FINNFARE
APRIL 2010

FINN SAILOR STATISTICS

Table 2: Distribution of weights of sailors now and when they first entered the class

<table>
<thead>
<tr>
<th>Weight when first started</th>
<th>Minimum</th>
<th>Maximum</th>
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<tr>
<td></td>
<td>60 kg</td>
<td>100 kg</td>
<td>86.6 kg</td>
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</tbody>
</table>

Average weight when first started in Finn = 86.6 kg

SIBERIA CUP

RACES AND RESULTS

SAILING WORLD CUP
HiTech Finn

No compromise on quality

- Proven hull shape
- Innovative ergonomic detail

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Email: info@hitechsailing.com
www.hitechsailing.com
President’s Letter

Dear Finn Friends,
Dear Fellow Competitors,

With the down under regatta season coming to an end and the European circuit just beginning let me reflect on our recent achievements and the forthcoming challenges as a class.

The 2008 November ISAF conference in Madrid secured the status of the one person dinghy heavy event and the Finn as equipment on the Olympic programme. As a result the Finn class continues its Olympic pathway as one of the longest standing and most developed Olympic sailing classes.

Photo FINNish, the 60th anniversary book, comprehensively and beautifully outlines the achievements and views on the Finn of some of the greatest sailors in the last 60 years. Warmest thanks to Robert Deaves for his enthusiasm and work as a fruit of which this great publication was born.

In different words and based on individual Finn sailing stories, basically all past and present Finn heroes emphasised in the book that 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 single handed dinghy to allow sailors from 85kg to 110kg to competitively sail at Olympic level.

Furthermore, class newcomers are nowadays mainly at a junior age and many new countries are starting Finn programmes as well as Finn equipment production (e.g. BRA in the last years and RSA this year).

In terms of racing we are again having a busy regatta season. Beside the SWC regattas and other established Finn regattas, we are all preparing for the 2010 major Finn events, the Silver Cup and the Gold Cup in San Francisco, the Senior and Junior Europeans as well as the Finn World Masters in Split.

The effort put in by the organising clubs is much appreciated and the class looks forward to visiting these great sailing venues selected for these prestigious Finn championships.

Wishing you fair winds in 2010 and see you around the dinghy park.

Best regards

Dr. Balazs Hajdu
HUN-1
IFA President
FINNFARE is a non-profit publication that is distributed free of charge to all IFA members and interested parties connected to the International Finn Class around the world. For extra copies, or if you have addresses of people who you think should be receiving FINNFARE, please contact the IFA Office. Articles, race results, photographs and reports from countries are always welcome. Please include FINNFARE in your mailing for newsletters, bulletins, press releases and race reports.

All advertisement enquiries should also be addressed to the Editor. A media pack is available on www.finnclass.org

FINNFARE Editor
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Email: robertdeaves@yahoo.co.uk

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Finn Gold Cup 2010
The Notice of Race has been published and online entry is now open for the Finn Gold Cup in San Francisco in August. Link to it through www.finnclass.org. Entries received prior to May 31 get a $15 discount. Entry numbers are expected to be high.

Finn Class on Facebook
The IFA now has its very own Facebook page which contains up to the minute reports on regattas and lots of content being added by sailors. Within three weeks of going ‘live’ there were well over 500 fans and growing daily. It’s your page so please make use of it. Find the link at www.finnclass.org.

New website development
The Finn class website at www.finnclass.org is undergoing a facelift and should be ready for release before the summer. The new site will feature lots of new functionality and content management as well as a new forum, a blog section, a brand new online shop as well as extensive photo and video galleries. The new site will make it easier to keep content more current and will include many more useful features for Finn sailors.

Finn Class ties
For those who are not aware, the IFA relaunched the Finn Class tie last year. Available through the Finnshop on www.finnclass.org, this 100% silk, hand made tie gets you noticed with its stylish, but subtle design. Ties are available in dark blue with silver Finn logo.

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The Yachting Studio in London, England offers of range of art and gift products for the sailing community covering a number of classes including the Finn. These gifts are now available on the Yachting Studio’s website, but please link to it through the Finnshop on www.finnclass.org.

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European Champion
honoured

The 2009 European Champion Ivan Kljakovic Gaspic was named as 2009 Croatian Athlete of the Year. This was the first time in nine years that the Croatian Olympic Committee has made the award to a sailor. Ivan’s fantastic year included podium places at four European ISAF Sailing World Cup events, winning gold at the Europeans and bronze at the Worlds, and ending up as number one in the ISAF World Rankings.

Bill Bell honoured at the Australian Nationals

John Shallvey writes, “At the Australian Finn Nationals the class presented Bill Bell with Life Membership of the Australian Finn Class. Bill is well known to both Australian and International Finn sailors as a sailor, race officer and judge and international jury member. With a quiet and unassuming nature, Bill has been of great support to sailors in loaning boats storing gear and looking after the benefit of sailors worldwide, not to mention providing assistance always and when required. We thought it only fitting that we honour the contribution Bill has made to the betterment of the class.”

Invite to San Francisco

The Finn class is really looking to spending late August and early September in San Francisco for the Silver Cup (for Juniors) and the Finn Gold Cup. The last time the Finn World Championship was sailed on the US west coast was 1974, when Henry Sprague won in Long Beach. This return has been a long time coming and numbers are expected to be high.

Here is an invite from the host club, the St Francis Yacht Club.

On behalf of the members, officers, and directors of the St. Francis Yacht Club, it is my pleasure to invite you to the 2010 Finn Gold and Silver Cup World Championships. We are looking forward to hosting a memorable event with exciting competition in one of the world’s premiere racing venues.

The St Francis Yacht Club members are excited to welcome you to the City of San Francisco, the Bay and our Club. We are honored to host the 2010 Finn Silver and Gold Cup World Championships – and the StFYC Organizing Committee has been working diligently to insure that this event will be one of the best ever. We have assembled a premier race management team to guarantee excellent sailing and we believe our onshore crew will make your stay easy, pleasant and above all enjoyable.

With the help of the generous donors and the Presenting Sponsor American President Lines, we expect to provide:
• Inexpensive transportation of your boats and equipment
• A true Destination Event, for you as competitors and your families
• Great, exciting racing on one of the premier racing waters in the world.

The StFYC organizes over 40 race days every year for all types of competition. We have a terrific membership, a superbly trained and managed Race Committee Organization, an amazingly reliable sea breeze – all of the components that will add up to an outstanding event. Make your plans early, bring your families and be ready for some good times.

On behalf of the members of St Francis Yacht Club, we welcome you.

David Sneary, Commodore
St Francis Yacht Club
2010 Finn Silver & Gold Cup World Championships

John Callahan, Regatta Chairman
St Francis Yacht Club
2010 Finn Silver & Gold Cup World Championships

Photo: Rolex/Dan Nerney
Boat show season

It's boat show season again with Finns on display all over Europe.

Above left: the Moscow Finn Association spring into action at the Moscow Boat Show with a new Devoti hull (see news item next page).

Above right: the Danes show off the new Polish BlueBlue Finn at the Copenhagen Boat Show.

Below: Andy Denison, Chairman of the British Finn Association, chats to Walter Riosa of HiTechSailing about his new Finn on display at the UK’s Dinghy Show.

