• JOSH JUNIOR WINS FIRST GOLD CUP FOR NEW ZEALAND
• MEXICO AND VENEZUELA QUALIFY FOR TOKYO
• DOES A STIFF BOOM MAKE A DIFFERENCE?
• 2020 EVENT CALENDAR
• NEWS AND VIEWS
• STAYING WARM
Every...

start you jump, shift you miss, mark you foul, rule you break, flag you take, tack you roll, jibe you nail, sail you trim

...makes you stronger!
Opening shot: Nenad Bugarin checks for jellyfish before the medal race in Melbourne

President’s Letter

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

Once again we are back in Olympic year, the 18th time that the Finn will be used as Olympic equipment. There remain many people around the world that think it should not be the last, and we continue to work to realise that goal. The Finn has brought something unique to the Olympics for so long that we have become part of the culture, an essential component in the story of the Olympic Games. This counts for far more than most people realise or will admit.

In terms of the Olympic competition, Tokyo 2020 will be no different. Nineteen Finn sailors will line up for six days of tough racing in Sagami Bay, off Enoshima, a fascinating venue by any standards and which will hopefully deliver conditions that will not only test the skill of this group of supreme athletes but also showcase the Finn’s incredible beauty and relevance to Olympic sailing.

Since the last issue of FINNFARE we have had the 2019 Finn Gold Cup at the Royal Brighton YC on Port Phillip in Melbourne. Congratulations to Josh Junior on becoming the first Kiwi to ever win the Finn world title. After seven years in the class, the hard work finally paid off for this highly talented sailor. He doesn’t have long to enjoy the moment though as we head into the combined 2020 Finn Gold Cup and Finn Silver Cup in Palma in May.

Many of the sailors who will go to Tokyo are still undergoing intense national selection trials, some of which are so tight it is impossible to tell which way they will go. Most should reach an exciting conclusion in Palma.

Before then the there will also be the final continental qualifier for Tokyo 2020. Genoa will be a fascinating and intense battle with up to 18 European nations trying to qualify for the final place available in Tokyo. I wish everyone taking part in Genoa a fair, but tough week of racing. It is highly likely that the winner in Genoa will be the nation and the sailor going to Tokyo.

It says something about the depth of the class and the current realities of Olympic competition that as many nations will be competing for that one final place as will be the total number of competitors in Tokyo.

We can also celebrate with our Masters sailors this year as they sail the 50th Finn World Masters in The Netherlands. This event must have grown out of all proportion to what the original proponents intended and has outgrown many sailing clubs. I have no doubt that it will continue to thrive and continue to provide a challenging pathway to many more generations.

To return to my first point, the IFA Executive realise there are still a lot of questions about the Olympic situation. The key message we have for you at the moment is that the Finn
remains an Olympic class until the IOC approves the World Sailing proposed event slate for 2024. There are many dissatisfied national sailing federations and national Olympic committees and IFA is working on informing the IOC and its stakeholders on the imbalance and discriminatory nature of the proposed slate in the hope that the IOC will not approve it as it is now. The IOC decision will probably be made by late 2020 or early 2021.

Until then I encourage all of you to enjoy your Finn sailing, engage with the changes being introduced by the Executive Committee and continue to promote the class with a positive and constructive approach.

May I wish you all a fantastic year of Finn sailing, whether that is at your club, on your national circuit or internationally. We can all be sure it will be another great Finn year.

Warm regards

Dr. Balazs Hajdu
HUN-1
IFA President

The 2019 Finn Gold Cup in Melbourne
Pic: Beau Outteridge

4 • FINNFARE MARCH 2020
Finn Sailor Survey

A survey has been published to build a better picture of Finn sailors needs and ideas worldwide, which will help the IFA develop a class strategy in the coming years. More than 300 responses have already been received, with more than 800 comments, and the results so far are quite interesting. The survey will remain open for about a month and then a full report will be published. More details can be found on finnclass.org.

2020 Event News

Finn Gold Cup Mallorca
Entries are coming in for the combined 2020 Finn Gold Cup and U23 World Championship, from 8-16 May at El Arenal, Palma. The entry form and Notice of Race are published at http://2020.finngoldcup.org. Contrary to previous news, entries are limited and allocated under normal quota.

European Masters Gdynia
The dates for the Finn European Masters have been confirmed as 31 August to 5 September. Racing will take place over the four days from 2-5 September. More information soon on finnworldmaster.com.

Finn World Masters Port Zélande
The Dutch are going to great efforts to make the 50th Finn World Masters a very special event, with lots of initiatives, parties and even a brand new Finn to be won. At press time there were more than 200 entries. Entry form at www.fwm2020.com.

European Championship Gdynia
The 2020 European Championship will be held in Gdynia, Poland from 3-11 July. The Notice of Race and entry forms will be published soon. The event site will be 2020.finneuropeans.org, so keep an eye for updates. There are also a lot of other details on finnclass.org.

2020 AGM

The 2020 IFA Annual General Meeting will take place on Sunday 10 May at 10.00 during the Finn Gold Cup in Palma. As required by the IFA Constitution, please send any submissions or proposals to office@finnclass.org before 10 March, to allow all papers and agendas to be published ahead of April 10 deadline.

Photos

Most of the photos from the major events can be found at robertdeaves.smugmug.com and can be purchased as prints or downloads. All are tagged with sail number and name.
The 2019 Finn Gold Cup was officially opened by John Bertrand AO at the opening ceremony at the Royal Brighton YC. Sixty Finn sailors from 23 nations gathered in Melbourne from December 13-21 for the penultimate world championship before the Tokyo Olympic Games. It was also the Oceania qualification event for Tokyo. The line up include most of those who will be or would have liked to be in Tokyo in the summer of 2020, including defending world champion, Zsombor Berecz, and four time world champion, and Olympic champion, Giles Scott.

The whole event was also set against the catastrophic bush fires sweeping Australia, though in general there was little evidence in Melbourne except one day when strong northerlies brought smoke down onto Port Phillip.

