20-21, Österregatta Rastatt, Illinger See (Goldkanal), GER
Apr 20-22, BEL Cup, Trowes, FRA
Apr 20-22, Coupe Granchamp, CV Bordeaux, FRA
Apr 20-22, Finn Est Tour 2019 Étape 1, CNHS, Troyes, FRA
Apr 20-22, Paasei, Loosdrecht, NED
Apr 20-26, Russian Cup, Stage 3, Sochi, RUS
Apr 27-28, Coppa Italia - Trofeo Dr. Schaer, AV Lago Cadoro, ITA
Apr 27-28, Jollenregatta, Mammern, SUI
Apr 27-28, May 4, Semaine Olympique Française De Voile, Hyères, FRA
Apr 30-My 6, Russian Cup, 4th Stage - Alexander Novikov, Taganrog, RUS

May 1-5, Regatta Port Bourgas – Bourgas Sailing Week, Bourgas, BUL
May 3, M.B Keramika Pállavská Regata, Nové Mlyný, CZE
May 3-5, Atom Cup, Balatonfüred, Koloska Marina, HUN
May 3-5, Finn Est Tour 2019 Étape 2, SRV (Annecky), FRA
May 3-5, Nestelblatt Steinhude, Steinhuder Meer, GER
May 4-5, Season Opening Regatta, Wolsztyn, POL
May 5-6, Polyester Cup, Kasprow, DEN
May 10-12, Lithuania Sailing Cup, Nida, LTU
May 10-12, Polish Yachting Association Cup, Krynica Morska, POL
May 10-18, Finn European Championship, Athens, GRE
May 11, Regata Del Bicihieri, CV Tiberino, Bracciano, ITA
May 11-12, Einhand Dümmer Westmeisterschaft, Dümmer See, GER
May 11-12, GKS Olympic Class Regatta, Ländedrag, SWE
May 11-12, Finnregatta Eching Ammersee, Ammersee, GER
May 11-12, Jungfrautracht, Thun, SUI
May 12, Regata Del Fiasco - Zonale, CV Tiberino, Bracciano, ITA
May 17-20, Federation Cup, Moscow, RUS
May 18, Pohár Města Česká Skalice, Rozkoš, CZE
May 18-19, Mohilla Pokal Mondsee, UYC Mondsee, AUT
May 18-19, Challenge J Martin 2018 Étape 3, CV Centre, FRA
May 18-19, Spring-regatta, Trissölvägen, SWE
May 18-19, British Southern Area Championship, Meneglia Rythe SC, GBR
May 18-19, Finnregatta Bleiochtlspere, Bleiochtlspere, SWE
May 18-19, Westfalenpreis Biggesee, Biggesee, GER
May 18-19, Finn Ouest Tour 2019 Étape, SRSP, St. Pierre Quiberon, FRA
May 21-25, Rankering, Espoo, FIN
May 25-26, Finn Open, Hanwich SC, GBR
May 25-26, Challenge J Martin 2018 Étape 4, St Jacut, FRA
May 25-26, Spring Cup Of Moscow Finn Association, Moscow, RUS
May 27-30, Masters Cup, Bärgluftwoche, Vingelz, SUI
May 31-Jun 2, Open Danish Championship, KDY Skovshoved, DEN
Aug 3-6, Championnat De France 2019, Canet en Roussillon, FRA
Aug 5-7, Ranking, Hanko, FIN
Aug 5-7, Nordcup, Gdansk, POL
Aug 5-7, Dutch Open Masters, Port Zelande, NED
Aug 5-7, British Finn National Championship, Brinkham YC, GBR
Aug 5-8, Russian Cup, 8th Stage, Open Crystal Cup, Moscow, RUS
Aug 6-14, Warnemünder Woche, Ostsee, GER
Aug 6-17, Champagner Regatta Am Tegeler See, Tegeler See, GER