Editorial

A another decade has turned so it’s time for a fresh and more colourful new look to FINNFARE, your favourite magazine. We hope you like it.

The digital age is producing more and more content, more quickly, both written and photographic, and while we try to bring you the best of it in FINNFARE, there is simply not enough space to publish everything that we would like to.

The new website to be launched this summer will provide a more organised, attractive and perhaps useful tool to achieve this. It is still a work in progress but should prove to be a useful asset of the ultimate singlehander, and will complement the printed FINNFARE.

Once again there was more material supplied for this issue than there was room to squeeze it all in, so if you have been missed out then we will try and fit it in the next issue.

There are many exciting plans for the coming year for enhanced content, but if you have any ideas or anything you’d like to see published, then please do get in touch. We love to hear from you.

The Finn class has an amazing few years ahead. For 2010 visits to the fantastic cities of Split and San Francisco beckon for what I am sure will be great championships, both clubs being rich in Finn history and culture.

See you out there.

Robert
New Devoti dealer in Russia

Vasily Kravchenko writes, “Here we are picking up first two boats, ordered by the new Russian Devoti distributor ‘Kater Life’. After this trip we have worked out the path of delivery and Customs clearance of new Finns for Russian customers (it is really quite tricky due to tough Russian regulations). So now we are capable of providing a full service for Russian customers, who want to join Finn class. Since November 2009 we have placed orders for seven new boats already.”

Pictured in the photo are Vasily Kravchenko (National Secretary of Finn class in Russia), Martin Sova (Devoti Sailing) and Michael Petriga (Director of ‘Kater Life’).

For more information see: www.devotisailing.ru

Finnports aims to expand Australian Finn fleet

The Australian Finn fleet has grown over the last couple of years largely thanks to the enthusiasm of British ex-pat, Robert McMillan (left in 1986) who has imported 12 boats into Australia so far. Rob has had a long love affair with the class having started sailing in one at just 15 years of age. His career highlights include winning the British Championship three times and he narrowly missed out on selection in three British Olympic Trials. Now racing and residing in Australia, Rob is sharing his passion by importing a range of quality new and used boats and equipment at affordable prices.

He says, “In Australia there has never been a better time to get involved with Finn sailing. Fleets are active in NSW, VIC, SA and building in WA. There is an open exchange of ideas, first grade equipment available and real passion for the boat. We have the ISAF worlds in 2011 and a worlds in San Fran later this year. An Australian contingent is also going to the Masters Worlds in Croatia.”

Rob’s new venture, ‘Finnports’, imports a range of quality boats and equipment at affordable prices. “I had a lot of fun over the last 26 years with the Finn, met some great people and had awesome racing around the world. Through Finnports I want to change the fortunes and perceptions of the Finn class in Australia.”

As of March, Finnports had four Finns in stock as well as supplying new HIT masts, second hand masts, new and second hand sails, new Needlespar booms, covers and many spare parts.

“I hope through Finnports to change the domestic scene for the good of all Finnsters to create a great local fleet, a vibrant masters fleet and an elite international squad.”

More information at: www.finnports.com.au

Widespread acclaim for the new Finn book ‘Photo FINNish’

Launched in November 2009, ‘Photo FINNish – 60 Years of Finn Sailing’ has attracted widespread acclaim from Finn fans and readers worldwide. The book brings together a complete photographic history of the class, with images from every year since 1949 along with fascinating and personal accounts from more than 60 exceptional sailors in a unique exposé of Finn sailing and Finn sailors.

The book takes the reader from the boat’s designer Rickard Sarby launching the first Finn in Uppsala in Sweden in 1949, full circle through to the 60th anniversary regatta back there in September 2009.

Here’s what people have said so far:

“Robert Deaves has done a terrific job of pulling together some great photos and stories from the Finn class over the past 60 years. It was great fun recently to review the book with PJ Montgomery and former American Finn sailors Scott MacLeod and Cam Lewis. The Finn is such a competitive class and has helped in developing some of the top sailors in our sport including Olympic legend Paul Elvstrom through to most recent Olympic Gold medalist Ben Ainslie. My years in this class were an important chapter in my sailing career and the catalyst for other sailing opportunities. The book does a great job capturing what is so special about the class.”

Russell Coutts

“...a fantastic document...”

Bert Sarby

“Exceptional. A magnificent record for world sailing.”

Peter Montgomery

“Epic, magnificent, fantastic.”

Vernon Stratton

“An absolute triumph.”

Peter Danby

“Brilliant. A masterpiece.”

Philippe Rogge

Below: PJ Montgomery presents copies of ‘Photo FINNish’ to former Finn heroes Cam Lewis, Russell Coutts and Scott Macleod at the World Yacht Racing Forum in Monoco in December 2009
ISAF Sailing World Cup 2009-2010

The 2010 ISAF Sailing World Cup started in Melbourne in December, then moved to the Rolex Miami OCR in January and then onto Palma for the Trofeo SAR Princesa Sofia MAPFRE. Over the summer the series will take in Hyeres, Medemblik and Kiel before ending up at the Sail for Gold Regatta in Weymouth. After the first three events, last year’s winner Ed Wright (GBR) has taken a commanding lead with wins in both Miami and Palma.

1. Sail Melbourne

The 2009-2010 ISAF Sailing World Cup started at Sail Melbourne at the end of 2009. The series opened in strong winds then went light and then produced some shifty conditions to mix things up a bit.

The weather continued to be mixed until the medal race day which produced great sailing conditions under blue skies and 12-15 knots of breeze.

While James Paterson dominated the early part of the series, last year’s winner Warwick Hill finished the opening series just seven points adrift. Paterson started the medal race nervously and sailed a conservative race, but was happy with the overall win. British visitor Henry Bagnall took the medal race from Paterson, while Hill could only place fifth and dropped to third overall.

Sail Melbourne 2009 - Final Results

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11 AUS 252 Andrew Baglin 71
12 GBR 64 Craig Kirpatrick-Whitby 74

Below: James Paterson • Right: Paterson, Timothy Castles, Paterson, Henry Bagnall.
Photos (c) Jeff Crow/Sport the Library
A week of generally light wind – though the first day was cancelled amid fears of heavy storms coming through – was characterised by the dominance of the British team. Last year’s winner of the ISAF Sailing World Cup, Ed Wright, started as he meant to go on with a race win and apart from a slip up in race 3 never finished worse than fifth to win the regatta by 20 points from team mate Giles Scott. British sailors won six of the 10 race series, while Zach Railey and Gasper Vincec took one each. Vincec closed out the series well with a second place in the medal race to snatch bronze from Railey. Meanwhile, rising French star Jonathan Lobert won the final two points races in style.

For the medal race, the wind remained generally light even though there were forecasts of more. After a good start for both Bryan Boyd and Railey at the pin end, Boyd eventually emerged ahead to lead throughout to take his first race win of the week and move up two places to end the week a very creditable fifth overall. Railey did not fare so well. Needing to keep fourth placed Vincec in check, while also having a chance at snatching the silver from Scott, Railey came off worst on both accounts, finishing sixth in the race to drop one place to fourth overall and drop off the podium.