Day 1
Over the past few years the Kiwi team of Josh Junior and Andy Maloney have been getting stronger and stronger. They shared the early lead after the first two races with a race win and a fifth each. Nenad Bugarin was in third.

The day began wet and overcast but improved through the day to leave a pleasant 8 to 12 knot breeze on Port Phillip, with clearing skies and for many here the first real taste of summer with rising temperatures and blue skies. For several weeks previously the conditions had been quite cold.

Race 1 got away first time with Joan Cardona and Alejandro Muscat leading the fleet. Junior had a mixed first upwind, but gradually pulled through to challenge the leaders, rounding the second windward mark in second place, and then moving ahead on the final downwind to take the win from Muscat and Cardona.

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It took two attempts to get Race 2 away, but the fleet got away cleanly in a slightly reduced breeze. Maloney
led throughout the race with Bugarin and Milan Vujasinovic, Fabian Pic and Nicholas Heiner in the mix just behind. Maloney took a confident win from Bugarin and Heiner.

Maloney: “It was a good day of sailing with a nice southerly. We had one free pumping downwind and the rest was without and I was going really nicely out there.”

No Kiwi had ever won the Finn Gold Cup. Junior: “The goal is always to win, but there is a lot of racing to go for both of us so we just need to keep chipping away and every day hopefully get better and better.”

Day 2

The fleet was held ashore an hour to wait for the wind and once everyone got on the water it was only 6-8 knots southerly for the first race before the wind died down again, causing another wait between the two races of the day. The fleet only got back ashore at seven p.m. but managed to get two races in.

Race 3 got away cleanly at the third attempt under black flag. Nils Theuninck led at the top from Johannes Pettersson and Berecz, who gradually moved upwind. They finished in that order.

While Maloney passed Wright on the second upwind, they never really threatened for the win, though I managed to pull through the fleet reasonable well which was good.”

“"The Kiwis have been really consistent, especially JJ, though Andy had a bit of a wobble in one of them today. They have been good for a long time and have a good thing going, but I come to world championships to try and win.”

Heiner: “Really nice sailing conditions and I think I managed well again today. But I need to step it up a little as the Kiwis are on fire, but pretty happy with the racing so far.”

Day 3

Melbourne turned on the heaters on Wednesday, reaching 40 degrees by the afternoon. There were successive postponements as the sailors sought shelter out of the heat but the wind did not come. At 15.00 AP over A was raised to abandon for the day.

FINNFARE MARCH 2020
Day 4
Three races were scheduled on Thursday. Following a cool change overnight, temperatures had dropped down from 40°C to 22°C and with winds picking up to a reasonably stable breeze of 13-17 knots. All three scheduled races were completed with plenty of opportunity for sailors to move up the leader board or to consolidate positions.

In the first race of the day, Wright led all the way for a comfortable win. Jonathan Lobert rounded second with Junior not far behind. Junior proved faster than Lobert on the downwinds to take second place, with Lobert crossing in third. Scott was originally scored BFD, but that was later overturned after it was established he was misidentified.

Race 6 got underway first time with an individual recall for Alican Kaynar who led throughout the whole race but was scored OCS at the finish line. As a consequence, Berecz took the win after moving into second place before the second top mark rounding. Junior again moved up into the top three on the last downwind to finish third ahead of Lobert. Scott followed in fifth. After coming ashore Kaynar was given redress for the late display of the X flag at the start.

But Josh was just too strong. Every time he was passing me on the downwinds and he had a little bit extra speed.”

Day 5
Each day in Melbourne threw different conditions and different challenges at the fleet. The final day of the opening series, brought another change with shifty northerlies and extreme high temperatures. The fleet launched after a short postponement into a 15 to 20 knots of very hot wind. It was cooler than the shore, which reached 44 degrees, but the heat took its toll on the fleet as two out of the scheduled three races pushed them to physical limits. It was one of its hottest December days on record, with most of Port Phillip obscured with dust and haze.

Berecz won the first race of the day, leading the race from start to finish. He battled throughout the first lap with Wright, who dropped back to seventh at the end, while Jake Lilley had his best race of the championship so far and finished second. Ondrej Teply followed in third. Regatta leader, Junior as well as Maloney, put in their highest scores of the opening series finishing 16th and 21st.

Race 9 also got underway first time with Cardona leading at the first top mark ahead of Oliver Tweddell and Heiner. By the bottom gate Muscat had taken over the lead with Kaynar, in second and Cardona back in third. Kaynar built his lead at the final top mark to take out the race win with Cardona crossing in second ahead of Heiner. Lilley finished fourth ahead of Muscat in fifth.

The regatta leaders made hard work of the race. Junior rounded the top mark just outside the top 10 with Scott and Berecz some way back. While Junior moved up to eighth, Scott couldn’t do...
better than 17th with Berecz recovering better to cross 13th.

An attempt was made to start the third and final race, but the wind was becoming increasingly unstable and had dropped to 8-9 knots with big wind shifts. After 30 minutes waiting, further racing was abandoned. Most of the sailors were pretty relieved to come ashore, where ice lollies and ice baths awaited them.

Junior: “We went out there in nearly 40 degree temperatures and ended up with a very shifty 15 knots that slowly died off during the day. For me it was pretty tough. I really struggled to find my groove and find the shifts as the wind wasn’t doing what you’d expect, but I ended up moving further ahead, so pretty happy with that.”

Did nerves play a part? “I guess, but it’s like any other day. You go out there and race your best. It was very tricky but I just kept trying to do what I could do.”

Heiner: “Definitely it was the right sport for the heat. On the water it was actually pretty nice, especially upwind with the waves coming over it was quite refreshing so I think we were the lucky 60 that were out sailing today. I had a really good day, pretty consistent at least, so no big results. So that was good. I was really hoping for a third race but it is what it is and the medal race is tomorrow and all to play for. I know Josh will probably match race, but I just need to have a good race tomorrow and we’ll see.”