Aug 6-17, Trofeo Aldo Ferrari, Yachting Club Versilia, Forte dei Marmi, ITA
Aug 6-17, Vrijbiuterweekend, Loosdrecht, NED
Aug 11-17, South Federal District Championship, Sevastopol, RUS
Aug 13-15, Olympic regatta, Thanyi, Thanyi Hajós Egylet, HUN
Aug 13-14, QKD States, RGYS, AUS
Aug 13-14, Campionato Zonale, Bracciano, ITA
Aug 14-20, Finn Silver Cup – U23 World Championship, Anzio, ITA
Aug 14-20, Traditional Moscow Sailing Regatta, Moscow, RUS
Aug 18-21, Moscow Area Championship, YC KB KhimMash, RUS
Aug 20-21, Oberland Pütz Seeshaup, Starnberger See, GER
Aug 20-21, Bibilser Finn, Riedsee, GER
Aug 20-21, Segelwoche, Thun, SUI
Aug 20-23, Travehmünder Woche, Ostsee, GER
Aug 21-27, Moscow Junior Championship, Moscow, RUS
Aug 26-28, Finn SM, Maar Hamburg, FIN
Aug 26-28, Volvo Gdynia Sailing Days, Gdynia, POL
Aug 27-28, Sternberger Finn Regatta, Stemberger See, GER
Aug 27-28, Bayern Cup Bad Wiessee, Tegernsee, GER
Aug 31- Aug 5, Novosibirsk Area Championship, Novosibirsk, RUS
Jul 3-Aug 4, Oral Federal District Championship, Chelyabinsk, RUS
Jul 3-6, Campionato Invernale, Lega Navale Anzio, ITA
Jul 5-6, Boerenkoolcup, NED
Jul 5-6, Coppa Italia, CV Portocivitanova, Civitanova Marche, ITA
Jul 5-6, Finn-Finale Wörthsee, Wörthsee, GER
Jul 5-6, Dümmer-Finn-Cup, Dümmer See, GER
Jul 5-6, Finn Ouest Tour 2019 Étape 5, YC Carnac, FRA
Jul 5-6, Challenge YL Pinaud 2019 Étape 5, Cannes, FRA
Jul 5-6, Kurt Czajka Memorial, WYC, Alte Donau, AUT
Jul 5-6, Bacon Cup, Veddelev, DEN
Jul 5-6, Builders Cup, Agárd, Velence-tavi Vízisport Iskola, HUN
Jul 5-6, Challenge J Martin 2019 Étape 4, ACAL, Ploßheim, FRA
Jul 5-6, British Inland National Championship, Oxford SC, GBR
Jul 5-6, Internationale Kehrausrattengatta Steinhude, Steinhuder Meer, GER
Jul 5-7, Finn Cup - Trofeo Andrea Menoni, Fraglia Vela Malcesine, ITA
Jul 5-7, Challenge YL Pinaud 2019 Étape 4, CV Centre, FRA
Jul 5-7, Warsaw Championships, Zegrze, POL
Jul 5-7, Construction Cup, UYC Attersee, AUT
Jul 5-7, Nordcup, Gdansk, POL
Jul 5-7, Dutch Open Masters, Port Zelande, NED
Jul 5-7, British Finn National Championship, Brinkham YC, GBR
Jul 5-8, Russian Cup, 8th Stage, Open Crystal Cup, Moscow, RUS
Aug 11-17, South Federal District Championship, Sevastopol, RUS
Aug 13-15, Olympic regatta, Thanyi, Thanyi Hajós Egylet, HUN
Aug 13-14, QKD States, RGYS, AUS
Aug 13-14, Campionato Zonale, Bracciano, ITA
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Aug 18-21, Moscow Area Championship, YC KB KhimMash, RUS
Aug 20-21, Oberland Pütz Seeshaup, Starnberger See, GER