### Rolex Miami OCR 2010 - Final Results

<table>
<thead>
<tr>
<th>Fleet</th>
<th>Results</th>
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<td>Edward Wright 1 2 [19] 1 4 1 1 3 5 2 8 28</td>
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<tr>
<td>2 GBR 41</td>
<td>Giles Scott 2 7 1 3 3 3 [8] 6 2 7 14 48</td>
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<tr>
<td>3 SLO 5</td>
<td>Gasper Vincec 5 12 5 8 [19] 2 7 1 3 5 4 52</td>
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<tr>
<td>4 USA 4</td>
<td>Zach Railey 4 5 4 4 1 5 4 5 9 dns 12 53</td>
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<td>8 ESP 100</td>
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<td>9 FRA 115</td>
<td>Thomas Le Breton 11 9 2 5 5 [20] 11 9 4 8 20 84</td>
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<tr>
<td>10 RUS 9</td>
<td>Eduard Skornyakov 6 3 [13] 12 13 4 9 10 11 4 16 88</td>
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### Photos:
- Top group - Ed Wright, Giles Scott, Jonathan Lobert, Zach Railey
- Left: Giles Scott, Ed Wright and Gasper Vincec.

Photos: Rolex/Dan Nerney
Trofeo SAR Princesa Sofia MAPFRE

The 41st Trofeo Princesa Sofia was a regatta of extremes. The first day was lost with not much wind and waiting for the RS-X fleet to finish its racing. On day two Rafa Trujillo posted a 2-3 to take the early lead – which he would hold onto until the penultimate day. Day three brought 30-40 knot winds. There was no racing, but some spectacular photos as the fleet was sent out and in again.

Trujillo held onto his lead on day four, but on day five both Ivan Kljakovoc Gaspic and Ed Wright had started to get their act together and moved into a first and second with only the medal race to sail. The opening series had been reduced from 10 races to seven and it was proving to be a high scoring series as very few sailors could find any sort of consistency in the very shifty and variable conditions. Jonathan Lobert had moved up to third, while Trujillo slipped to fourth.

The medal race again brought light winds with the 2008 Olympic Silver medallist Zach Railey leading from start to finish to round off a challenging week for him in the best possible way. Behind him positions changed on every lap. Finally Wright pulled past Kljakovoc Gaspic on the final upwind and then put a crucial boat between them at the end of the final run to win the regatta from the Croatian. Meanwhile, Lobert just fended off teammate Thomas Le Breton, by gaining one place on the last leg to take the bronze.

Trofeo SAR Princesa Sofia MAPFRE 2010 - Final Results

1 GBR 11 Ed Wright 5 8 10 12 1 1 38 8 45
2 CRO 524 Ivan Kljakovic Gaspic 10 1 9 5 7 2 18 12 46
3 FRA 112 Jonathan Lobert 11 15 1 4 4 4 21 14 53
4 FRA 115 Thomas Le Breton 9 4 5 21 8 6 16 16 54
5 ESP 100 Rafael Trujillo 2 3 3 8 13 12 24 18 59
6 SWE 11 Daniel Birgmark 16 25 4 10 3 15 9 4 61
7 GBR 85 Andrew Mills 7 24 8 3 2 16 23 10 69
8 GBR 41 Giles Scott 3 27 11 15 5 3 17 16 70
9 USA 4 Zach Railey BFD 19 17 2 11 7 14 2 72
10 SLO 5 Jasper Vincic 1 11 DNC 23 14 9 5 DNF 85
11 GBR 88 Mark Andrews 72 18 RUS 9 Skornyakov Eduard 94
12 NOR 1 Peer Moberg 73 19 CZE 1 Michael Maier 97
13 EST 2 Deniss Karpak 74 20 POL 17 Piotr Kula 105
14 ESP 7 Alejandro Muscat Daz 74 21 FIN 218 Tapio Nirkko 109
15 POL 7 Rafa Szukiel 74 22 GRE 77 Ioannis Mitakis 113
16 ITA 146 Paololetti Michele 84 23 ITA 101 Riccardo Cordovani 114
17 ITA 117 Giorgio Poggi 90 24 SWE 6 Bjorn Allansson 121
25 GER 771 Jan Kurfeld 126
26 CAN 5 Greg Douglas 135
27 RUS 1 Alexey Selivanov 151
28 NZL 10 Matt Coutts 151
29 USA 619 Caleb Paine 152
30 NED 83 Timo Hagoort 154
31 EST 7 Harles Liv 163
32 POR 5 Frederico Melo 164
33 USA 40 Luke Lawerence 167
34 SWE 33 Max Salminen 174
35 ESP 10 Ero Pons Penin 176
36 GER 712 Christoph Froh 201
37 ESP 310 Alejandro Aranzueque 202
38 IND 11 Johal Nachhatar 203
39 AUT 3 Florian Raudaschl 207
40 ITA 981 Enrico Voltolini 208
41 NED 844 Gert Van Der Heijden 210
42 CZE 81 Tomas Hrnca 241
43 POL 12 Milosz Wojewski 242
44 FRA 99 Marc Allain D Beauvais 248
45 GER 5 Joerg Moessnang 250
46 CZE 21 Jan Cajcik 250
47 IRL 4 Ross Hamilton 256
48 CZE 11 Patrik Deutscher 264
49 GER 62 Uwe Barthel 284
50 GER 75 Christian Rupp 286
51 ESP 21 Mauricio Luque Diaz 287
52 GER 127 Julian Massler 299
53 GER 136 Christian Teichmann 307

Photos: Nico Martinez, Jesus Renedo/Trofeo SAR Princesa Sofia
JS: Mike, in the 60th year of the class [2009] – and you have been around for all of them – when was the first time you saw the boat and your impressions?

MF: For the 1956 games the boats were supplied and built locally by Savages and the local Victorian Yachting Council bought four. There was a squad of 10 and eventually that made to four and we all trained hard in the four boats to get the Olympic spot. I gave it a pretty good shake but if not for a port-starboard then it may have been me, and not Colin Ryrie, that got that spot?

JSL: Impressions?

MF: It looked a beautiful boat. I am a bit of a traditionalist and love any boat with those classic lines. The Finn certainly has great lines and when you sail them, you appreciate what a great sea boat they are.

JS: Can we touch on that decision by you to move to Europe to work with the great Elvstrøm and indeed then set up an Elvstrøm loft here in Australia?

MF: I was working here in Melbourne for FICO [yacht fittings] as a design engineer and had seen that grow to be well established, and Colin Ryrie through a friendship with Paul wanted to set up a loft here. For me it meant a move to Sydney and then six months in Denmark to ‘learn’.

JS: Elvstrøm is credited as a great thinker so tell me about those times talking over beers and coffee?

MF: [No drinking but a lot of coffee.] All those guys were 40 years ahead. They worked as hard then as the top guys do today, and they were great thinkers but harder workers. We would start at 7am work till 5.30pm, then go and sail Finns for 3-4 hours. Then it was to the loft for a recut or to the boatyard to shave or glue bits on to a mast. All that these guys did, and Paul was the leader, was live sailing: talk it, do it and live it.

JS: There are only a few still about like you – maybe Sid and Gus – that can still shape a mast and learnt that understanding. What is it that makes the Finn rig and sailors so adept at making those changes?

