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Just imagine how you could succeed with your new 2009 model Devoti Finn
Dear Finn Friends,
Dear Fellow Competitors,

As a result of the 2008 November ISAF conference in Madrid, the Finn continues its Olympic pathway as one of the most long standing Olympic sailing classes.

Yet again our beloved boat, the spirit of Finn sailors individually as well as a class, and last but not least passionate Finn supporters managed to show the world of sailing that this true Olympic single hander must have a slot within Olympic sailing events.

Olympic Finn campaigns offer the challenge that is envisioned in the Olympic ideals. The Finn allows the widest range of weight, age and physical sizes to compete on a truly equal level and is the only dinghy to allow sailors above 85kg to compete at Olympic level. All countries across the world bring more and more sailors to the Finn at a younger age. Class newcomers are now mainly juniors, many new countries are starting Finn programmes and thanks to the sailors and their teams as well as the IFA development programme Cyprus, India and Venezuela managed to take part in the 2008 Olympic Finn competition in Qingdao.

The inclusion of so many junior Finn sailors and the above new Olympic Finn countries show that the Finn’s durable equipment minimises the cost over an Olympic campaign. The building rules have such a narrow margin that all the boats are equal. It is possible to buy off the shelf equipment from different manufacturers, all measured using ISAF’s In-House Certification programme (IHC) and win races the next day.

In terms of racing we are already in the midst of the new Sailing World Cup (SWC) series with the first events already concluded and this is only the beginning of a busy 2009 regatta season. Beside the SWC regattas and other established Finn regattas, we are all preparing for this year’s Finn majors, the Gold Cup in Copenhagen, the Senior and Junior Europeans in Varna, and the Junior Worlds in Balaton. The effort put in by the hosts of these events is much appreciated and the class looks forward to visit the wonderful venues selected for these prestigious Finn events.

Wishing you all the best for your sailing and personal lives in 2009.

Best regards

Dr. Balazs Hajdu
HUN-1
IFA President

Opening shot: Ed Wright tacks ahead of Zach Railey at the Rolex Miami OCR
FINNFARE

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Cover photos: Wietze Zetzema at the Malcesine Finn Cup, 2008.
Photo (c) Fabrizio Prandini

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Back issues: These are available through the soon-to-be relaunched Finnshop on the IFA website at GBP 1.50 each including postage.

IFA WEB SITE
www.finnclas.org

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FINNFARE APRIL 2009
Update on 60th anniversary book
The 60th anniversary book is starting to take shape. To date hundreds of photos from across the world have been sent for inclusion, but there is still much work to do.

If you would like to contribute to the success of the book there are three ways of helping:

1. Send in photos. However many there are it will never be enough. Please ensure you have copyright permission before sending and send as high resolution RGB jpegs. We have plenty of photos from the past 10 years, but the big gaps are in the 1960s and 1970s.

2. Send in a story. As well as photos, there will be stories from each of the years from 1949-2009. We are looking for personal accounts of Finn racing, Finn people and Finn stories. You don't have to be an Olympic contender, we just need great stories from people who have sailed or love sailing Finns. Please keep them to around 400 words. Don't be shy.

3. Advertise. If you are a Finn supplier or gear supplier, advertising is still required. The book can only be as good as the content, but the more it can pay for itself, the better it will be.

All material is needed by around the end of March/early April. Please think about how you can help and send me what you can as soon as possible.

Thanks
Robert
Email: robertdeaves@yahoo.co.uk

Birthplace of the Finn
The Swedish Association is organising a special event at Uppsala Kantoförening (UKF), just to the north of Stockholm (pictured above 1956). It was here that Finn sailing all started. This was Rickard Sarby’s club.

Sverker Hard from Sweden writes, “In 2009 the Finn is 60 years old. Since the Finn was born in Uppsala, at the sailing club UKF, UKF is arranging an international championship and 60th anniversary regatta in the sailing waters outside Uppsala. This will happen August 14-16.

We have already contacted sailors in Sweden and other countries and we hope to see a starting field of 50 boats or more. We will also have social arrangements and other activities at the club. And for example we actually hope to be able to show the first Finn ever built (number one) for sailors and other visitors at the club!”

More information and online registration at: www.finnsm2009.se

Finn TV is here
Fans of Finn sailing now have an exciting and groundbreaking new way of viewing clips and interviews featuring the stars of the Finn racing scene. In recent years, the number of short video clips and especially the emergence of stern camera mounted clips has rapidly expanded and the class has sought a long lasting solution to maintain and manage all these clips efficiently from a single portal.

In the past the Finn class has always managed to successfully combine tradition with state-of-the-art technology and is today, delighted to announce the arrival of ‘The Finn Channel’, a dedicated YouTube channel managed by the International Finn Association.

After just four months, there are 53 videos online, the site has 73 subscribers and has more than 10,000 channel views. If you haven't been there yet go to www.youtube.com/TheFinnChannel or link to it through the IFA's website. Once again the Finn class is at the forefront of adopting new technology and maximizing the marketing potential of sailing.
The second event in the inaugural ISAF Sailing World Cup was the Rolex Miami OCR. With 30 entries from 9 countries, the event provided some great competition and a thrilling medal race. After leading from race one, Chris Cook went into the medal race with a one point gap on second placed Ed Wright. However the double scoring, non discardable final race tipped the balance in Wright’s favour as he took the race win from Cook to take the series by one point. US Silver medallist in Qingdao, Zach Railey completed the podium after a fourth place finish in the medal race.

Going into the medal race, there were two battles going on. The first was for gold and silver between Ed Wright and Chris Cook, with Zach Railey having an outside chance. The second battle was for the bronze medal, with four boats in contention.