Aug 20-21, Bibilser Finn, Riedsee, GER
Aug 20-21, Segelwoche, Thun, SUI
Aug 20-23, Travehmünder Woche, Ostsee, GER
Aug 21-27, Moscow Junior Championship, Moscow, RUS
Aug 26-28, Finn SM, Maar Hamburg, FIN
Aug 26-28, Volvo Gdynia Sailing Days, Gdynia, POL
Aug 27-28, Sternberger Finn Regatta, Stemberger See, GER
Aug 27-28, Bayern Cup Bad Wiessee, Tegernsee, GER
Aug 31- Aug 5, Novosibirsk Area Championship, Novosibirsk, RUS
Jul 3-Aug 4, Oral Federal District Championship, Chelyabinsk, RUS
Oct 2-6, IDM-Finn Flensburg, Ostsee, GER
Oct 4-5, Herbstregatta, Romanshorn, SUI
Oct 4-6, Xixier International Regatta Autumn Wind, Kaunas, LTU
Oct 4-6, KSSS Olympic Class Regatta, Stockholm, SWE
Oct 5-6, KSSS Olympic Class Regatta, Saltajodden, SWE
Oct 5-6, Challenge J Martin 2019 Étape 5, CV Centre, FRA
Oct 5-6, Warsaw Championships, Zegrze, POL
Oct 5-6, Builders Cup, Agárd, Velence-tavi Vízisport Iskola, HUN
Oct 8-14, Russian Junior Championship, Sochi, RUS
Oct 10-19, Goldener Oktoberpokal Tutzling, Starnberger See, GER
Oct 12, Bacon Cup, Veddelev, DEN
Oct 12-13, Kurt Czajka Memorial, WYC, Alte Donau, AUT
Oct 12-13, Challenge YL Pinaud 2019 Étape 4, Cannes, FRA
Oct 12-13, Finn Ouest Tour 2019 Étape 5, YC Carnac, FRA
Oct 12-13, Finn Open & Masters Championship, Warsash SC, GBR
Oct 12-13, Dümmer-Finn-Cup, Dümmer See, GER
Oct 12-13, Herbst-Cup Silbersee, Silbersee, GER
Oct 12-13, Finn-Finale Wörthsee, Wörthsee, GER
Oct 12-13, Coppa Italia, CV Portocivitanova, Civitanova Marche, ITA
Oct 12-13, Boerenkoolcup, NED
Oct 12-13, Finnmannia, Biel, SUI
Oct 18-20, Finn Coupe De Canet 2019, CN Canet en Roussillon, FRA
Oct 18-20, Zemun Cup, Zemun, SRB
Oct 19-20, Marlin Sxipke Ruhm Cup, Galg, BEL
Oct 19-20, Finn Ouest Tour 2019 Étape 6, CN Arradon, FRA
Oct 19-20, 38 International Winter Criterium, Rapallo, ITA
Nov 1-3, Grand Prix De L’Armistice, Canet en Roussillon YCCRA, FRA
Nov 2-3, Finn-Finale Rupenhorn, Unterhavel, GER
Nov 2-3, Leukuchenregatta, Oberhoren, SUI
Nov 9-10, Coppa d’Autunno - Zonale - Meisterschaft, Lega Navale Anzio, ITA
Nov 17, Bel Cup, Galtenweel, Antwerp, BEL
Nov 23, Campionato Invernale, Lega Navale Anzio, ITA
Nov 23-29, Russian Cup, 11th Stage, Sochi, RUS
Nov 30-Dec 1, Nikolausregatta Töppersee, Töppersee, GER
Nov 30-Dec 1, Boterletter, Kralingen, NED
Dec 2-7, Campionato Invernale, Lega Navale Anzio, ITA
Dec 13-21, Finn Gold Cup, Melbourne, AUS
Dec 18-22, Christmas Race, Palamos, Spain, ESP
Fifty years ago the Finn Gold Cup was sailed in Bermuda, the first time it went outside Europe.