Day 6

The battle for the 2019 Finn Gold Cup came down to Junior and Heiner. Junior had a 16-point lead and kept everyone guessing until the later stages of the race. He made hard work of the start, engaging with Heiner with a minute to go, but then allowed him to escape and control the start to lead up the first beat.

Starting in 20-22 knots, the wind gradually increased, as did the sea state, producing some epic racing conditions and supreme boat control. Heiner made the best of the first beat to round with a nice lead with Junior about sixth. Nothing much changed downwind, but a big shift to the left on the second upwind left Lilley in the lead followed by Berecz and Heiner. Junior was still back in seventh. While Lilley got away to win the race and move up to fifth overall, Berecz and Heiner battled downwind for silver and bronze. A mistake by Junior at this stage would have cost him the title, but he maintained control down on the final hairy downwind, to cross the line to whoops of joy. He had rewritten the history books, and despite a long line of celebrated Kiwi Finn sailors, he had become the first one ever to win the Finn Gold Cup.

Earlier in the day, Wright won the final race for the rest of the fleet, from Muhonen and Lobert.

APART FROM FRIDAY’S tricky races Junior was never out of the top five, leading from Day 2 all the way to the nail-biting finale. It is an understatement to say he was pretty pleased with himself.

“I had a big lead but, to be fair, Heiner did a really good job at the start and on the first beat and he sort of got away on me. I was a bit worried I was in trouble of losing the whole regatta but I managed to hold it together and get the result I needed and I’m absolutely over the moon.”

“I have never won a world championships or even a medal so I’m stoked. There have been a lot of successful sailors in the Finn for New Zealand in the past and to be one of those is a great honour.”

“It’s been an outstanding week. I seem to have put pretty consistent results together and that’s seen me near the front and took a bit of pressure off. But it’s certainly a bit nerve racking. I have never been leading a world championship before, especially for so many days.”

Heiner: “It was an awesome medal race today. Breeze and nice waves and especially with the points from second to fifth, it was all to play for and with JJ well ahead, it was a bit of a hard one. He’s a match racer so I knew what was coming and I think I did a really good job beating him off the line and had a good first beat. The wind kept going left and made it a bit more exciting but luckily I still had Giles behind me.”

“I felt pretty comfortable day today and I think that showed especially in upwind speed and sailing away on the downwind. So I think I definitely stepped up my game in the big breeze.”

Berecz: “I think today everyone enjoyed the sailing. We loved it. I thought I would have the toughest job in the fleet, but I was pretty fast upwind and I didn’t make any mistakes, and it was not easy, but it was easier than I expected. There was a lot to gain or lose but I decided to save the bronze so I didn’t push too hard and risk a capsize and lose it all.”

“Before I came here my goal was to get a medal and I managed it so I am pretty happy. On the other had it was a magical week for Josh. He didn’t make mistakes, so there was nothing we could do to beat him. I am happy that he managed to win the Gold Cup. Next time he meets Russell Coutts he can say ‘I have something you don’t have.’ So I am really happy for Josh and thrilled to get third after a bad start to the week.”
During the last years there has been a tendency to use stiffer booms in the Olympic part of the Finn fleet. This tendency is slowly dripping down to the Master’s fleet. But the question is: How much difference is there in stiffness and does it make any difference?

As the fortunate owner of a new Devoti Racing boom (EUR 650), an older Allen boom (EUR 300) and an Art of Racing AKA ‘AoR’ boom (EUR 800) I was curious to know the difference between the three booms. Surprisingly there seems to be no standard for measuring boom stiffness and the manufacturer’s market their booms with no documented measurements. In order to get real measurements of the differences between the different boom suppliers I decided, together with the Danish Finn Class secretary, to create a measurement method and get some comparative numbers.

Situation

Assuming 33kg leach tension and the mainsheet in the middle of the boom, the vertical load case is approximately 66kg and freely supported in both ends. A test of the vertical stiffness that requires 66kg is not going to sell many tickets so we decided to base our test on 12kg, which is the same weight used for the mast bend test. The expected vertical deflection for the test is five times smaller than the actual deflection so we needed something more accurate than the string and ruler used for the mast test.

We therefore invested in a dial indicator gauge (EUR 20) and a magnetic base stand (EUR 25) and the subsequent measurements showed an accuracy of 0.1mm. That converts into an accuracy of 0.5mm for the actual load, which is pretty much what you can expect using string and ruler.

Suggested Measurement Standard

We suggest a standard measurement where the boom is supported at the centre of the boom pin hole and at the limit mark and loaded with 12kg between the two mainsheet fittings. We supported the booms using one-metre high stands so we could be seated while measuring and put the gauge on a ladder. We loaded the boom, reset the gauge and gently offloaded the boom and took the measurement. It was repeated three times and averaged.

Results

Holt is the ‘softest’ (could be the age (2009) of the boom) with Devoti Racing being slightly stiffer. The stiffest is the AOR - not a
lot but still enough to get your mind going if the boat to leeward has one and you don’t.

Effect of a stiffer boom?
To be able to answer why stiffer booms are better would require that we fully understand what makes a Finn go fast, and we don’t, but we can describe what happens to the geometry.

The vertical stiffness will affect the shape of the sail when there is a puff, so a stiffer boom will result in more mast bending or put differently, if you buy a stiffer boom you will need a softer mast. How much softer? A 0.2mm deflection in the measurement will be roughly equivalent to 1mm actual deflection when sailing which again roughly converts to 0.5kg leach tension.

The horizontal stiffness will also affect the combined rig stiffness but as we haven’t estimated or calculated the horizontal load it is difficult to comment on the actual effect of a stiffer boom.

Allen and Devoti Booms
The two booms are almost identical in their construction the only difference being that the mainsheet fittings are Dyneema on the Devoti Racing and metal on the Allen boom. The metal fitting has the longest distance from the boom to the mainsheet block, which subsequently makes the mainsheet angles less favourable for easy sheeting, which is a bummer for grown-ups.