There had been light winds all week and then for the medal race it was up to 20 knots. Wright started badly and let Cook get away. However it all changed on the downwind leg as Wright overhauled the Canadian to win his third race of the series and take the regatta win by the closest of margins.

For the bronze medal, Railey’s closest challenge came from Rafael Trujillo. However a fourth place to Trujillo’s sixth was enough to secure Railey the bronze and also a place on the US Sailing Team AlphaGraphics as the top ranked American sailor.

### ROLEX MIAMI OCR 2009 - FINAL RESULTS

<table>
<thead>
<tr>
<th>Medal</th>
<th>1 GBR 111 Wright, Edward</th>
<th>2 CAN 41 Cook, Christopher</th>
<th>3 USA 4 Railey, Zach</th>
<th>4 ESP 100 Trujillo, Rafael</th>
<th>5 NED 842 Postma, Pieter Jan</th>
<th>6 NOR 1 Moberg, Peer</th>
<th>7 POL 7 Szukiel, Rafal</th>
<th>8 USA 55 Casey, Andrew</th>
<th>9 POL 17 Kula, Piotr</th>
<th>10 CAN 82 Johnston, Matt</th>
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<tr>
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<td>2 4 [6] 3 2 1 3 4 3 1 2</td>
<td>2 3 2 4 1 1 7 2 2 9 4</td>
<td>4 5 1 6 7 6 1 6 3 8 4</td>
<td>10 1 4 2 7 5 2 4 3 1 17</td>
<td>3 2 5 8 3 8 3 10 7 [bfd]</td>
<td>5 [13] 3 6 5 3 5 2 5 5 14</td>
<td>9 7 8 7 14 12 6 [17] 6 4 4 20</td>
<td>6 [14] 13 12 4 4 10 12 13 11 13 10 18 97</td>
<td>8 9 10 10 11 12 5 12 7 7 18 109</td>
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<td>Fleet</td>
<td>11 CAN 1 Romanko, John</td>
<td>12 IND 11 Johal, Nachhatar</td>
<td>13 USA 1140 Boyd, Bryan</td>
<td>14 USA 9 Cook, Ian</td>
<td>15 USA 1211 Pape, Jeremy</td>
<td>16 USA 30 Lake, Bryan</td>
<td>17 CAN 7 Nicholson, Adam</td>
<td>18 USA 81 Gay, Forrest</td>
<td>19 USA 808 Ramming, R. Phillip</td>
<td>20 USA 6 Mason, D Scott</td>
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<td>21 CAN 2012 Toth, Philip</td>
<td>22 USA 150 Nady, Louie</td>
<td>23 EST 7 Liv, Harles</td>
<td>24 USA 100 Oti, Jose</td>
<td>25 CAN 2 Dudenias, Chris</td>
<td>26 USA 47 Kinney, Robert</td>
<td>27 USA 37 Patterson, Matt</td>
<td>28 USA 32 Heimler, Charles</td>
<td>29 USA 42 McCorkell, Joe</td>
<td>30 USA 74 Sprague, Henry</td>
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Coaches Regatta – 34 races in 4 days

Chris Cook writes, “The third running of the coaches regatta had 18 boats competing over 4 days. The conditions in Miami were picture perfect with a wide range of wind strengths. Zach Railey (above) took the overall victory in the event based on the scores but in the end everyone came away with four great days of training and learning. Jose Oti was top master at the event carrying the green jersey nearly from start to finish.

Canadian Sailing Team Head Coach Ken Dool was the guest coach for the event while Canadian Sailing Team members Ian Hogan and Billy Gooderham set the marks and ran the race committee for all the races and skill challenges.

Day one had 8 to 10 knot breezes and 9 races. On day two the reaching slalom and downwind elimination had the best wind of the event topping out at 12 knots. Both skill challenges were won by Zach Railey but he was under a lot of pressure from Andy Casey in the final heat of the elimination, winning by less than a boat length.

Day three was scheduled for starting practice. The fleet worked on boat handling and starting techniques for the first part of the day followed by some longer races and a slalom race to shore in dwindling breeze. On the final day of the event the wind did not co-operate and after a postponement on shore, a lot of people started packing up. Late in the day a light breeze made some final sailing possible late in the day to wrap up a 34 race series. A lot of racing, a lot of fun and a lot of learning.

Special thanks to the US Sailing Center in Miami for allowing us to run this event out of its facility.”
John Shallvey writes, "Well last sailing season was ‘full on’ and as a rejuvenated Finn Fleet in a post Gold Cup year set to fight it out domestically with new sailor’s new boats and a new enthusiasm. Ben Ainslie last year took four wins from four events but this year it was far more open as the results showed. James Patterson won SIRS Warwick Hill won Sail Melbourne and then the Nock turned up from big boat duties to win the Nationals, this time in Adelaide.

For those who did join us last year, this year and next will follow the same format. We have what is the Sail Down Under Series (www.saildownunder.org.au) and then in addition we have the Australian Nationals so any sailor that wants plenty of sailing in the best conditions then come on down again. The events under ‘sail down under’ are able to provide support for teams that want to send containers etc and we as a class can help you with logistics and given the current demand if you send a boat, mast and sails we will probably buy that to. The Australians are all keen and post Gold Cup are taking the fleet to other cities is generating great interest.

Our nationals held at the CYSA was a great event with 17 boats and with the J24 made for a great atmosphere in what turned out to be some of the nicest sailing water in the country. Great thanks to Musto coming on board to sponsor us. Anthony ‘Nocka’ Nossiter won it again but not without Laser legend Nik Burfoot giving him the Hurray up and the two new young guns James “Pato” Patterson and Warwick “Wocka” Hill being on the pace. John Shal- lvey [+40] was 5th and Jake Gunther [+50] 6th and the first of those masters. Thanks to John Bertrand and Ben Ainslie with Doggy Palfrey who took time from the Etchells to come and have a few with us.