MF: Simple. You must know the elements of an unstayed rig. Sideways and fore aft bend gives the boat life, height the sails, luff curve and seam picking. You are strict on this?

JS: Mike, why are you strict about the luff curve?

MF: I just can’t sail and survive at a top level without a basic and working knowledge of aerodynamics. If you don’t understand how the sail is made and shaped you end up sailing around for a season with a slow sail wondering why? Well, with my sailors I might tell them and show them and later we have a chat, go to a loft and make the changes then get back on the pace, time is precious so can’t be wasted with slow gear. You have to know how to fix it. You just can’t improve if you spend a season with a slow rig. That’s why we have been really successful here in many classes.

JS: Tell me about that tuning and the time management.

MF: One of the important things is I insist my guys have good training partners and they are just that – training partners. That way we can tune the boats and gear in hours, not weeks, and work on what needs to be worked on. Once you know how to steer and tack etc then sailing by yourself is useless. It needs to be with a partner and properly recorded.

JS: If I can be delicate, tell me about today’s youth? In the old days it was self-learnt; is there an unhealthy reliance on coaches?

MF: No. I have just started working with kids again and it’s inspiring to see kids just soaking it in. And now with proper programmes they get what it took us a lifetime to learn but in a concentrated form. No, the kids today are just great and we are producing just great young sailors.

JS: So how is what translated to the Finn?

MF: Being such a technical boat, improvement can be greatly accelerated. As a coach you see far more out of the boat than in it. I can tell when a boat is going through the water properly and from outside if the small adjustments improve performance. Once fast trim is found then it just up to them to remember and understand how to get it again and again for each wind strength and sea condition.

JS: If you could take all the qualities and build the perfect Finn sailor what might he be?

MF: Just over 185cm, 98-100 kg and be fit and then get fitter. It’s about righting moment. When I worked with Laser Olympic medallist Michael Blackburn I asked him why he dropped weight [83 to 80]. The answer was “because now I am fitter and hike harder.” Like a canting keel righting moment without weight is always fast.

JS: So the attributes of the Finn as a class?

MF: A big boat for the big guys. Outside of the Star it’s the only boat to sail for a big guy. They are great fun to sail and plenty to play with and keep you interested with sails rigs and development. Also the guys in the boat park tend to be a similar eco-social scale where there is a maturity of mind and body and fun guys to be with. But the boat is just a great boat to sail.

JS: Funniest thing you have seen in the Finn?

MF: Back in the days of supplied gear at the Olympics the sailors used to get two of these work of art spruce masts polished like furniture and within two hors the boat park was full of shavings and or glue and hours of sanding and varnishing destroyed. I remember at the games in Tokyo, the mast builder wanted to commit hari kari. Or like Ron Jenyns. When everybody was sanding, he was there gluing bits on.

JS: OK a free kick. Anything you need to add about the Finn?

MF: After 60 years they are still the same boat. I recently visited Paul Elvstrøm after the Denmark Gold Cup and we saw the first one. But with all the weighing and balancing thinking and searching for what makes them tick, putting on light bows and different deck lay-ups, they still remain the same boat.
A statistical look at the Finn class

For this statistical analysis our target group was the top 50 ranked Finn sailors in the world as well as a whole group of new young sailors coming into the class and we asked them a bunch of questions about their weight, height and age and the results and analysis make for some interesting reading. We also asked them for their comments on the Finn.

<table>
<thead>
<tr>
<th>Name</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daniel Birgmark (SWE)</td>
<td>Sailing the Olympic Finn gives you the most attractive Olympic challenge in sailing by putting very high demands on the sailors' athletic capacity as well as tactical and strategic skills. It's the perfect singlehander for sailors over 85kg. Competitive equipment is easily accessible and widely spread all over the world. It also has a relatively low cost because of long lived and high quality equipment, and there is a very strong second hand market.</td>
</tr>
<tr>
<td>Ed Wright (GBR)</td>
<td>Physically, mentally, technically the Finn is the most all round demanding boat of them all. It’s for men not for the weak. It is the only dinghy a man can sail in the Olympics.</td>
</tr>
<tr>
<td>Jonas Høgh Christensen (DEN)</td>
<td>I love it; it is the most fun, challenging boat for strong, athletic sailors with a competitive edge and technical challenges.</td>
</tr>
<tr>
<td>Vasilij Bogar (SLO)</td>
<td>The Finn has less politics than in other classes. It is a very challenging class to sail, especially in trimming. I also found it hard to keep my weight around 80kg in the Laser.</td>
</tr>
<tr>
<td>Tomas Vika (CZE)</td>
<td>The most important thing is that there is no other Olympic class for guys like me who weigh more than 85kg. The Finn is called the ‘heavyweight dinghy’, but it’s not so simple: If you are more than 180cm tall and you want to work on your physical condition in a gym you will always weigh more than 85kg and that is the reason why Finn has to stay as an Olympic dinghy in future years.</td>
</tr>
<tr>
<td>Tapio Nirkko (FIN)</td>
<td>The Finn is the only single handed dinghy for my size. It is also a very cheap class for equipment when hulls and masts are so good quality that you can sell them with very good resale price. Also sails don’t wear out that quickly. As a class the atmosphere is very good and a large bunch of good sailors make the training and competitions high standard.</td>
</tr>
<tr>
<td>Nachatar Johal (IND)</td>
<td>The Finn gives so much flexibility in having a mast and sail designed specifically for yourself. It is very tactical sailing with not much boat speed differences in top sailors and relatively new sailors. Very cooperative, friendly and helpful international fleet. I don’t have to starve myself to remain 80kg for sailing the Laser and I can eat properly.</td>
</tr>
</tbody>
</table>

Table 1: Distribution of heights of sailors now and when they first entered the class

<table>
<thead>
<tr>
<th>Height when first started</th>
<th>Average height in 2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum</td>
<td>170 cm</td>
</tr>
<tr>
<td>Maximum</td>
<td>200 cm</td>
</tr>
<tr>
<td>Average</td>
<td>187.6 cm</td>
</tr>
</tbody>
</table>

Data derived from 74 Finn sailors

Table 2: Distribution of weights of sailors now and when they first entered the class

<table>
<thead>
<tr>
<th>Weight when first started</th>
<th>Average weight in 2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum</td>
<td>72 kg</td>
</tr>
<tr>
<td>Maximum</td>
<td>106 kg</td>
</tr>
<tr>
<td>Average</td>
<td>94.9 kg</td>
</tr>
</tbody>
</table>

Data taken from 74 Finn sailors

Photos: François Richard, Tosca Zambra, Jesus Renedo/Trofeo Princesa Sofia MAPFRE
Zoom8 1.5%
OK Dinghy 1.5%
Laser Radial 1.5%
FD 1.5%
Europe 9%
Cadet 9%
49er 3%

Summary
These numbers really show the evolution of young people’s physics and the help new mast and sail building materials have provided in making the Finn available for a larger range of body sizes.

The range of weight, height and age are also important factors to showcase:

In the current Finn top 20:
- Age range from 44 yr to 22 yr = 22 years
- Height range from 180 to 200 cm = 20 cm
- Weight range from 83 to 104 kg = 21 kg

In summary, the above data showcases the Finn’s ability to accommodate a wide range of sailors in respect of their age, weight and height.