The kicking strap fitting on the two booms made us sentimental because they are identical to the fittings, we used in the pre-Dyneema period when we used wire (wire is like rope only softer). It made us wonder if anyone uses the stay adjuster fitting and if not, why is it fitted on the ‘Racing’ version from Devoti?

Theouthaul has also remained unchanged since we did serious sailing but we find that it’s OK and gives a choice of using a shackle or tie to the sail.

The reinforcement at the opposite end are solid 4mm on both booms which should mean that the boom pin hole doesn’t deform easily.

The Devoti Racing is stiffer than the Allen boom but it could be the age of my Allen boom (2009).

Art of Racing / AoR
‘Art’ is no exaggeration – this spar is a beauty in black and red and we are very enthusiastic about the kicker fitting. It has got rid of the ridiculous stay adjuster and two shackles so it has three less fittings that can break and we think it saves time de-rigging the boom plus other benefits: Not having to go to the trailer to get pliers and back; not losing the split ring in the stay adapter; not DNF-ing in races because the shackles break and so on. We can come up with many reasons to convert to AoRs kicker fitting (EUR 250).

And the AoR boom is stiffer – not a lot but still enough to get the mind going if the boat to leeward has one and you don’t.

Suggested Changes to the Finn Class Rules
While working on this project we came to the conclusion that there are a couple of class rules that should be reviewed regarding the sail foot and boom material. We will forward the suggestions through the appropriate channel.

RESULTS OF TESTS

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<th>Devoti</th>
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<th>Allen</th>
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Methodology
• Boom is supported at forward edge of boom band and centre of boom pin hole
• 12 kg suspended between the mainsheet hangers
• Gauge supported on vertical structure, here a ladder, about 1 metre off the floor, for ease of reading
The Winner’s Choice
Caleb Paine dominated the 2020 Hempel World Cup Series Miami, USA, to win with a day to spare counting five race wins and four second places. Canada’s Kyle Martin also sailed an exceptional regatta to place second while Luke Muller took bronze after a week of different conditions.

The Miami event not only acted as the Tokyo North America Continental Qualifier but also as leg 2 of the USA Olympic Trials. Mexico’s Juan Perez Soltero secured the place after a tough battle with Bermuda’s Rockal Evans. Evans, who has been in the class for five years, had the early advantage, as they traded results in the first part of the week. Then Soltero, a relative newcomer at his first Finn event, found his form and dominated the second half while Evans struggled. It was over before the medal race, with Soltero securing the first Olympic Finn place for Mexico since 1992.

**USA TRIALS**

Muller started the week leading the USA trials after a better performance in the Gold Cup in Melbourne, and he still leads going into the final event at the Finn Gold Cup in Palma, in May, but with a reduced points lead. After not really hitting top gear in Melbourne, Paine, the 2016 Bronze medalist, looked confident, and made good decisions and was fast around the course. The final battle in Palma is going to be tight.

While the fleet in Miami was relatively small at 14, it contained several sailors who are preparing for the final Olympic qualifier in Genoa in April, where a single European place in Tokyo is up for grabs, with round 108 countries expected. This week, Oisin McClelland, from Ireland sailed one of his best weeks ever, in contention for the bronze up until the final downwind in the medal race.

**MEDAL RACE**

In the very light wind medal race, Facundo Olezza, who had already won two races but also had two letter scores for starting early, took control out of the start to win the pin and the left to lead round the top and all the way to the finish. For a while McClelland was in and out of the bronze medal position, with Muller way behind in seventh. However a second beat recovery from Muller left him right behind McClelland, who needed to put two boats between them. A yellow flag for Muller on the final downwind offered McClelland some hope, but there were not enough boats between them. Kyle Martin sailed another great race to cross second to secure the silver while Muller crossed in sixth to take the bronze.
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The South American Continental Qualifier for Tokyo 2020 was held in Rio de Janeiro, Brazil from 25-30 November. Just eight boats came to the starting line representing four countries, of which just two were competing for a place in Tokyo – Venezuela and Chile.

The 10-race regatta was won by Antonio Moreira, from Pablo Guitian and Pedro Lodovici. Andres Lage placed fourth, but that was enough to secure the place for Venezuela with a day to spare.

The five-day event was sailed on the famous Sugarloaf course area, which was the scene of the medal races at the Rio 2016 Olympics. It was as tricky as ever, throwing many challenges at the fleet.

Lage explained said, “It was very tough. I never saw a course area with so many variables. You could be winning the race by a mile and in a blink of an eye everything could change. At the same time if you had enough patience you could have great comebacks. But in the end it was all about keeping it simple as possible.”

The event opened in a moderate southerly that suited Lage’s sailing style and he dominated the day to come away with two race wins and a second.

Then the wind died and it all became very much harder. “I think for me the key moment was the second day in which the wind dropped a lot and I needed a solid performance that day to consolidate the leverage from the first day. I had good confidence in medium-strong winds, but we had three days of light wind and in a difficult race course like Rio, everything could happen so I needed to be very focused.”

He still led after the second day, but the points were much closer. Even lighter winds on the third day brought Moreira to the top of the fleet, but importantly for Lage, his main competition, the Chilean sailors were still behind.

After the fourth day, in which Pablo Guitian won both races, Lage was still in fourth, but with only the top five boats heading into the medal race, he had achieved his goal with a day to spare. The medal race the following day was a formality. Lage paced second in the better wind conditions while Moreira took the overall win.

Lage said, “The overall feeling now is a mix, a relief of accomplishing a dream as well as a big motivation to keep working hard towards the Games in Tokyo.”
There has been a very busy summer sailing season in Australia with the last major event being Sail Melbourne. During the year there were Finn regattas in four States commencing with Queensland States, followed by Sail Brisbane, Sail Sydney and Sail Melbourne. There was the Finn Gold Cup in December, the Nationals in Adelaide plus various other regional regattas.