Prepare for an Australian assault on the Masters in the coming years as there are plenty of good guys sailing well and wanting to get amongst it."

Sydney International Regatta, 13-16 December 2008
1 James Paterson AUS 223 1 1 1 (3) 3 2 1 1 1 1 12
2 Warwick Hill AUS 243 3 5 (6) 2 1 1 2 2 2 3 21
3 Chris Caldecoat AUS 252 5 3 (7) 1 2 3 4 3 3 2 26
4 Jake Gunther AUS 3 (12) dnf 4 4 4 4 3 5 4 3 4 39
5 John Condie AUS 24 4 4 3 (6) 5 5 6 4 6 6 43
6 Mark Roberts AUS 234 6 6 5 7 6 6 5 7 5 5 dfn 53
7 Matthew Mitchell AUS 245 9 (10) 8 7 7 7 6 7 7 5 64
8 Shaun Wells AUS 22 8 9 9 9 8 8 dfn 8 dfn 79
9 Robert Buchanan AUS 242 7 dnf 2 5 dnc dfn dfn dfn dfn dfn 86
10 Rob McMillian AUS 2 2 dfn dfn dnc dnc dnc dnc dnc dnc 88
11 Glenn Brown GBR 224 10 8 dfn dfn dnc dnc dnc dnc dnc dnc 102

Sail Melbourne, 16-21 December 2008
1 Warwick Hill AUS 243 1 1 1 1 1 1 dfn dfn dfn dfn dfn dfn 14
2 James Paterson AUS 223 (4) 3 2 1 1 1 2 2 2 2 18
3 Chris Caldecoat AUS 252 5 (4) 4 3 4 3 2 3 3 1 29
4 Jake Gunther AUS 3 3 2 3 4 3 3 ret dnc dnc dnc dnc dnc 44
5 Mark Roberts AUS 4 5 (6) 5 5 5 5 5 4 4 4 47
6 Dirk Seret AUS 228 (6) 4 6 6 6 4 4 6 5 5 52

Australian Nationals, 5-9 January 2009
The Cruising Yacht Club of South Australia, Adelaide

The ‘down under’ circuit 2008/9
- old faces and new names
Name: Warwick Hill  
Age: 21

What is your home town? Eltham in Melbourne, Victoria Australia

When did you start sailing? Started sailing Sabots at around age 9

Summary of sailing career to date: After sailing Sabots for a number of years developing basic sailing and racing skills I moved into an Australian double handed one design class, the Flying 11. I sailed this for about 2 years before I out grew it and moved into Laser radials in which I spent a couple of years and competed at several national championships. I then progressed into the Laser standard in which my best result was a 19th at the ISAF Youth Worlds in Korea 2005. In late 2007 I then decided it was time to move on and was instantly drawn to the Finn class with a worlds only a few months away on my home waters of Port Phillip bay. I imported a boat after the Portugal worlds and received it 3 months prior to the gold cup in Melbourne. I competed at all the usual Australian summer circuit regattas and the Gold Cup. Jumping into the class in a pre-Olympic year meant that my first few regattas were a baptism of fire with so many of the world’s top sailors in attendance. Since then I have continued with the Australian circuit and recently won the first round of the World Cup at Sail Melbourne after placing second at the Sydney International regatta the week before.

Why did you take up sailing? Not sure really. I always liked the water and was introduced to sailing by my parents who have always had boats and my school holidays generally consisted of holidays spent on a boat cruising lakes and coastal waters.

What was your first boat? A Sabot, basically a higher performance version of an oppi but without the gaff rig.

What was your favourite boat and why? My favourite boat is the Finn because it is the boat that I currently own and sail.

What class did you first race in? Sabots.

How much time do you spend on the water each week? Depending where I am in my training cycle I generally spend about 2-3 sessions on the water each week on average.

Who are your sailing heroes and why? Not too sure about who my sailing heros are but I do admire Ben Ainslie.

Why did you take up the Finn? Because I grew too big for the Laser class.

How long have you sailed the Finn? As of February 2009 I have been sailing Finns for almost a year and 5 months.

What is your favourite venue? I love sailing on my home waters of Port Phillip bay especially in a big summer sea breeze.

What is your least favourite venue? A lake in Victoria I once did a training camp at. The water level was a little low and it was a 50 metre walk through knee deep mud to get from the boat park to the water.

When was your first major win? I guess I would say the recent win at the first round of the ISAF World Cup at Sail Melbourne.

What are your strengths in sailing? Being able to play percentages and having the patience to wait for the right opportunities to present themselves in a race. Also having studied meteorology a lot as part of my commercial pilot training I am pretty good a picking up on what is happening with the weather conditions.

What are your weaknesses in sailing? You can always be fitter both physically and mentally especially in the Finn class.

What result gave you the most satisfaction? My recent win in the first round of the World Cup. It’s really enjoyable when you get results for your hard work.

What is the single most important piece of sailing advice you could give to an aspiring sailor? You create your own luck on the racetrack, the harder that you work the better you will do, its a simple equation.

What is the Finn class’s greatest asset? I think the Finn is like a classic Italian sports car. It needs a lot of work to go fast all the time but very rewarding to drive.

What are its disadvantages? Its image to young people who are presented with so many other cooler, more extreme, faster sports and boats. It is good that the Finn has evolved so much over the years and it’s now the oldest Olympic class, which is a tribute to both its fantastic original design and the longevity of the class.