Moreover, the data also shows that Finns are sailed from a much earlier age at international level and that there is an inevitable need for providing a suitable single-handed dinghy for young men, being nowadays naturally much bigger than their parents were.

Caleb Paine (USA): “I was 150 pounds (68 kg) when I started to sail the Radial and then a year later switched into the Laser. The Laser was a great boat, but I was still growing. The Olympics has always been one of my dreams and I would not have been able to do that in the Laser, because of my size. I was then approached by Scott Mason to sail the Finn. I sailed the boat and it was perfect. I now look forward to every sail I do in the Finn, and love competing.”

Zach Railey (USA): “For single handed sailing the Finn is my only option given my weight and height to pursue my Olympic sailing dreams. With the technical and physical demands of the boat, the Finn is a pure test of a sailor’s ability to react to the changing conditions on the race course under intense physical exertion.”

The previous class the target group of Finn sailors sailed before moving into the Finn
Interview with Deniss Karpak

Deniss Karpak debuted in the Finn class at Palma in 2009 and has since taken a string of top results in his opening year. As he was completing his preparation for the 2010 season we spoke to him about his sailing, his training and his thoughts on sailing and the media.

Name: Deniss Karpak  
Age: 23

What is your home town? Tallinn, Estonia  
When did you start sailing? October 1998


Why did you take up sailing? My dad Igor is also a professional sailor, ex FD sailor in USSR Olympic Sailing Team, so I’m already the second generation of sailors in our family. I like this sport, and I like to develop it in my small country and in the whole world.

What was your first boat? My first boat was actually an Optimist, the usual boat for the young children to get into sailing.

What was your favourite boat and why? My fav boat was Laser, I liked it so much because I think the biggest part of my sailing career connected directly with Laser, all my first big wins and emotions were in the Laser. I got my World Championship Bronze medal in the Laser, and I was in Qingdao in Laser… but now I am getting into a new sailing era, with new people around me, new friends and new boat… and now Finn is becoming my fav boat.

When did you take up the Finn? During the 2008 Olympics in Qingdao. I was watching the Laser medal race on my new Finn already.

Why did you take up the Finn? The last year of my Laser sailing, it was actually the Olympic 2008 year, it became to small for me, or I became too big for it… it was very hard to hold 62-85 kg of weight with almost 2m of height… crazy) and just after (already in Qingdao) the Olympics I decided to switch to the Finn and stop my diets and take the all advantages from sailing on the bigger Finn – heavyweight dinghy, so this was a normal evolutionary step in my sailing career.

What is your favourite venue? My fav venue is Kiel. Kiel Week is a great historical sailing event, when you will get a huge sailing experience, emotions and simply get the good life moments. Also Mallorca… Palma was my first serious training place in my Finn career. Conditions are great, regatta is also on the highest world sailing level also a lot of touristic facilities… so you can get all you need in the one place.

When was your first major win or best results so far? My career best result was 3rd place at 2007 ISAF Sailing World Championship in Cascais, where I was sailing Laser. This medal was an historic moment for the whole Estonian Olympic sailing.

What are your strengths and weaknesses in sailing? When I was sailing the Laser… I was one of the fastest Laser sailors in the world in windy conditions, but sometimes I was also fast in light airs, but usually light wind was a problem for me… that’s why I’m now in Finn. Now I’m a universal sailor.

What other classes do you sail, if any? Optimist, Laser 4.7, Laser Radial, Laser, Finn. Sometimes I take part in Melges 24 regattas, Laser SB3 and on some cruising regattas and sometimes I prove my sailing and gymnastics skills on 49er with my friends.

What other classes would you like to sail and why? I would like to sail Melges 24, Dragon, TP52, эМКа (new Russian national class).

What job would you be doing if you were not sailing? Actually I’m an economist. I have a degree in social sciences, and I sometimes do some web design and web pages. For example now I’m working on a new Social Network for sailors - ConnectedSailors.com, which is my gift to the whole sailing community.

How much time do you spend on the water each week? When I’m doing a normal training process, I spend 18-30 water hours per week.

Describe a typical training day? 8:20 waking up, morning training, running or cycling, breakfast… water training, physical training cycling, lunch, then gym (if I have it somewhere) and dinner… normal hard training day.

What’s your main focus when you are training? Usually I’m training all my sailing skills in one session… so I’m always in ‘total’ shape, not doing ‘tacks today, gybes tomorrow, starts after tomorrow, hiking after after tomorrow…’ so one week later you will forget tacks… and other first day’s tasks. It’s only my opinion.

Who is your coach and what are his/her major contributions to the training? From the beginning my coach was Igor Trofymov (ex Karpak) and now he is still my main sailing coach. He knows what I need and knows how to put me into the hard work. Then he knows how to transform my skills into the result. He is a great at doing this.

Who do you train with on the water and what do you learn from them? My first Finn steps were made closely with Gasper Vincec, so my good first sailing season is his work). Thank you Gasper! Now I train with any Finn sailors who are doing something on the water at the same time when I do.

What is the most important piece of advice you could give to an aspiring sailor? I can only say that if you want something... just go and take it. If you can’t take – train hard, beat others and take it! Nothing is impossible, so your sports results are only in your hands. But training is the most important part of any action you will make.

What do you think is the most overlooked part of making the boat go faster? Boat weight, sailor’s weight... hiking technique, downwind technique… I don’t know, you should feel your boat and know, can it go faster or not... if not... think a bit and try harder.

What do you think are the Finn class’s greatest assets? Finn is an open class, one design is not a good formula for sailing evolution. Carbon masts and progressive sails are the most cool parts in the Finn I think.
What do you think about the format of the current Sailing World Cup circuit? I think it is great, but I think ISAF should add some money prizes for the top 10 boats in the cup. About the points…1st place get 20 points. 20th place 1 point…but for example there are not 20 boats sailing in the Melbourne first World Cup, but the first sailor still gets 20 points….but I think he should get points depending on total participants amount (15 sailors - 15 points, 7 sailors - 7 points…and so on) Also I think ISAF should organise some transportation methods for sending our boats across the world between the World Cups…i don’t know how, but we need to think.

Is there anything you’d like to see done to improve the racing or format in general? I think sailors should have two 3rd places on the Olympics when the points are tied…)) I also think we need to have 2 discards…starting from 6 races made….there is a lot of cases for this.

How do you think sailing can improve its media image (or does it need to)? Yes we need to. Onboard cameras, cameras on Jury boats and starting vessels. Professional photographers on the same boats. We need all the sailors to write their sailing blogs with pictures and videos in one place (for example our future sailing blog: ConnectedSailors.com) If people will go to the one site and see all the sailors writing their blogs, interact with each other…people will still go there tomorrow, and the day after…to see the changes - sailing will get more popularity, traffic and coverage.

How do you think the media can improve presentation of sailing races? We need to get few professional marine HD cameras to make a cool sailing shots and video with the HD quality. We need to show more sailor’s faces, not the boat and show more action…capsize… I think we need also to add Virtual Spectator to our racing, as the AC is doing…put GPS transmitters into the boat and build the interactive sailing image… I think ISAF should recruit some professionals to set all this up.