Ronstan 2020 International Finn Australian Championships
The Nationals were held at the Adelaide Sailing Club from 5-10 January. The facilities and hospitality was fantastic with large rigging lawns, protected launching ramp and excellent club facilities. The on water management was first class.

There were 10 races scheduled over 5 days. The first three days were just perfect, with medium breezes, warm sunny weather and crystal clear water. Two races per day, however the weather changed dramatically on Thursday with temps in the 40s and zero wind...no racing. Friday was the opposite with very strong wind and big waves. The race committee decided to proceed with racing but quickly decided to send everyone back with the wind over 25 knots and huge seas. The PRO kept everyone on shore with the expectation the conditions would improve to allow at least one more race. That was not to be and racing was abandoned.

Six races constituted a series so John Condie, who sailed very consistently, was crowned 2020 National Champion, ahead of youngster Lachy Gilham, who was hot on his heels and looking forward to sailing on the final day. Condie also finished as the highest placed sailor in the Grand Master division, Gilham was the first Under 23, James Bevis was the first Master and local Dirk Seret came away as the first Legend, as well as finishing as the first local boat.

The 2021 Nationals will be at Woollarha Sailing Club, Sydney from Sunday 10-15 Jan.

1 AUS 10 John Condie, GM 11
2 AUS 91 Lachlan Gilham, U23 14
3 AUS 288 Curtis Skinner, O 16
4 AUS 75 Phil Chadwick, GM 17
5 AUS 296 James Bevis, M 24
6 AUS 303 David Bull, GM 33
7 AUS 300 David Ellis, GM 33
8 AUS 88 Dirk Seret, L 40
9 AUS 282 James Chilman, O 47
10 AUS 297 Brendon Green, M 50

Sail Brisbane 2019
Sailed from 6-9 December from the Royal Queensland Yacht Squadron, Phil Chadwick took the 2019 Sail Brisbane with a string of five first places and a third to clinch the week with a near perfect score. The first race was won by Tony Baisden. 15 boats took part.

1 AUS 75 Phil Chadwick 5
2 AUS 17 Tony Baisden 11
3 AUS 282 James Chilman 14
4 AUS 50 Jason Passey 31
5 AUS 43 John Croston 31
6 AUS 93 Tristan Perez 31
7 AUS 300 David Bull 33
8 AUS 8 Curtis Skinner 38
9 AUS 98 Ben Downey 39
10 AUS 77 Mick Patrick 42

Sail Melbourne 2020
Jake Lilley took the win at Sail Melbourne after a consistent week in a range of conditions. Nils Theuninck finished second overall with Anders Pedersen in third. All told it was a week of rather strange weather.

With wind limits on the edge, conditions on Day 1 provided many competitors with a wild, windy and challenging day on Port Phillip Bay. Racing started out in around 20-22 knots but with wind gusting into the high twenties as the afternoon progressed, racing was cut short after several classes reached their...
wind limits. Lilley took the first win. He extended on the fleet after two race wins and a second on day two in 10-18 knots of breeze. Theuninck won the second race of the day.

Despite a huge storm in the early afternoon on day 3, with a sheet of small hail stones, two races were completed. Lilley continuing to build his lead after two more race wins. Theuninck was in second Tom Ramshaw in third.

Pedersen won both races on Day 4 as more storm fronts passed over Port Phillip but Lilley was already too far ahead and a 5,2 on the final day was enough to wrap up the series. On the final day Theuninck and Ramshaw shared the wins.

Theuninck said, “It’s really close racing because there is only a few boats out there, if you make a mistake, losing one place is almost ten percent of the fleet so it is pretty tough.”

Also racing were Japan’s Yuki Nishio and Alex Kokumai, making the most of Australian summer to get race practice in for the Japanese selections for Tokyo 2020. “It’s winter in Japan and this regatta has strong winds which is good practice for us because we have to improve in the strong wind stuff. It is a good event for us to try and improve for the Finn Gold Cup in Palma, which will be our final selection event,” Yuki Nishio said.

“It’s a small fleet but a really high-level fleet. Every day is very windy and we really need that training, that’s why we came back to Melbourne,” Alex Kokumai added.

Lilley said, “We had some fantastic international guys and Aussies here. There was some really tight, close racing so happy to come away with the win in what were basically ten practice medal races. There were just millimetres in some of the races so I couldn’t have asked for much more.”

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<td>Jake Lilley</td>
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<td>3</td>
<td>NOR</td>
<td>Anders Pedersen</td>
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<td>8</td>
<td>AUS</td>
<td>David Ellis</td>
<td>73</td>
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DENMARK

Richard Berg Larsen writes: This winter has been so warm, that we have been able sail even from all the usual places. We have never before been able to sail this much through a winter without breaking any ice, when sailing in and out of the harbour. We have often been forced to move to marinas closer to open water, as fjords and inlets have been frozen.

Four fleets have sailed through the winter, namely Middelfart/Aarhus, Veddelev, Vallensbæk and Dragør. We hope that will increase participation in the coming regattas, starting early May from Kastrup. The regatta dates have this year been coordinated to a certain degree with Norway and Sweden, avoiding clashes over the same weekends.

The photo was taken late January with typical dramatic winter cloud formations, showing the Vallensbæk fleet returning to port after a Saturday morning practice trip.
2019/20 Auckland Championship

The weekend of 16-17 November 2019 saw eight Finn sailors descend upon Tamaki YC once again for the running of the annual Auckland Championship. Races were approximately 35 minutes in duration on a mixture of windward leeward and triangle courses.

Returning to the fold was Tom Dodson who had recently refurbished KZ 29 a diagonal kahikatea strip planked classic uplifted from Gary Lock. He last sailed a Finn in 1981 where stiff Marten Marine fibreglass hulls, Needlepar aluminium masts and Dacron sails dominated the NZ landscape. Some change was noted with today's Devoti flexible hulls, carbon fibre wing masts and laminate sails now the norm. Examination of the Finn national championship trophy shows Tom won in 1980 and 1981.