It became legendary in Finn sailing chronicles for many reasons: Hurricane Inga stopping racing for four days, the victory of 22 year old Thomas Lundquist, the return at age 41 of Paul Elvstrøm, the beauty contest, Andy Zaweija paddling his boat ashore from a Polish freighter, missing Russians, the East and West German sailors staying in the same resort.

This fascinating collection of photos was taken from the photo and cuttings album of Dr. Egbert Vincke, one of the German competitors, who kept a detailed record of everything that happened during the regatta.
David Bull writes: The sailing season in Australia has now concluded although many clubs, especially those in the warmer climates continue to sail.

The Finn Class in Australia continues to grow with over 50 sailing regularly. Queensland has shown exceptional growth with 13 boats now on the register. Considering there were only 3 boats just over a year ago it is a great result.

In South Australia the Adelaide Sailing Club has a strong fleet of Finns with 11 boats sailing regularly and more expected soon as the Ronstan 2020 International Finn Australian Championships will be held there in January.

The past season has been a particularly busy one commencing with the Queensland mid winter State Championships in July at Royal Queensland Yacht Squadron. This was followed by a succession of events with Sail Sandy at Sandringham Yacht Club, Victoria in October, NSW State Championships at Cronulla Sailing Club in November.

Then there were a series of regattas, Sail Brisbane, Sail Sydney and Sail Melbourne all held late November and during December. The Victorian State Championships were held at Royal Brighton Yacht Club in February.

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<tr>
<th>Sail Sydney</th>
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<tr>
<td>1 NED 89</td>
<td>Nicholas Heiner 19</td>
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<td>2 NZL 2</td>
<td>Josh Junior 20</td>
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<td>3 GBR 11</td>
<td>Ed Wright 22</td>
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<td>4 AUS 1</td>
<td>Jake Lilley 28</td>
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<td>5 NZL 1</td>
<td>Andy Maloney 34</td>
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<td>6 AUS 261</td>
<td>Oliver Tweddel 37</td>
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<td>7 GBR 71</td>
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<td>8 CHN 1</td>
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<td>9 CHN 6</td>
<td>Luwen Shen 64</td>
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<td>10 AUS 41</td>
<td>Lewis Brake 78</td>
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Photos: Lara Blasse
Sail Melbourne 2018

1. NED 89  Nicholas Heiner  25
2. AUS 1  Jake Lilley  29
3. NZL 1  Andy Maloney  30
4. GBR 41  Giles Scott  31
5. GBR 71  Henry Wetherell  39
6. GBR 91  Ben Cornish  41
7. CHN 1  He Chen  47
8. GBR 11  Edward Wright  48
9. NZL 2  Josh Junior  56
10. AUS 261 Oliver Tweddell  60

The major regatta of the 2018/2019 season, the 2019 Ronstan International Finn Australian Championships was held at Black Rock YC on Port Phillip, Melbourne with a record 40 entries.

We were fortunate to have a terrific contingent of 12 overseas sailors. GBR included Giles Scott, Ed Wright and Henry Wetherell. NED included Nick Heiner, Pieter-Jan Postma. CHN, He Chen, Wir Li and Shen Lumen.

Socially, we celebrated the birthday of PJ from Holland at a local restaurant. We have adopted him as an Aussie.

Giles Scott was outstanding, winning the championship with a professional display of sailing in big winds and waves. Jake Lilly won the Australian Championship Trophy.

A big thank you to Mark Jackson and Robert Deaves who jointly provided daily updated comments and results via Finn Focus.

The 2020/2021 season commences with the Queensland State Championships at RQYS in July.

The high point of the coming season will be the Finn Gold Cup at Royal Brighton Yacht Club in December. This will be followed in January by the Ronstan 2020 International Finn Australian Championships to be held at the Adelaide Sailing Club.

We welcome any overseas visitors Finn sailor to join any of our future events. We will supply a boat if possible, just bring your sails.