What other classes do you sail, if any? I sail on a Mumm 30 (now a Farr 30)

What other classes would you like to sail and why? Not really sure. I would like to sail a high performance skiff of some sort but would probably spend too much time upside down for it to be enjoyable. I would love to do the Tour de France A La Voile

What’s the funniest thing you’ve ever witnessed at a regatta? Seeing some of the tantrums that people sometimes have is pretty amusing. I couldn’t stop laughing at a European guy who was next to me on a run at my first Laser nationals who completely lost it. He must have been having a really bad race I guess but it was funny to watch him jump around like an idiot yelling at the race committee who were about a mile away.

What work would you be doing if you were not sailing? Well seeing as I don’t currently sail for a living, I am a commercial pilot although I currently work in a non flying role for a business jet charter company.

What do you like about the current Olympic circuit? I don’t know I have never done it! I expect that it is a challenge with lots of travel and time away from home and logistical issues involved but very rewarding also.

What would you change? Maybe have a new format of sailing – try something different, new rules, different courses, something really outside of the box.

What gear do you use and why? I have a Devoti hull, Wilke and HIT masts and North UK sails. I like the HV-2 and HV-2L best and like a stiff mast so the HIT comes out most of the time. I bought my boat off Aaron O’Grady so it’s fitted out pretty nicely with all Harken fittings and Donaghy’s ropes and I also like having the tbs non slip on the floor; very grippy. I have also just got a new mainsheet which is a vectran core with Kevlar/black poly snakeskin cover which looks and works fantastically.

Mention one important modification or tuning factor to get the best out of your Finn that might help a sailor starting out in the class. Find a mast that you like and learn how to use it in all conditions.

Photos from Sail Melbourne
Top left: Warwick Hill enjoys the Port Philip chop
Above: Warwick Hill • Below: Chris Caldecoat
All photos: (c) Sport the Library/Brett Crockfurd

Sailor profile: Warwick Hill
The new patented PowerPad system from Zhik has reinvented hiking forever. Stick in Place. Strong Durable and Comfortable. No more tight and clunky hikers.

“POWERPADS HAVE ALREADY WON 6 ISAF GRADE 1 EVENTS IN 2008”

INCLUDING FINN HOLLAND REGATTA CHAMPION RAFAEL TRUJILLO

FEEL THE DIFFERENCE

DOYLE RAUDASCHL SAILMAKER
Ried 155
5360 St. Wolfgang
AUSTRIA
florian.raudaschl@raudaschl.co.at
After sixty years of rule making and changing in the Class, one would expect that the Technical Committee would be almost redundant. It’s not quite there yet.

In compliance with AGM instructions, in August last year we asked for a number of rule changes, of which the most significant were Georg Tallberg (Chairman of CRSC) and the weight reduction. Unfortunately the ISAF Class Rules Sub-Committee were worried that we would end up with anarchy if they agreed the weight reduction, and they have also raised issues about practically everything we submitted. They discussed the matters among themselves. Eventually after frantic activity at the ISAF November meeting, we had agreement over the weight change, enabling a backlog of new boats to complete measurement and leave the builders’ yards. This part of our Submission went through. The paddle and bailer became optional, after a paragraph was added to say that you still need a bailer if you have a single bottom Finn (pre-1976 I think). The Pumping Flag was changed from \( Q \) to \( O \), but in the process it was altered to follow some standard wording from elsewhere (nothing should change in the real world). I am still chasing up various other bits, and expect that we will ask for some tidying-up next year.

Within the Class, there have been many discussions and questions about the alterations caused by the change in our compass and hull weight. During the discussions within the ISAF CRSC, Peter Hinrichsen suggested using a spreadsheet to calculate the results of changing compass, correctors etc. When I heard of this, I worked with Georg Tallberg (Chairman of CRSC) to provide this as a workable alternative to re-swinging altered boats. CRSC were not satisfied that doing so was sufficiently reliable without additional safeguards, and my experience with re-swinging supports this: the boat only has to add a kilo somewhere due to age etc, and the resulting requirements change dramatically. I see no real alternative to re-swinging for most boats, but for some, the possibility is there at A.15.7.

The need to re-swing so many boats has highlighted a problem, that we are short of ordinary Finn measurers in many countries. Sometimes this is because the National Authorities will not authorise or recognise measurers, and so we asked for the right to appoint measurers if the National Authority did not. So far, this has not been accepted by the CRSC, and we have to get the boats re-swung as best we can. Jüri is hoping to attend various regattas during the year, but his main duty is to work as an ‘Equipment Inspector’, checking that things are right, not sorting us out. Please try to get your boats sorted before we get to the regattas! It’s not going to be easy for everybody, and the change was never going to be easy: we can only say that the year after the Olympics is the least bad time to do it.

What else is happening? Well, at long last we have had a batch of Templates made to the coordinates that were checked, rechecked, put on new measurement baselines etc by Gilbert Lamboley. We are also getting a new batch of swing hooks produced: At the moment there is a lack of standardisation and we have had to revisit some of the drawings to sort this out. When all this is right, done and finished, I shall feel that the most important part of my Chairman’s job has at last been done!

What have we in the pipeline? Hopefully, as little as possible: If it ain’t broke, don’t fix it! Some measurers wanted the basic information about correctors etc to be on the Certificates as well as on the Measurement Forms. This seems very useful, no great deal, and we are going ahead.

Another matter that we should think about, is the possibility proposed by ISAF, that classes should have their Certificate and appropriate Measurement details recorded on a universal database. The information would then be less likely to get lost, and an Equipment Inspector would be able to access the information at a regatta, without having to pull in all the Certificates.

I am going to talk with TC about this, and we may then seek a directive from AGM about whether to go forward. Please in the meantime have a think about whether you like the idea of your boat information being available to anybody (not essential for the database idea, but much easier). If the idea does go to AGM, your opinions should be with your national representative. Usually I am concerned that the opinions of the ordinary sailor (you and me) are not sufficiently put forward at AGM, on this occasion the situation is rather different: I don’t mind if you know where my lead is, but Ben Ainslie might not want you to know these details about his boat (although I doubt it). If it all happened, we would be much more ‘transparent’ than the many classes which are ‘one-design’ because the builder says they comply with a secret building and tolerance specification!