Do you think sailing can ever be made TV friendly enough to attract large audiences? Yes…as I said we need to work with professional media workers iShares cup, AC, 18th series…all these events are TV friendly so we can also get the same results in the future. Sailing should be transformed into the more monetary sport, like F1 and tennis. When there is money people like to watch who will take the next prize. People who’re watching TV need more high quality videos, pictures and interviews… there is a lot to work we need to do on the way to make our passion (sailing) better!

Masters news

Finn World Masters in Split, May 2010

Fons van Gent writes: As most of you will know by now, the Finn World Masters Championship 2010 will be sailed in Split, Croatia from May 21-28. I visited Labud Sailing Club again, last February and I have, after we had three meetings about a lot of details, a very good feeling about the Masters 2010.

You can read this in my visit report on www.finnworldmaster.com. Everything is on the right course and, under the responsibility of Mr. Ivan Kuret, many preparations have been made. Entries are coming in everyday now and the estimate is we will have at least 150 competitors. I am looking forward to meeting all of you again, one year after Maubuisson, France and hope we will have a good and sportive championship again.

New scoring system

During the meetings in Split in February 2010 we discovered a bombshell in the new scoring system, so we decided to cancel it.

What remains new is that you will not sail anymore in the same group during the entire week, but for each sailing day new colour groups will be formed. These groups will be announced on the Sunday evening already, so from then you will know in what colour group you will be in every day. For all details about the new scoring system please read the explanation on www.finnworldmaster.com.

2009 no-show money to Haiti

In October 2009 I sent, as agreed in the Annual Masters Meeting in Maubuisson, 13 invoices to Masters who entered for the Finn World Masters 2009 in Maubuisson, but did not show up without any notification. 5 Masters gave a reaction. The result was: 2 convinced me having a legal reason for their no-show, 1 paid, one said he would pay but did not and one gave a rather unfriendly reaction and did not pay. From the rest I received no reaction, even after a reminder.

I felt that it was best to refund the one payment I did get, but his reaction was to donate the money to the victims of the earthquake in Haiti and I think this is a super gesture. In the meantime I transferred €130 to the Haiti account in Holland.

In the Annual Masters Meeting in Split I will further discuss the no-shows and I will come with new points of view.

Finn World Masters 2011 in Punta Ala, Italy

In 2009, in Maubuisson, we voted to organise the FWM 2011 in Punta Ala, Italy. Punta Alar lies on the Mediterranean coast, close to the island of Elba. On June 7th and 8th I will visit the Circolo Velico and the Punt Alda Camping Resort for the preparations of the Championship in 2011.

The organisation sounds very enthusiastic and I am looking forward to meet the people there. After my visit I will write my report on www.finnworldmaster.com. At this moment there is already a small presentation of the venue on our site.

Looking for new venues for future Finn World Masters

For 2012 we have, as a candidate, Pwllheli in Northern Wales, UK. On Wednesday May 26th 2010, in Split, we will vote for the venue in 2012 and as long as we have no other candidate we will sail in Pwllheli. There is nothing wrong with that. On the contrary: I have been there and it is looking very good. Please read my report on www.finnworldmaster.com. But I think it is a good thing when people can make a choice. So: if you think you know a club (or organisation) with a good venue for a future Finn World Masters Championship (2012 and later), please make contact with me via fonsvangent@home.nl

Fons van Gent
(Vice) President Masters Fleet

FINFARE APRIL 2010
There seem to be more active Finn builders now than at any time since GRP boats were first permitted in the 1960s. It is pleasing to report that production is underway in Brazil, and that our Chief Measurer Jüri Saraskin has been there, checked things out, and trained a local measurer in Finn matters. Now there are plans to restart production in South Africa! The Brazil initiative was helped by the provision of some surplus hull moulds by Pata and by a grant from FiDes, our development fund. Similar arrangements are being discussed with the South Africa Finn Association.

Several of the builders now have a policy of asking for the attendance of our Chief Measurer periodically (particularly when new moulds are produced), so that he can liaise with the local Measurer and everybody can be satisfied that the new production is ‘legal’. Jüri is NOT there to advise on whether it is a fast boat or on what the other builders are doing – he has to be impartial.

I was privileged to be asked to Devoti Poland during a visit by Jüri recently, to see arrangements at their new factory and to meet the staff and the local measurer Marcin Owczarkiewicz. The discussions we had during the visit were very encouraging and useful.

Last year, AGM required the setting-up of a class ‘Gear Commission’, aiming to ensure that nobody comes up with a ‘magic boat’ at the Olympics, and in particular, to make it impossible for anybody to gain an unfair advantage by spending huge amounts on technical development. There is a suggestion that Equipment should be from standard moulds etc generally available at least six months before the Olympic Regatta, and another proposing to cap Research and Development costs.

Because there is an overlap with the normal work of TC, I was asked to lead the work. I have yet to report back to the Commission, but feedback from TC and ISAF suggests that our possibilities are limited. We do not have the right to set special requirements for the Olympic Regatta. Anything we do must be through the standard vehicle of our Class Rules, as approved.

My enquiries suggest that the problems perceived in another class were largely due to the psychological warfare associated with the Olympics! In our own Class, we all talked about magic boats before the Lamboley Test came along in the 1970s, but not since then. When we went from “supplied boats” to owners’ boats for the Olympics, we were worried about extra pressures on our rules, but in general the rules have been sufficiently robust to stand up to these pressures.

So do we need to do anything, and what can we do? Another class has perceived a problem, and so AGM has directed that we take steps to avoid having the same problem, if it exists.

One way to give everybody more confidence in our system is to make it as open as possible. If we put each boat’s Certificate information on an open website, this would make the measurement details of all boats available to anybody – and show that the medallists are sailing boats that are fundamentally the same as everybody else’s! We would have to limit the ownership information for privacy reasons, so some redesign of the Certification would be necessary.

When we visited the Devoti factory, they told us that they were frequently asked for the measurement information for older boats, because the Certificates had been lost. Once the website system got going, regatta authorities could check at any time that our equipment was properly certificated, and hopefully Equipment Inspectors would be able to concentrate on checking whether our boats were right, rather than on checking paperwork and stamps.

The other main way that we can address the concerns about special equipment, is to control the rate and timing of change. For example, if we change the boom rule in some way, the time to do so is just after the Olympics: if there are any magic surprises, they should have become known to everybody by the time of the next Olympics.
John Shallvey writes: “This year we wanted to do something special for the 60th year so with the great support of Ronstan and Devoti Sailing we had a champion of the summer. After a very good and consistent summer we gave James Patterson the honour of our ‘champion of the summer’ with some great sailing and top 3 positions in 3 of our 4 major events.”

**Sail Sydney 2009**
1. AUS 241 Brendan Casey 8
2. AUS 21 Anthony Nossiter 12
3. AUS 7 Bucky Smith 19
4. AUS 22 Timothy Stranack 37
5. USA 16 Conrad Brown 49

**Sail Brisbane 2009**
1. AUS 241 Brendan Casey 8
2. AUS 21 Anthony Nossiter 12
3. AUS 7 Bucky Smith 19
4. AUS 22 Timothy Stranack 37
5. USA 16 Conrad Brown 49

**Australian Nationals 2010**
Sorrento Sailing Couta Boat Club

‘Nocka’ took out the 2010 Australian National title with an almost flawless sailing display, notching up six wins in a row out of 10 races. Second placed Nik Burfoot took the first three races, while Oliver Tweddle took the final race, which the top two didn’t sail.