DENMARK

Richard Berg-Larsen writes: The Danish Finn fleet is now spread somewhat more than ‘normal’.

We now have four nests with 8 boats in the smallest and 13 plus in the three other ones.

We have not managed to persuade all to become members yet, but we do now have the highest number of paying members for at least 10 years, and are aiming at another 7-10 later this year.

Five boats went all the way to Torbole and two went to Berlin, with one getting a podium place the following weekend. Members are getting ready for World Masters in June, with two local regattas in May and early June in the same waters.

The open Danish nationals, one week before Masters, will also attract record numbers and give the foreign sailors a taste of the water off Skovshoved, so we are all looking forward to lots of great sailing this summer on the Sound between Denmark and Sweden.

The water temperature is expected to be higher than normal this spring, due to a very mild winter, with no ice at all this year and we have in fact sailed through the winter when the wind allowed, and not as normal, when temperature allowed.

Looking forward to meet many of you in Skovshoved in June, and do not forget the sunblock.

UK Northern Championship

Hector Simpson writes: The UK Northern Championships at Yorkshire Dales Sailing Club on 13-14 April marked the start to the 2019 Travellers Trophy series. 17 Finn sailors ventured from all corners. The sailors were greeted by a chilly easterly wind of 15 knots. The weekend brought a novel format with five short races on Saturday with a further two on the Sunday that included a double point non-discardable race.

Ivan Burden got off to the best start in race 1, taking advantage of the pin end bias to cross the fleet and lead around the top. But Andy Couch, after arriving fashionably late, sneaked past to take the bullet. Martin Hughes led Race 2, however, it was to no avail as he was OCS. Greenwood took the bullet, and also took the third race.

John Heyes fought back in the fourth race with an impeccable start and playing the shifts to nail the race. Race 5 turned out to be a war of attrition with energy levels running low. Crouch benefitted from a good lift off the start and hooked inside the fleet to grab a lead and take the win.

Greenwood got off to a good start on Sunday, taking the first win and closing to within a point of Crouch. Greenwood just had to beat Crouch in the final race and led Crouch around the first mark and covered him to win the race and the Northern Title by 3 points.

Hector Simpson had scheduled in a pumping clinic for the afternoon, but with the extreme weather, long journeys and tired sailors a unanimous decision was made to opt for the classroom instead.

1. GBR 5  John Greenwood  11
2. GBR 774  Andy Couch  14
3. GBR 750  Ivan Burden  31
4. GBR 41  Graham Tinsley  34
5. GBR 81  John Heyes  48
6. GBR 93  Tim Simpson  54
7. GBR 33  Kieron Holt  58
8. GBR 78  Robert Temple  58
9. GBR 77  Stewart Mitchell  60
10. GBR 761  Guy Cokill  64

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Brazilian National Championship

Luis Mosquera writes: The Finn Nationals of 2019 marked the biggest event in the history of the Finn Class in Brazil. A total of 29 sailors from Rio de Janeiro, Niteroi, São Paulo and Brasilia travelled to Guarapiranga Lake to compete in the week of the famous Brazilian carnival from 7-10 March at Yacht Club Santo Amaro. This year we had two very special guests competing in the woman’s category. Paola Prada Lorenzi, the sister of the multi champion Bruno Prada and Georgia Bruder, the daughter of the unforgettable legend and three times world champion Joerg Bruder, sailing the beautiful and vintage BL 3. The championship also marked the return of the former Finn Class Secretary and current president of the Brazilian Sailing Federation Marco Aurelio Sá Ribeiro to the sailing course. This was a special event for Jorge Zarif since he was recently crowned Star Sailors League winner and Star World Champion, so the pursuit of his 10th Finn National Title was expected to seal the season in style.