Saturday saw 3 races completed in a strong 15-25 knot NW wind, the outgoing tide making it a one way beat. The tall timber of Ray Hall and Mark Perrow generally leading at the first top mark with Karl Purdie gradually making his presence felt on the free pumping downhill runs and reaches to climb into contention. Sunday yielded a variety of conditions making for challenging beats and runs with no particular side dominating throughout the day.

It was a day where it paid to have eyes out of the boat and the thinking cap firmly on. Ray Hall did enough in the final event to secure second from Mark Perrow. Karl, Ray and Mark taking up, once again the close battle they had shared at last seasons national championship for overall podium honours.

1 NZL 111 Karl Purdie 6
2 NZL 2 Ray Hall 8
3 NZL 4 Mark Perrow 14
4 NZL 10 David Hoogenboom 21
5 NZL 16 Gerard Lelieveld 23
6 NZL 17 Illia Ovsiiko 29
7 NZL 193 Gerrit Bearda 34
8 NZL 1 Tom Dodson 44

New Zealand Nationals

Ray Hall writes: Hosted by the recently re-built Worser Bay Boating Club over February 6-8 2020 the regatta attracted 12 entries from both North and South Islands and was held in conjunction with the OK Dinghy Nationals. The fleet welcomed new Finn World Champion Josh Junior escaping Team NZ duties to return to the club where it all began for him. Numbers were down on what was expected but some superb sailing conditions, outstanding club hospitality and truly excellent race management was experienced by both fleets. The Gold Cup was on display at the club. After many, many decades of trying a NZ sailor finally lifted one of the most elusive and most prestigious of all international sailing trophies.

Day 1 graced sailors with hot, sunny conditions and a 15-22 knot northerly. Each race winner was primarily being determined downwind. Karl Purdie came from behind in every race to take three narrow victories from of Ray Hall and Mark Perrow.

Junior joined the fleet on Day 2 and impress with some very athletic technique and accurate low risk strategies. Races 4 and 5 were sailed in a 10-15 knot southerly dropping to 8-10 knots for Race 6.

Josh dominated Race 4 to build a large lead at the finish from Hall and Purdie. Race 5 was also won by Josh, this time from Purdie and Hall, the fleet however managing to keep him a bit more honest in this one. Fair to say Josh was in a class of his own downwind with the free pumping flag up, upwind all top boats showing near identical speed.

Race 6 saw Oscar flag lowered and a change in fortune as Paul Bamford emerged at the first top mark from the right with a clear lead from Karl close by in second. Josh having been bounced repeatedly out to the left course side after missing the first shift off the start line rounded in sixth. Purdie led at the gate from Bamford and Junior and until final upwind when Junior capitalised on a wind shift to round just inside Karl and maintained his narrow lead to the finish. Bamford crossed in third.

On the final day of racing the sailors were greeted with a northerly of 25-40 knots and the postponement flag. It was hoped there would be a temporary respite to allow racing but with 40 knot gusts across the Cook Strait racing was abandoned.

So Purdie retained the overall championship and grand master titles of the previous season with Hall in second and Perrow third. Gary Lokum finished an extremely credible fourth with Junior fifth despite missing the first days racing. First South Islander was Chris Wells in seventh.

1 NZL 111 Karl Purdie 7
2 NZL 2 Ray Hall 13
3 NZL 4 Mark Perrow 17
4 NZL 6 Gary Lokum 25
5 NZL 61 Josh Junior 29
5 NZL 10 David Hoogenboom 30
7 NZL 20 Chris Well 32
8 NZL 5 Brendan Hogg 35
9 NZL 81 Paul Bamford 37
10 NZL 19 Denis Mowbray 37
SWEDEN

Torsten Jarnstam writes: The racing season has not yet started in Sweden, but during the winter Finn sailors have been training in a few different places including Malmö, Karlstad and Uppsala. When we cannot practice sailing so much during the winter, many Finn sailors are in the gym. For example, we can see Tonny Nyrén, training in the ‘Multihall’ at Friskis & Svettis in Karlstad.

The first Finn regatta for the season is the GKSS OCR in Långedrag, outside Gothenburg, from May 9-10.

The Sweden Cup 2020 consists of:
- Sweden Cup no. 1, Träslövsläge, near Varberg, May 16-17.
- Sweden Cup no. 2, USS regatta in Uppsala June 13-14.
- Sweden Cup no. 3, Open Swedish Championship, Karlstad, August 27-30.
- Sweden Cup no. 4, Sola Cup / Sweden Cup Final / Masters Championship, Karlstad September 12-13.

The Open Swedish Championship for OK Dinghy and Finn will be sailed in Karlstad from the Skutbergets Recreation Area with registration on the 27 and racing from the 28-30. The organizer is KKF / Karlstad Kappseglingsförening in collaboration with KSS / Karlstad Sailing Society and SBS / Skoghalls Boatsällskap. The organizers in Karlstad hope that many sailors from other countries will travel to Karlstad to participate. During last year's annual meetings, we decided that the Open Swedish Championship for OK Dinghy and Finn 2021, will be sailed in Sandviken, near Gävle, in mid-August.

We are will hopefully be 5-6 Swedish Finn sailors participating in the Finn World Masters in the Netherlands, and now we know that our national championship does not clash with Finn European Masters, it works to sail the Open Swedish Championship in Karlstad and immediately afterwards travel to Gdynia in Poland for the Finn European Masters. Admittedly, it is only a few days between the two regattas, after completed sailing in Karlstad, but it is still possible to travel to Gdynia in time.

SPAIN

Comunitat Valenciana Olympic Week 2020

Despite picking up a starting penalty on the first race, Facundo Olezza took the Comunitat Valenciana Olympic Week 2020, after a very close series among the top three boats. Olezza took two race wins, while second placed Pablo Guitian won the third race. Piotr Kula, on his return to the class, after an enforced absence of nine months due to surgery, won the first race and placed third overall. The event attracted 14 entries from six countries.