**STOP PRESS**

I have now been told that our Submissions have been agreed, subject to some improvements to the wording.

**WHAT MUST YOU DO**

- Read the Rules. The ISAF website is now much easier to navigate, and we expect that the consolidated changes will be on it as a file (CRC…) by the time you receive your hard copy of FinnFare.
- If you don’t have a halyard lock, fit a stop to prevent the sail from being hoisted too high.

**WHAT CAN YOU DO**

- Fit a simple electronic compass (one that tells your heading, but doesn’t do calculations about whether you are on a header etc).
- Reweigh and re-swing, to bring the weight down to 116kg (without painter and without the electronic compass (153g), but with the electronic compass mounting (approx 104g). A “Reweighing” attachment to the Certificate is available to simplify paperwork for the Measurer.
- A rule has been inserted to allow reweighing by a Measurer without re-swinging. In practice, the boats are so near the optimum that nearly everybody will want to re-swing. You can take out the Magnetic Compass if the Hull and Centreboard LCG Measurement \( \lambda \) is more than 2110 mm, and take out weight such as correctors from positions between 1000 mm and 2100 mm forward of Station 0.

**What’s all this?** The compass is normally less than 1100 mm forward of the LCG, so removal can’t make the boat illegal on Radius of Gyration. Removal might move the C of G aft, which is why you must re-swing if your \( \lambda \) starts at less than 2110 mm. If you take lead out from forward of 1000 mm and less than 2100 mm (actually 3200 mm!), you can’t make the Radius of Gyration illegal.
Sometimes when you are out sailing in extreme conditions you wish someone had a camera. The Malcesine Cup in 2008 was just such an occasion. Fortunately, Fabrizo Prandini brought a camera and this is the result. Many more at www.classefinn.it. Enjoy.
As a Finn Class sailor, CEO and founder of Sail Equipment Australia (Sea) I am pleased to introduce the Sea range to you. Sea is a proven product and worn by many in the Finn fleet throughout the world including Jonas Hogh-Christensen, Chris Cook, Zach Railey and Andre Budzien to name a few.

Brendan  AUS-241

www.sailequipment.com.au
Name: James Paterson
Age: 25
What is your home town? Adelaide, Australia
When did you start sailing? 1995 when I was 12 years old.
Summary of sailing career to date: I sailed Holdfast Trainers for a couple of years, then sailed 303s for a season then got into Lasers. I started to get too big for the Laser so decided to go sailing on Keelboats and ended up doing three Sydney to Hobart Races. I then started sailing the Finn and haven’t looked back.
Why did you take up sailing? I took up sailing because my dad sailed.
What was your first boat? Holdfast Trainer
What was your favourite boat and why? A 303 which is a scaled down version of a 505.
What class did you first race in? Holdfast Trainer
How much time do you spend on the water each week? 5-15 hours
Who are your sailing heroes and why? Ben Ainslie because he is the true professional at everything he does.
Why did you take up the Finn? I got too big for the Laser and was getting bored doing keelboat racing.
How long have you sailed the Finn? 2 years
What is your favourite venue? Adelaide Sailing Club my home club. Nice seabreezes and plenty of great waves to surf.
What is your least favourite venue? I don’t have one yet.
When was your first major win? Sydney International Regatta 2008
What are your strengths in sailing? My downwind sailing
What are your weaknesses in sailing? Fitness and tactics
What result gave you the most satisfaction? My win in Sydney in 2008
What is the single most important piece of sailing advice you could give to an aspiring sailor? Don’t be afraid to ask lots of questions and to always listen to any ideas people may have.
What is the Finn class’s greatest asset? Most people in the class are so helpful. If you have a problem you can always find someone to have a chat to and solve it.
What other classes do you sail, if any? Occasionally keelboats
What other classes would you like to sail and why? Possibly a Star when my time is up in the Finn
What job would you be doing if you were not sailing? Being a Marine Biologist
What do you like about the current Olympic circuit? The new World Cup is a great idea which will hopefully help sailing build a bigger profile worldwide and create more media exposure.
What would you change? I would like to see the European regattas placed closer together so people coming from outside of Europe can compete in more of them.
What gear do you use and why? I use a Wilke mast and North UK sails.
Mention one important modification or tuning factor to get the best out of your Finn that might help a sailor starting out in the class. Make sure your mast is positioned in the right spot by measuring mast rake and leech tension.