The only race of the first one was difficult with strong winds from north-west and a heavy summer shower that caused a few capsizes. Zarif won, followed by Antonio Moreira and Gabriel Raulino from Iate Clube de Brasilia. On the second day Zarif won three races in a row, followed by Ricardo Santos and Pedro Lodovici in the second race, Juliano Camargo Rosas from ICB and Arcelio ‘Mareio’ Moreira from Clube Naval Charitas in third.

On the third day, Mauricio Bueno from Yacht Club Paulista won the tricky race five followed by Antonio Moreira and Ricardo Santos. The six was won by Gabriel Raulino followed by Antonio Moreira and Jorge Zarif. The final day was dominated by Jorge Zarif with two bullets, followed by Antonio Moreira and Ricardo Santos in race seven and Ricardo and Antonio in the final race of the championship.

In the overall standings, Jorge Zarif secured his 10th national title. Now the Zarif family owns 18 national championships, 10 to Jorginho and eight to his late father, Jorge ‘Guga’ Zarif.

South American Championship

Eleven sailors from Brazil and Argentina travelled to the beautiful Ilhabela, a sunny island off the coast of São Paulo also known as the Brazilian sailing capital to attend the 2019 South American Championship from 18-22 April. The mayor of Ilhabela and his staff were directly involved in the promotion and organization of the championship that took place at Lars Grael Sailing School. The first day of racing was sailed with 20 knot winds from south, blue sky, warm water and strong currents. The top three positions were settled in the first beat when Antonio Moreira from Clube Naval Charitas got the first shift to the right, followed by Ricardo Santos and Arthur Tutu Lopes, both from Yacht Club Santo Amaro. In the second race of the day, the conditions remained the same, and the top, and the athleticism of Antonio, Ricardo and Tutu became evident when they repeated the same finish positions of the first race.

On the second day of the championship the fleet got ashore at noon to enjoy the breeze from the south as in the first day. Right after the start half of the fleet chose the right side of the course to reduce the impact of the current and Antonio Moreira started to show his impressive dominance by setting an impressive pace and flawless strategy. The final results were Antonio Moreira in first, followed by Ricardo Santos in second and Arcelio Moreira, Antonio’s father and coach, also veteran sailor from offshore races, Laser and Snipe Classes. In the fourth race of the championship Antonio and Arcelio started to write one of the most beautiful pages of the Finn Class in Brazil. Antonio got the bullet, followed...
Coppa Italia 2019
The first event of Coppa Italia 2019 took place in Anzio at the end of March. Two sunny and warm days allowed the fleet to forget about winter. Wind was light but all the five scheduled races were sailed in regular conditions.

The first race was dominated by 18 years old Paolo Freddi from Ancona, who recently jumped on the Finn directly from the Laser Radial. He trained all winter in Ancona and has showed his pace in light winds, and will be ready for the Finn Silver Cup in July in Anzio. The second race went to Giacomo Giovaneli and third to Roberto Strappati.

On Saturday evening a copious dinner was served at the Club in a nice and friendly atmosphere.

On Sunday the wind arrived later and was irregular at the beginning, with a few starting attempts abandoned by the Race Committee because of shifts causing the line to be biased. When the wind settled two nice races were sailed. Enrico Passoni dominated the first race only to find at the finish that he was OCS. Roberto Strappati snatched first place with Giacomo Giovaneli trailing. The last race saw Giacomo and Roberto tied on points and Giacomo went on to win the race the event while Roberto was second overall followed by young Paolo Freddi. Enrico Passoni, who switched this year to Grand Grand, showed his pace in light winds, and was irregular at the beginning, with the title secured, Antonio decided to stay and after an impressive performance he won the race and the championship, dropping a first, to become the 2019 South American Champion. Ricardo Santos and Pedro Lodovici were second and third in the final race.

In the overall standings Antonio was crowned the champion, Ricardo Santos was the silver medalist and the veteran Arcello Moreira was the bronze medalist in third. The prize giving ceremony was held after the race to crown father and son as first and third overall, Ricardo Santos as second overall and Rubens Sabino from Yacht Club Santo Amaro as Grand Grand Master Champion.