1. AUS 221 Anthony Nossiter 10
2. AUS 21 Nik Burfoot 17
3. AUS 223 James Paterson 26
4. AUS 26 Oliver Tweddle 31
5. AUS 243 Warwick Hill 31

**Brazilian National Championship 2010**
1. 109 Jorge Zarif 10
2. 5 Henry Boening 10
3. 45 Fabio Bodra 24
4. 10 Fernando Madureira 31
5. 100 Paulo André Pomerantz 32
6. 1 Henrique Cabette 39
7. 103 Luis Felipe Mosquera 46
8. 102 Jorge Rodrigues 51
9. 9 Ricardo Maffia 54
10. 3 Ricardo Valero 64
11. 99 Jorge Vassilas 76
12. 5(e) Ricardo Ermel 78
13. 5(p) Pablo Zabala 82
14. 55 Guilherme Pereira 88

The Rio de Janeiro State Championship was held in Rio de Janeiro Yacht Club (ICRJ), from 6 to 8 November, with 10 boats, from Rio and Sao Paulo. After seven races the winner was Henry Boening ‘Maguila’. He won five races, racing with the last boat built by Jorge Rodrigues/Holos, showing that the Brazilian Finn is competitive against all the other boats. It was a very tight race between Henry and Fabio Bodra, Paulo André and Fernando Madureira.

The Brazilian Nationals was held in Rio from January 29 to February 1. This year we had less boats than usual, due to the the Star Worlds being held there one week before. We were again blessed with beautiful and warm days, with moderate wind, with a total of eight races completed in three days.

The entire championship was a close match between Henry Boening and Jorge Zarif Junior, the current Finn Junior champion. This time the winner was Jorge Zarif Junior, that had to wait until the last race to beat Henry Boening.

They both won four races each, but Jorge Junior got the title because he won the last event’s race. In the Masters, Jorge Rodrigues won the title, sailing his first Finn built in Brazil.

We would like to invite all Finn sailors to participate on the 23rd Rio de Janeiro International Sailing Week that ICRJ will host from October 29 to November 2. This race is open to Olympic, Panamerican and Youth Sailing classes, and is one of the best championships that you can participate in Rio the Janeiro.

We also will promote a Finn Carnival Regatta next year, in February, for those who want to come to Rio to watch this big parade and also have the opportunity to sail on the Guanabara bay.

If you are interested in participating, please contact Fernando Madureira at: drfmadureira@hotmail.com
Richard Berg-Larsen writes: There was no sailing in Denmark between the 12th of December and early March due to ice. Dragør, which is normally the most active winter sailing place due to the strong current holding the ice away, is still icebound in the inner harbor, but we will try to get the boats out this coming weekend.

The Copenhagen Boat Show called ‘Boats in Bella’ showed a brand new Finn from DENMARK

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<tr>
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<th>Points</th>
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<td>Marin Mišura</td>
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<td>5</td>
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<td>Vasilij Žbogar</td>
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<td>Gaszton Pal</td>
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<td>22</td>
<td>HUN</td>
<td>Graham Douglas</td>
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<td>23</td>
<td>HUN</td>
<td>Szabolcs Pajor</td>
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</table>

The Danish Nationals will be held in Sonderborg, just north of the Danish/German border, and we will probably see an even larger German and Dutch Fleet than normal, so we are looking forward to two very interesting Nationals this year.

Below: Danish Finn sailors enjoying the first copies of Photo FINNish at their Christmas lunch after sailing at Dragør (far left)

BlueBlue in Poland. The boat looks very much like a Devoti, with smaller drain tubes. The transom looks a little narrow below the waterline, as is the case with their 470 and 420 that have been extremely successful the last couple of years; several Olympic candidates use their 470. The boat was hardly ready, and we actually helped rigging her, with a mast, boom and sail belonging to three local Finnsters.

The regatta season will commence the 24th of April in Kastrup. One big event, in ‘Denmark’ this year will be the Swedish Nationals taking place in Skanör, a good stone’s throw from the Dragør Fleet of 20+ boats, and indeed an old Danish town. We therefore expect a large Danish fleet to claim the area back, at least for that weekend.

The Copenhagen Boat Show called ‘Boats in Bella’ showed a brand new Finn from...
Trobeo Bertacca
The seventh edition of Trofeo Bertacca took place last November in Torre del Lago Puccini, close to Pisa. This event is the classical end of season regatta for the Italian Finn fleet and attracted 38 Finns from all parts of Italy. The organisation was perfect as always by Italo Bertacca.

A warm and sunny weekend welcomed the participants, but wind was very light and fluky. Four races were sailed and the local Simone Mancini (2-1-15-1) managed to win the thanks to great speed and good tactics, beating Giorgio Poggi (1-2-1-2) for the win in the last race. Third place went to Filippo Baldassari (3-5-4-3) followed by Marko Kolic (5-6-3-5) and the Grand Grand Master Franco Dazzi.

The prizegiving was extremely rich as usual for this regatta, with prizes offered by sponsors Rockport, Gottifredi Maffioli, Gleisten Ropes, Tomasoni Fittings and Harken, together with the regatta organizer Bertacca Sail Equipment. During the Saturday night dinner the Coppa Italia prizegiving was held in a very pleasant atmosphere.

Coppa Italia 2010
The eleventh edition of Coppa Italia Finn started in Anzio on 20-21 March. Five races were sailed as scheduled in perfect conditions with a steady south-easterly between 10 and 15 knots and steep waves.

The fight for victory was among Michele Paoletti, Riccardo Cordovani and Filippo Baldassari and Michele took it at his first Finn regatta after a two years break: a good start to his 2012 campaign.

The sponsors of Coppa Italia are: North Sails Italia, HiTech Sailing, Bertacca Sail Equipment, Grappa Bertagnolli, Devoti Sailing, Essemarine, Rockport, Magic Marine, Lizard Footwear, Nordstudio and Residence Ca’ del Lago.

Boeren Kool Cup
The White House, Loosdrecht Lakes

Pieter Jan Postma showed up and everyone’s expectations changed. On Saturday we sailed three races in very pleasant sailing conditions, sun and a breeze.

In the first race PJ took an overwhelming lead, but then took the Schildersgat, a narrow gap between each lake, over sailed the mark and lost to The Umpire of the Loosdrecht lakes Martijn Van Muijden. PJ won the next two races. Chris Frijdal changed back from Star to Finn He had to pick up the tricks again after being absent for 15 years, but in the last race did very well.

On Sunday there was no wind so no races were sailed. Some wind came but not enough to sail. In the end the decision was made to get the beer pump working.

Boeren Kool Cup
The White House, Loosdrecht Lakes

Albert Kroon writes, “The year started with a good fleet of 56 Finns. At the last moment Pieter Jan Postma showed up and everyone’s expectations changed. On Saturday we sailed three races in very pleasant sailing conditions, sun and a breeze.”
New Zealand Nationals 2010
Maraeatai Yacht Club, 4 - 7 March

One of New Zealand’s leading OK Dinghy sailors stepped into one of Dan Slater’s spare Finns and took out the 2010 National title at Maraeatai from 4-7 March. Mark Perrow sailed a consistent series, helped by Slater missing the last day through a prior commitment. Slater produced a clinical performance over the first two days to win all the races, while Perrow notched up seconds and thirds. On the final day, three wins was plenty enough for Perrow to take his first Finn title.