1 ARG 48 Facundo Olezza Bazan  4
2 ESP 17 Pablo Guitián Sarria  5
3 POL 17 Piotr Kula  6
4 POL 8 Łukasz Lesinski  14
5 SLO 99 Liam Orel  14
6 VEN 17 Andrés Lage  14
7 ESP 57 Victor Gorostegui  15
8 HUN 30 Zsígrond Kantor  20
9 ESP 757 David Terol  27
10 ESP 888 Andrés Ivan Lloret Perez  27
2019 Swiss Championship
19-22 September, Kreuzlingen
With 40 boats taking part, Nils Theuninck won six of the seven races sailed. The fourth race was won by Peter Ganzert.

1 SUI 1 Nils Theuninck 6
2 SUI 7 Christoph Burger 13
3 SUI 5 Christoph Christen 18
4 GER 15 Peter Ganzert 23
5 GER 8 Jürgen Eiermann 31
6 SUI 96 Oliver Wirz 35
7 GER 19 Andreas Bollongino 49
8 GER 22 Martin Mitterer 53
9 SUI 12 Franz Bürgi 68
10 SUI 593 Hans Fatzer 69

FinnMania 2019
October 12-13, Biel
Twenty-five Finns sailed five races on Lake Biel with a different winner every race. It started in light winds but, then built to 10-12 knots with close racing. Peter Theurer won the first race, Michael Beyeler the second, Oliver Wirz the third and then Philippe Mauron won the fourth, his first ever race win, in waning winds. Sunday started with long wait ashore in no wind. Finally some breeze allowed one race to be sailed. Christoph Christen won that and the series by a single point from Wirz. With the wind finally giving up, the race committee called it a day.

1 SUI 3 Carlo Lazzari 2
2 SUI 65 Thomas Bangerter 10
3 SUI 59 Simon Bovay 11
4 SUI 7 Christoph Burger 12
5 SUI 63 Thomas Gautschi 13
6 SUI 13 Peter Kichemmann 18
7 SUI 12 Franz Bürgi 18
8 SUI 79 Peter Scheidegger 19
9 SUI 9 Marc Friderich 19
10 SUI 27 Dominik Haitz 25

Lebkuchenregatta
November 2-3, Oberhofen
Carlo Lazzari won both races sailed. The yearly Finn Party with live music was perfectly organized by Carlo Lazzari.

1 SUI 96 Oliver Wirz 4
2 SUI 19 Andreas Bollongino 5

USA

USAFa Ranking List 2019
A total of 73 sailors are on the USAFA Ranking list at the end of 2019. Regattas
2019 Regattas included: Type 1; (North American Championship, Finn Gold Cup, European Championship, Miami OCR, US National Championship); Type 2 (CORK OCR, PCCs, Great Lake Championship, Gulf Coast Championship, Masters Worlds, Masters North American Championship) and Type 3 (Toilet Bowl Regatta, SD January One Design, SD Midwinters, MBYC Short Course).

1 USA 35 Darrell Peck 135.99
2 USA 16 Rodion Mazin 135.22
3 CAN 115 Derek Mess 134.89
4 USA 12 Stephen Landeau 127.39

ABY Turkey Day Regatta
Rodion Mazin writes: The ABY Turkey Day Regatta is in the books. Incredibly beautiful weather with Saturday sunny, perfect temperatures, and breeze clocking around to the ‘Long Beach normal’ with 8-10 knots early and finishing the day with 12-14 knots and more. Saturday night Finn sailors were treated to a great sunset on the bar deck and the famous Thanksgiving turkey feast. There was close racing among the fleet and many sailors improving and mixing it up.

1 USA 8 Mike Dorgan 7
2 USA 47 Robert Kinney 9
3 GER 172 Andreas Siggelkow 17
4 USA 84 James Lawson 24
5 808 Eric Stiverson 24
6 USA 1066 Glenn Selvin 25
7 11 Ed Feo 33
Pym also became the Finn representative for the 1972 Munich Olympics and on the way to that position had the infamous ‘Pym the Paddle’ incident in Kiel.

The incident was so momentous at the time that it took up four pages of commentary in FINNFARE. Its legendary status has no doubt been embellished over the years as it was retold, but suffice to say that as a result of what happened in Kiel, Pym was banned for racing for four weeks after an RYA hearing.

The incident took place on June 30, 1971 at Kiel Week. A Dutch sailor allegedly pulled himself along Pym’s gunwhale on the start line, and Pym fended him off using his paddle. The Dutch sailor received an injury to his elbow as well as a hole in his aft deck from Pym’s paddle. The race was eventually called off, so no protest took place on the day, but the matter was not laid to rest until the RYA imposed the penalty. The ban conveniently ended the day before his next regatta.

There was a lot of comment at the time, some commending Pym for taking action and others condemning him for his conduct. However, most agreed that the standard of race organisation that year was poor with the Finns having 41 starts in five days. So it also led to calls for better race management and jury action.

Pym, who eventually finished 18th in the 1972 Olympics, later went into offshore yachts, with many successes including winning Round the Island (Isle of Wight) overall in 1975 and the Quarter Ton worlds. He was also helmsman on Brian Saffery-Cooper’s ‘Dragon’ for the winning ‘81 British Admirals Cup team. After retirement he became an official measurer for the RORC for all the IOR and then later IMS and CHS racing yachts.

However, from the day of the incident in Kiel, Patrick Pym was always known as ‘Pym the Paddle’.

In the annals of Finn sailing there are legends and then there are legends. Patrick Pym’s sailing career involved multiple successes including representing Great Britain at the 1972 Olympics, but he is perhaps most famous in Finn history for helping to develop the Needlespar Finn mast as well as the ‘Pym the Paddle’ incident, a legend that has been passed down through generations of Finn sailors. He died on 4 December 2019.