The next event will be in Caldaro lake on 27-28 April for the classic Dr. Schaer Trophy and this year also the Italian Championship on lake Garda in September will be valid for Coppa Italia rankings.

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

Provisional ranking

1 ITA 202 Giacomo Giovaneli 38
2 ITA 115 Roberto Strappati 37
3 ITA 89 Paolo Freddi 36
4 ITA 6 Enrico Passoni 35
5 ITA 5 Francesco Cinque 34
6 ITA 1071 Matteo Iovenitti 33
7 ITA 70 Francesco Lubrano 32
8 ITA 2 Marco Bugliotti 31
9 ITA 52 Franco Martinelli 30
10 ITA 234 Tommaso Ronconi 29

Italian Masters Championship
This year the Italian Master Championship will take place on beautiful Ischia island, in the gulf of Naples, from May 24 to 26. The championship is open and all Masters are invited. Notice of race, news and other documents can be found on www.classefinn.it/master
NZ Finn Week 2019
This year it fell to the North Island Finn sailors to host the 2019 Finn Week. Ten sailors from South Island combined forces with the generous support of Pacifica to ship their boats on trailers within containers to Auckland. They were joined by four sailors from Auckland and one from Wellington for what proved to be two extremely challenging regattas.

North Sails Auckland Champs
Raced from Tamaki YC on March 4-5, the regatta comprised 6 windward/leeward courses races of 40 minutes duration. The course was situated between Bean Rock and the club house and raced in S/SW winds of 10-20 knots.

Ray Hall charged out of the gate to score three well sailed firsts. Karl Purdie scored three seconds with Dave with three thirds. Day 2 was sailed in similar conditions with Karl winning race 1 to briefly keep the series alive before Ray slammed the door shut with an emphatic race 2 victory.

1 NZL 2 Ray Hall 6
2 NZL 11 Karl Purdie 8
3 NZL 10 David Hoogenboom 17
4 NZL 5 Brendan Hogg 21
5 NZL 19 Denis Mowbray 24
6 NZL 265 Mike Pearson 26
8 NZL 11 Hans van der Wal 35
9 NZL 28 Nick ONeil 44
10 NZL 30 Andrew Miller 47

Barfoot and Thompson 2019 National Championship
Upon completion of the Aucklands the fleet retired to Maraetai for two days of final boat maintenance and practice making the most of the hot, sunny weather and light sea breezes. Racing was held from March 8-10.

Ray Hall picked up where he left off, winning the first race, but that was his only victory, Purdie took the second, Denis Mowbray the third and then Purdie closed out with four race wins to take the title. Hall put together a string of seconds while Mark Perrow ended up third overall.

1 NZL 111 Karl Purdie 8
2 NZL 2 Ray Hall 11
3 NZL 4 Mark Perrow 17
4 NZL 19 D Mowbray 27
5 NZL 10 David Hoogenboom 34
6 NZL 5 Brendon Hogg 34
7 NZL 20 Chris Wells 38
8 NZL 265 Mike Pearson 47
9 NZL 11 Hans van del Wal 52
10 NZL 14 Paul Ryland 53

Three races wins in some exceptional conditions was enough for Milan Vujanisonic to take the 43rd Christmas Race in Palamos. Joan Cardona also took three race wins but didn’t fair as well in the other races. Alex Muscat monopolised second place to end up second overall.