Name: Andrew Mills
Age: 23
What is your home town? Ashford, England
When did you start sailing? Age 4
Summary of sailing career to date: Mirror-Topper-Laser Radial-Laser-Finn
Why did you take up sailing? I started sailing with my family
What was your first boat? Mirror
What was your favourite boat and why? Finn. It’s the first boat that has allowed me to travel the world, it’s great fun to sail and has good regatta rules which makes the sailing high quality
What class did you first race in? Toppers
How much time do you spend on the water each week? If it is a training week then around 12 to 13 hours
Who are your sailing heroes and why? No real sailing heroes, Ricky Hatton is my sporting hero for his attitude and mentality
Why did you take up the Finn? Natural progression from a Laser and enjoyed the idea of getting up to weight as opposed to down to weight
How long have you sailed the Finn? Since late 2005
What is your favourite venue? Melbourne on a classic sea breeze day in the afternoon
What is your least favourite venue? Any cold venue
When was your first major win? Palamos Christmas race 2008
What are your strengths in sailing? Unlimited pumping conditions and reaching
What are your weaknesses in sailing? Staying interested on light wind runs
What result gave you the most satisfaction? Palamos Xmas race as it is my first and only major regatta win so far, hopefully much more satisfying results will come through.
What is the Finn class’s greatest asset? The friendly atmosphere in the class
What other classes do you sail, if any? Occasional bit of yacht racing on an X35
What’s the funniest thing you’ve ever witnessed at a regatta? Probably watching sailors nursing their hangovers on the last day of the regatta!
What job would you be doing if you were not sailing? Something involving financial markets in the city
What do you like about the current Olympic circuit? A range of venues all over the world which all have different conditions
What would you change? Possibly more events
What gear do you use and why? Devoti hull, Wilke Mast, North sails. I think all are the best bits of kit on the market, in particular Wilke masts are made very well
Mention one important modification or tuning factor to get the best out of your Finn that might help a sailor starting out in the class? The boat is not as technical as people say, get a couple of basic settings and focus on sailing the boat
The organisation of the FWM 2009 in Maubuisson, France, is going on. The entries are coming in quickly now. On February 27th we had 108 entries from 16 countries. At that moment the webmaster of the hosting club CVB is working on an online entry system, as I asked for. I hope it will be working by the time you are reading this. After the implementation of this, entries will come quicker and easier. The advantage for a local organisation is that no data has to be retyped and a complete data list of each competitor can easily be created, i.e. as an Excel document. This will secure this data for future activities.

At the same time, for the future, we are working on a system where the entries are made on the general Masters website www.finnworldmaster.com with a direct link to the Masters organisation for the present year. This means that we develop one system that can be used for the future, without, every year, inventing the wheel again. Therefore, I wish to thank Ewout Meijer and Jan Kingma for their efforts.

I recently opened a weblog on the Master’s website under the button “President’s blog”. Here I will frequently keep everyone updated about Master’s issues. I hope the sailors will find their way to it and appreciate this extra service.

At this moment I am working on new Finn World Masters Rules. These Rules were initiated a few years ago by a couple of German Finn Masters, but up until now nothing happened with the document. I commented these Rules and asked for comments from 11 Finn Masters all over the world, including the Germans who made the draft.

Together with this I asked the 11 sailors if they are willing to take places in the new Masters Committee. Some of them do, some don’t. My plan is to present this committee during the Annual Masters Meeting (AMM) in Maubuisson. I received their comments and will use them to make a definite document, which will be presented at the AMM as well.

During this AMM there will also be presentations from the 2011 candidates: Punta Ala in Italy and Pwllheli in North Wales (UK). One of them will be elected for the organisation of the FWM in 2011. You can see a pre-presentation on www.finnworldmaster.com, under the button “Candidates 2011”.

I have also asked the Labud Sailing Club from Split, Croatia to present their organisation for 2010 during this year’s AMM. In 2007 the AMM has already voted for Split as the location in 2010. Furthermore I am trying to contact locations for the years 2012 and up.

By the end of March I will present on the Masters website the agenda for the AMM 2009, together with the draft Rules and the proposals some Finn Masters have sent me.

I hope to meet a lot of you in Maubuisson from May 30th till June 5th.

Fons van Gent
(Vice-) President Masters fleet

Below: Masters 1999, Maubuisson,
Photo: Deborah Cooper
A joint initiative between a Brazilian Finn sailor, Pata Boats of Hungary and the International Finn Association has resulted in competitive new Finns being built in South America for the first time in 35 years.

For the past three and a half decades, Finn sailors in Brazil have had to rely on using old and reconditioned hulls or importing new ones at great cost. Jorge Rodrigues explained the problem, “The huge difference in the currency and the value of the import taxes prevented many people from buying a new boat. The final cost of a new one, with all the taxes and transportation costs, was more than double the FOB price of the boat to us. In this scenario, it was almost impossible for the class to grow here.”

However, a unique partnership between Jorge and the International Finn Association (IFA) FIDeS programme, has enabled new Finns to be built in Brazil using old moulds imported from Europe. He continued, “That’s why I decided to try to build the boats here. We have been without a national Finn builder for decades, after Jorg Bruder died in 1973. Now we are starting it all over again. My original idea was in fact to build a new mould for the boat, and for this, I was looking for a precise table of offsets to build a plug for the new mould.”

Discussions followed with the IFA, Gilbert Lamboley and Richard Hart, about building a new mould. “But I also wanted a modern boat, to allow me to have a reference in construction and quality to pursue on my future boats. I started to ask for quotations from many manufacturers, to decide the best boat to buy.” Jorge finally bought a new Finn from the Pata boatyard in Hungary and on hearing that he was also looking to start building Finns, the company offered Jorge a set of unused Finn moulds, free of charge. The only problem was how to get them to South America from Central Europe.

This is where the International Finn Associations FIDeS programme came in. FIDeS is the IFA’s development programme, providing aid, gear and funding to projects and sailors worldwide. The Brazilian project is without doubt its most adventurous and ambitious to date. FIDeS generously provided a grant to fund the logistics and transport of the moulds from the Pata yard in Hungary to Brazil. But Pata’s involvement didn’t end there.

Jorge said, “We explained our need to Rodney Cobb, and he worked out with Antal Gabor to host Lorenzo Cardoso at the Pata boatyard to learn the Pata B4 production process. Lorenzo is naval engineer specialised in construction of small dinghies and carbon fibre construction. He is also the owner of the Holos company, in Rio de Janeiro, that is my associate. Antal was very helpful and friendly, opening the doors of his boatyard to us and, giving us all the information that we needed to produce a quality boat. I don’t have enough words to thank both him and Rodney for the support that they gave to our project.”