Patrick Pym (above in K 274) started his sailing career in Sidmouth, UK, in about 1958. After huge success in the National 12s – in 1965 he sailed the National 12, ‘Lucky Number’ to wins at both the Burton Cup and the overall week at Thorpe Bay – from 1966 Pym set his sights on the Olympics, and the Finn was the natural fit for him as one of the toughest and most physical boats to sail.

He was soon making his mark in the class as an extremely competitive sailor and moved rapidly up the world rankings until in 1968 he was the British Olympic reserve and tune up partner in Acapulco for John Maynard.

**Needlespar**

Quite apart from the sailing side, the technical aspects were another area where he was developing the Finn, and with engineer David Hunt (FD world champion with John Oakley, and Silver Medallist in 1972 crewing for Alan Warren in the Tempest) they set up Needlespar and developed the technology for the new aluminium Finn masts. Pym raced with the first ever Needlespar mast, made from wood, aluminium and glassfibre at Hayling Island, UK, on May 31, 1969.

Needlespar aluminium masts, innovatively made from tapered extruded tubes, soon came to dominate the Finn fleet and became the official suppliers of the Finn mast to the 1972 Olympics. The Olympic order was for about 200 masts, and involved two tapered extrusions with the lower section flattened front and back. Needlespar masts reigned supreme until the advent of carbon fibre masts moved the game on once more.

**Munich**

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## 2020 Calendar

### January
- **5/1 - 10/1**: Australian Championships
  - Adelaide Sailing Club
  - **AUS**
- **17/1 - 21/1**: Sail Melbourne
  - Royal Brighton YC
  - **AUS**
- **26/1 - 2/2**: Miami World Cup
  - Miami
  - **USA**

### February
- **6/2 - 8/2**: New Zealand Nationals
  - Worser Bay
  - **NZL**
- **7/2 - 9/2**: Setmana Internacional Valencia
  - Valencia
  - **ESP**
- **15/2 - 16/2**: Finn Midwinters West
  - MBYC
  - **USA**
- **26/2 - 1/3**: Andalusian Olympic Week
  - Cadiz
  - **ESP**

### March
- **7/3 - 8/3**: Garda Trentino Finn Cup
  - Torbole
  - **ITA**
- **13/3 - 15/3**: Challenge J Martin
  - CVML
  - **FRA**
- **15/3**: Finn Cup
  - Harelbeke
  - **BEL**
- **19/3 - 21/3**: Campeonato Iberico
  - Vilamoura
  - **POR**
- **20/3 - 22/3**: Midwinter One Design
  - Sarasota
  - **USA**
- **21/3 - 23/3**: Coppa Italia
  - Anzio
  - **ITA**

### April
- **4/4 - 5/4**: Challenge J Martin
  - CV Centre
  - **FRA**
- **4/4 - 5/4**: Tulpenrace (FFF)
  - Loosdrecht
  - **NED**
- **4/4 - 5/4**: Gerhard Velluisig Memorial
  - Alte Donau
  - **AUT**
- **4/4 - 5/4**: Capman Cup
  - Oberhofen
  - **SUI**
- **11/4 - 13/4**: Easter Egg Regatta
  - Loosdrecht
  - **NED**
- **17/4 - 23/4**: Russian Finn Cup, 3rd stage
  - Sochi
  - **RUS**
- **18/4 - 19/4**: Scharrendijke RYCB
  - Grevelingen
  - **BEL**
- **18/4 - 19/4**: Bosham Open
  - Bosham
  - **GBR**
- **18/4 - 19/4**: N2
  - El Balís
  - **ESP**
- **18/4 - 19/4**: Semaine Olympic Francaise
  - Hyères
  - **FRA**
- **18/4 - 19/4**: Finn Ouest Tour
  - CN Arradon
  - **FRA**
- **18/4 - 19/4**: Alpe Adria Cup
  - Wörthersee
  - **AUT**
- **25/4 - 26/4**: 39. Jollenregatta
  - Mammern
  - **SUI**
- **25/4 - 26/4**: Bläveisen
  - Oslo
  - **NOR**
- **25/4 - 26/4**: Trofeo Dr. Schaefer
  - Caldarò
  - **ITA**
- **25/4 - 26/4**: Regaty Otwarcia Sezonu
  - Wolsztyn
  - **POL**
- **25/4 - 26/4**: Sprintregatta
  - Kaag
  - **NED**
- **28/4 - 4/5**: Russian Finn Cup, 4th stage
  - Taganrog
  - **RUS**

### May
- **1/5 - 3/5**: Challenge J Martin
  - CV Centre
  - **FRA**
- **1/5 - 3/5**: Copa España Finn
  - CN Entrepeñas
  - **ESP**
- **1/5 - 3/5**: Nesselbitt
  - Steinande
  - **GER**
- **2/5 - 3/5**: Southern Area Championship
  - Lymington
  - **GBR**
- **2/5 - 3/5**: Coppa Barone Durrfeld
  - Caldarò
  - **ITA**
- **2/5 - 3/5**: Allianz Cup
  - Immenstaad
  - **GER**
- **26/3 - 1/4**: Andalusian Olympic Week
  - Cadiz
  - **ESP**
- **8/5 - 10/5**: Coupe Garchamp
  - CV Bordeaux
  - **FRA**

### June
- **1/6**: 16/5 GOLD CUP & SILVER CUP
  - CNA, PALMA
  - **ESP**

While every care has been taken to ensure accuracy here, you are strongly advised to check with organisers before planning ahead. A longer list of events and links is available on finnclass.org, or check the respective national association websites.
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**JUNE**

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**JULY**

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**AUGUST**

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**DECEMBER**

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ART OF RACING BOOMS

STRONGER • STIFFER • FASTER

AUCKLAND • SYDNEY • PARIS • STOCKHOLM • HARDERWIJK • POTSDAM • IPSWICH • NORTH SHIELDS
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