1 CRO 369 Milan Vujasinovic 8
2 ESP 7 Alejandro Muscat 11
3 ESP 26 Joan Cardona Méndez 12
4 IRL 9 Oisin McCielland 22
5 UKR 4 Andrii Husenko 24
6 GBR 38 Callum Dixon 25
7 GBR 81 James Skulczuk 32
8 GER 595 Simon Gorgels 33
9 ESP 161 Miguel Fernandez Vasco 40
10 ESP 71 Federico Colaninno 43
and the remainder on course 14. This time the beats were across the narrowest part of the dam, creating tricky conditions, with almost everyone recording up-and-down results. David Humphrey was not able to repeat Saturday’s performance, but Tim Addison and Dave Kitchen were more consistent, and moved up the leader board. Rob Mathot claimed two first places, and was actually the winner of the second day’s racing. Chris Moreton also had a good session, and was unlucky to miss a podium spot, finishing up tied on points with Rob. The nine races produced six different individual winners.

In the end, Tim Addison was the winner of the regatta by two points (in spite of a careless OCS in the final race), followed by Dave Kitchen, David Humphrey, Rob Mathot and Chris Moreton, with Leon Ferreira in a very creditable sixth place. Oscar de Weijer won the Classic section, sailing in his first Finn regatta. Franci Girdlestone was the first Legend, winning Race 1 in some style; quite an impressive feat after his two-month break from sailing. A special award went to Gerd Bohnsack who was the only “Super Legend” (over 80) in the fleet.

South African Nationals
Hosted by the Zeekoe Vlei Yacht Club at Club Mykonos in Langebaan in April, the top four overall shared all the race wins. Dave Shilton took four races, including the last three, while Leo Davis took three, Greg Davis two and Paul Allardice one.

Torsten Jarnstam writes: Many Swedish master sailors will participate in the Finn World Masters in Skovshoved in Denmark, June 7-14. In addition, some Swedish Finn sailors also intend to participate in the Danish, Finnish and Norwegian Championships. The season starts with a training camp in Karlstad April 27-28.

Our Swedish national team sailors Max Salminen and Johannes Pettersson 11 have participated in the World Cup regattas in Miami and Majorca. Max Salminen consolidates his position as the world’s best Finn sailor winning gold in this year’s first World Cup sailing in Miami, USA. It became a tactical triumph in the light winds. At the Princesa Sofia IBEROSTAR in Palma, Majorca, Johannes Pettersson finished in 13th place, which is a clear improvement. Johannes was up to fourth after very good sailing, but did not hang onto it in final races and ended up outside the podium. Max Salminen had it much heavier this time and placed himself a bit down in the results list. Our national team sailors, Max Salminen and Johannes Pettersson, and we other Swedish Finn sailors, look forward to an exciting competition season in 2019.

Dominik Haitz writes: The sailing season in Switzerland is only about to start, but a few Swiss already went abroad to race. First stop was Cannes 19-22 February. Best of the Swiss was OliverWirz in 18th in his new Fanastica. Hans Fatzer was second legend. In Mid March, in Swiss boats participated at the Torbole Finn Cup, over three days. Best Swiss in this event were Christoph Burger in second place and Oliver Wirz, who came 15th.

The first event in Switzerland took place on the lake of Thun mid April, where it was still pretty cold: water was 9 degrees and the air about 6 degrees. This was nothing for wimps, so only 14 boats were on the starting line. Five races were sailed in very tricky conditions which Oliver Wirz mastered the best. By winning two races on Saturday and one Sunday, he clearly showed who the one to beat is for the season. In the first race he thought, after passing the finishing line on the downwind, that the race was over and started to eat his picnic. He noticed his mistake, continued and still won the race. Peter Kilchenmann came second and Franz Bürgi third.

At the end of March we had three days of training with Nils Theuninck on lake Como. The most important Swiss regatta, apart from the Swiss Championship in September, is the Niederhornkanne at Thun, which will take place at the end of June and where we expect quite a few foreign boats.

One Swiss guy who did not stop sailing in winter, is Nils Theuninck. Nils had hard training sessions in the gym and on the water. At the World Cup in Miami he started with a fifth place and at Princesa Sofia in Mallorca he was 13th. Nils has not yet qualified for the Olympics 2020, but he is very well on track.
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