The first boat out of these moulds was presented to the Brazilian Finn sailors in early November 2008 at the South American Championship, hosted by the Rio de Janeiro Yacht Club, and the results look terrific. “Currently, there is a lot of interest in people buying these boats, especially here in Brazil, where the class is growing. Last year we had at our Nationals a record of 22 boats. The idea is to cover mainly Brazil and South America initially. Central America can also buy boats from US based companies, but we want to have the South American market attended first, this is our priority.”

“There have been so many people involved that it is hard to mention everybody. At the very beginning I received a lot of info from Gilbert Lamboley about the hull lines and measurements. The Chairman of the International Finn Technical Committee, Richard Hart also assisted us on this phase. The Finn class, via its Executive Director Corinne Rolland McKenzie and its President Balazs Hajdu also helped us a lot to bring the Finn moulds to Rio. We also received a lot of encouragement and support from Bruno Caruso and Fernando Madureira, the previous and current Finn class secretaries here in Brazil. My hope is to offer a well built Finn at a fair price, to really allow the class to grow here in Brazil and South America.”

Balazs Hajdu (HUN), President of the IFA commented, “This project is a milestone in the International Finn Development Support (FIDeS) program helping among others developing Finn nations and young Finn sailors in joining their national as well as the international Finn scene. Although the FIDeS program was only introduced a couple of years ago, the 2008 Olympic Sailing Regatta already showed how effective such Olympic class initiatives can become. Cyprus, India and Venezuela were all new countries for the Finn in the Olympics and they were all supported by the FIDeS program.”

Above: National Champion Henry Boenning will be the test pilot for the new Brazilian Finn
Top: Lorenzo takes the first sail in the new Finn he built
Below: Jorge Rodrigues (left) and boatbuilder Lorenzo (right) celebrate the launching in Rio.
The eighth edition of La Semaine Internationale de Cannes attracted a massive 80 boat fleet from 12 countries from February 17-20. The enthusiasm of the sailors to get started early in this post-Olympic year seems unstoppable.

The French fleet produced the largest contingent, with many sailors already in training for this year’s Finn World Masters in Maubussion. Everyone found old friends and made new ones this week. Has there ever been such as deep and diverse fleet for a Grade 3 regatta this early in the season? Olympic hopefuls, club sailors, Masters and returning old hands all celebrated the Finn in a week of competitive and friendly racing.

The field was dominated by Tapio Nirkko, only once placing outside the top 4 in his first ever graded event win. Behind him, up and coming youngsters Jan Kurfeld, Bjorn Allansson, Frederico Melo and Jonathan Lobert mixed it with 2008 Olympic Giorgio Poggi to fill out the top six places.

The first day started with no wind and didn’t get better, so the sailors filled in time with talk on shore of all things Finn related. Wednesday brought new conditions, wind, rain, choppy seas, cold weather. After winning the Palamos Christmas Race, Andrew Mills got off to a great start by taking race 1 followed by a 7th. Nirkko replied with a 2, 1 to lead overnight. Thursday wasn’t much better with race wins going to Lobert and Allansson.

Finally on Friday there was sun and wind with some great racing to wrap up the week. Nirkko made sure of the week with a 1, 4 while Kufeld had a similar score with a 2, 3. Melo took out the last race to move up to fifth, one point ahead of Lobert.

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**Malcesine Finn Cup**

A wonderful and windy edition of the International Finn Cup took place in Malcesine at the beginning of October, attracting 49 Finn sailors from 10 countries.

The first day of racing dark clouds were hanging over Garda Lake and one race was sailed with a strong north wind up to 25 knots. The second day, with the mountains around the lake white for the snow fallen during the night, the north wind was still blowing but only at 14 knots and decreasing during the day. Two races were completed and the third was abandoned at the end of the first downwind because the wind completely died.

For the final day the Race Committee decided to anticipate the start at 9 am in order to take advantage of the Garda morning north wind, the Peler. And so it was, with three glorious races in strong wind with gusts up to 30 knots in the first race and wonderful sunshine. A perfect setup for the local photographer Fabrizio Prandini who took some wonderful shots (see centre pages).

The series was dominated by Florian Raudaschl (1-7-2-2-1-1), with the young Italian Marko Kolic in second place (3-3-20-4-2-3). Marko was also awarded the Andrea Menoni Trophy for the best placed Italian. Third place went to Riccardo Cordovani (9-2-17-1-3-2), Now that the Fraglia Vela Malcesine has been completely renovated and has wonderful and modern facilities, the Malcesine Finn Cup is definitely returning to its previous status and participation.

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<tr>
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<td>70 Lubrano</td>
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<td>50</td>
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<tr>
<td>10</td>
<td>ITA</td>
<td>82 Bosetti</td>
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**Coppa Italia**

The two final events of the 2008 edition of Coppa Italia Finn took place between September and October on Garda lake.

The lake maintained its reputation and both events enjoyed windy conditions, allowing for a perfect final of the series.

Overall winner was Riccardo Cordovani, who largely dominated the series, with almost 100 points margin on second place Francesco Lubrano. Third place went to Simone Mancini, followed by Marko Kolic, Marco Buglielli, Carlo Recchi and Roberto Bosetti.

This was a record year for the Coppa Italia Finn, with 34 races sailed in 8 weekends between March and October in different locations around Italy and 99 Italian sailors participating, together with several guests from abroad.

The prizegiving took place in December during the Bertacca Trophy in December and the top ten sailors in the standings received very nice prizes offered by the sponsors. There were also other rich prizes assigned by drawing lots.

The supporting sponsors were: North Sails Italia, HiTech Sailing, Bertacca Sail Equipment, Grappa Bertagnoli, Devoti Sailing, Essemarine, Harken, Tomasoni, Nordstudio and Residence Ca’ del Lago.

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<td>Andrea Biagioni</td>
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**Trofeo Bertacca**

The sixth edition of Trofeo Bertacca took place in Torre del Lago, close to Pisa, at the beginning of December. 40 Finns were attracted from all parts of Italy for this event, which is now the classical end of season regatta for the Italian Finn fleet. The organisation was perfectly cared as always by Italo Bertacca.

During the Saturday night dinner in Viareggio the Coppa Italia prizegiving was held in a very pleasant atmosphere.

The weather was nice for the season, but only the wind was a bit reluctant and only three races were sailed in light airs, two of which had to be shortened.

Regatta winner was Giorgio Poggi (1-1-5) who returned for this occasion after a short holiday following the Olympics.

Second place went to Fabrizio Antolini Ossi (14-5-2) followed by Francesco Faggiani (5-15-4), Simone Mancini and the event organizer Italo Bertacca. The prizegiving was extremely rich as usual for this regatta.

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Paul Kamphorst (above) sent the results of two regattas in The Netherlands in late 2008.

**Boterletter 2008**

The traditional final event of the year is at Kralingen Rotterdam. The famous roaring waves were absent this time. Instead the races were sailed in light conditions. The previous weekend Paul, Luuk, Jan Willen and Karel (pictured right) went out for a training in windy, cold and even snowy conditions. This didn't help in the changed conditions.

It took four races with one discard. The first race Karel van Hellemond was clear right away and increased his lead throughout the race, Weitze Zetzema came second and Nano third.

The second race had the same conditions and course. Although Karel was being watched, conditions at Kralingen are never the same. Karel lagged behind what he gained in the first. Kok and Van Viersen joined in after an extended nightsleep. It ended in a race between Wietze, Luuk Kuiper and Thierry, finishing in that order and leaving the rest more than a leg behind.

On Sunday morning the first race, more wind, cold and frozen sheets. Again Wietze, Luuk and Thierry but they didn’t gain distance as yesterday. Jan-Willem was back on track and Leo was on the move making fine tacks. Leo managed to edge into second behind Wietze and ahead of Thierry.

In the final race the fight was for second place as Wietze already had the event. Ewout Meijer took the lead at the first mark just before Luuk. In the end Jan Willem took the last win ahead of Thierry and Luuk.

It was nice racing that was thrilling to the end (given the ever changing wind conditions and directions) with great courses. This helped Thierry and Jan Willem to recover from pretty late (some minutes) starts.

1. NED 64 Wietze Zetzema
2. NED 881 Thierry van Vierssen (dnc)
3. NED 888 Luuk Kuiper
4. NED 41 Karel van Hellemond
5. NED 780 Jan Willem Kok
6. NED 787 Nanno Schuttrups
7. NED 66 Ewout Meijer
8. NED 839 Timo Hagoort
9. NED 69 Wouter van Catz
10. NED 20 Leo Hartman
11. NED 27 Paul Kamphorst
12. NED 823 Nico van Wirdum
13. NED 101 Christian Scheen

**Boerenkoolcup 2008 - wsv. Het Witte Huis Loosdrecht**

1. NED842 Pieter Jan Postma
2. NED45 Dennis de Ruiter
3. NED41 Karel van Hellemond
4. NED64 Wietze Zetzema
5. NED80 Sander Willems
6. NED787 Nanno Schuttrups
7. NED780 Jan Willem Kok
8. NED839 Timo Hagoort
9. NED12 Mark Neeleman
10. NED881 Thierry van Vierssen

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The NETHERLANDS
Christmas Race, Palamos, Spain, 17-22 December 2008

1 GBR 634 Andrew Mills (right) 6 2 1 2 1 2 1 15
2 ESP 836 Alejandro Muscat Diaz 1 2 3 4 5 2 1 18
3 UKR 1 Oleksiy Borysov 2 4 5 3 1 3 3 19
4 ESP 1 Diego Fructuoso 5 1 6 5 7 5 5 32
5 GBR 41 Giles Scott 3 1 2 6 1 [ocs 32
6 FRH 115 Thomas Le Breton 4 9 4 3 6 7 37
7 FRA 99 Marc Allain Des Beauvais 7 11 8 10 8 11 4 52
8 UKR 2 Ilya Efremov 11 5 17 4 7 9 52
9 NED 84 Gert Van Der Heijden 8 12 9 10 9 6 56
10 UKR 21 Anton Sadvychykov 10 7 11 9 8 60
11 ESP 981 Jono Toro Prieto-Puga [ocs 7 10 9 11 10 47
12 FRA 89 Montagut Benjamin 9 8 12 12 12 12 53
13 HUN 07 Graham Douglas 12 13 [dnc 13 13 13 64
Silver Cup

The International Finn Association and the Batatonfüred Yacht Club invite the youth of the world to meet in Hungary for the 2009 Finn Silver Cup from July 30th to August 6th. The venue is the Batatonfüredi Yacht Club (www.byc.hu) and the event is eligible to any sailor under the age of 21 on 1st January 2009. A limited number of charter boats will be available.

For more information contact Tomás on tommy.vika@centrum.cz


ISAF World Rankings

For the first time since June 2006 Jonas Høgh Christensen is not occupying the world number one slot on the ISAF rankings.

Fleet racing - Open - Finn - Wednesday 4 February 2009

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Major Finn regattas 2009

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More Finn News

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

SWC = ISAF Sailing World Cup event
Pata B4 Finns, Pata Finn Wing mast

André Budzien... Michael Maier... Ivan Kljakovic Gaspic...

Masters World Champion 2007, 2008 European Championship Silver medal 2008 Winner of two races at OG Qingdao 2008 Winner of several National titles Winner of races at Gold Cups and Europeans

Emilios Papathanasiou...

...they choose our quality and performance... maybe the next name is yours!

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Pata Brazil
Coming Soon!!!