1 NZL 11 Mark Perrow 16
2 NZL 1 Dan Slater 26
3 NZL 242 Roger Hall 32
4 NZL 232 Ray Hall 35
5 NZL 10 David Hoogenboom 44
6 NZL 23 Alan Dawson 48
7 NZL 245 Chris Wells 57
8 NZL 111 Brad Douglas 58
9 NZL 32 Tom Brien 75
10 NZL 229 Dirch Andersen 88
11 NZL 236 Brian Saunders 94
12 NZL 55 John Duff 100

1 NZL 11 Mark Perrow, 2010 New Zealand National Champion

1st Finn Siberian Cup 2009
Divnogorsk, Russia (Krasnoyarsk region) 27-30 August 2009
Yenisey River

The history of Finn class in Siberia starts in 1958, when the first two boats were delivered to Krasnoyarsk from Vladivostok. In 1960 some local yachsmen built another two boats. The first Finn Championship of Siberia was held in 1964 on the Enisey River. Later in 1968 sailing on that river was prohibited due to extremely strong current, and the sailors moved to Divnogorsk on the artificial Krasnoyarsk Lake.

This lake is located between two mountain ridges, so the wind usually blows along the lake while the side relief causes local changes in the wind and makes the racing quite interesting, giving everybody the chance to win.

Active sailing lasted until 1990 and was interrupted by the USSR collapse. But since 2007 the Finn class in Siberia has started to reinstate. Local fans of the Finn looked for any old hulls and restored them. So by the time of the 2009 Siberia Cup they had managed to restore or rebuild 16 Finns.

The most popular boat was one that was rebuilt by Sergey Razumov, who is a real master of wood and boat making. He has built many wooden masts for Finn sailors as well. So the guys actually rebuilt the fleet with their own hands.

The 2009 Siberia Cup was held at the end of August over 3 days. The race committee held five races, with winds starting from four knots at the beginning of the regatta to 8-12 knots on the last day. Many tricks and capsizes of the boats gave a lot of fun to spectators at the side of the lake, while the struggle on the water was hard-edged.

As the result Vladimir Udartsev took the Gold with one second place and four race wins, while Alexey Kauchenkov and Arkady Chirkov fought for the Silver; it finally went to Alexey Kauchenkov ahead.

All three of them visited Moscow after that to participate in Open Russian Finn Championship.

For the future the Siberian Finnsters are aiming to expand their fleet over the coming year. For the 2010 Siberia Cup they have already restored or rebuilt 20 boats.

1 RUS 95 Vladimir Udartsev 6
2 RUS 1 Aleksey Kauchenkov 21
3 RUS 10 Arkady Chirkov 24
4 RUS 551 Sergey Popov 29
5 RUS 1771 Victor Bortsev 34
6 RUS 8 Anatoly Dubenko 37
7 RUS 555 Yury Penin 41
8 SR 175 Vitaly Molchanov 51
9 SR 1663 Nikita Lansky 52
10 RUS 595 Sergey Somov 53
11 RUS 81 Boris Alytorov 56
12 RUS 14 Sergey Kovalenko 57
13 RUS 91 Aleksey Naimushin 60
14 SR 1664 Sergey Razumov 69
15 SR 1547 Aleksandr Malinchik 85

Winter Riviera Regatta, Sochi
21-28, February 2010

1 RUS 9 Eduard Skornyakov 7
2 RUS 1 Aleksey Selivanov 22
3 RUS 11 Dmitrij Petrov 23
4 RUS 14 Dmitrij Tereshkin 24
5 RUS 57 Egor Terpigorev 32
6 RUS 8 Konstantin Besputin 33
7 RUS 11 Ivan Izmes’tev 39
8 RUS 91 Vyacheslav Sivenko 53
9 RUS 17 Vasilij Kravchenko 56
10 RUS 707 Egor Larionov 61
11 RUS 7 Alekmand Kravchenko 66
12 RUS 2 Marat Ahmedov 78
13 RUS 15 Maksim Kuz‘min 82
14 RUS 71 Artem Pupovskij 82
15 RUS 68 Dmitrij Malyshev 111
The traditional Gingerbread Regatta on Lake Thun once again attracted more than 30 Finn sailors. The end of season highlight marked the end of a great sailing year. Three races were sailed in mainly light winds. With no discard coming into effect, consistent races paid off. A group of five boats stayed in close contact (Hans Fatzer, Carlo Lazzari, Christoph Wilke, Thomas Gautschi and Franz Buergi). The three race winners were Ruedi Baumann, Christoph Wilke and Thomas Gautschi. At the end Franz Buergi was the happy winner of the big gingerbread with the number one on it. Second place went to Thomas Gautschi and third to Christoph Wilke. As usual Saturday night was party time. The Swiss Finn Band rocked the club and everyone had lots of fun. In 2010 (June 23-27) Lake Thun will host the International Swiss Championship (event web site: http://www.finnthunersee.ch/sm2010).
USA

Mardi Gras Regatta 2010
by Scott Mason

20 Finn sailors converged on the Southern Yacht Club February 19-21 for the fourth annual Mardi Gras ‘Hangover’ Regatta. Racing just after Mardi Gras and Ash Wednesday, New Orleans delivers great hospitality with crayfish, gumbo, cocktail parties and a hosted dinner in the French Quarter.

Ten races were held over three days in varying conditions. Lake Ponchartrain was cold and conditions ranged from drifting on Friday to 15-18 knots on Sunday. Scott Mason was fortunate to get an early lead in race 1 and held on to the finish. Forrest Gay (SFYC Youth Director and West Coast Finn transporter) was second, with local Guy Briere third. Robert Kinney used a last gasp of breeze from the left to take race 2, with Mason and Briere following right behind. The Nady’s took top honors in race 3 (Louie has sailed Finns longer than Henry Sprague) with Kinney in third.

Day 2 brought a steadier breeze from the east at 6-10 knots. Mason extended over Gay and Briere with a 3-1-1-4, with Kinney and Nady staying in contact. Local Macho Slavich took the final race then hosted a dinner for competitors, families and race officials at Margaritaville in the Quarter. The evening was fun, but early with prospects of storms Sunday and a 1030 start.

Day 3 looked tame at the outset, but the oncoming storm brought wind and shifty conditions. The no drop format forced Mason to restart on the X flag and herd Briere to the right corner. Gay, Kinney and Nady came out of the left to beat out Mason and Briere, but Kinney was over and ended his chances for a top finish. Kinney salvaged his regatta with two wins to close out the series, and Mason was close behind with a 2-3.

Kinney’s OCS dropped him to fifth otherwise it would have been a California sweep. The sailors had a great time and look forward to Southern’s hospitality in 2011.

Alamitos Bay YC Olympic Classes Regatta
March 20-21, 2010

15 Finns showed up for the 50th ABYC Olympic Classes Regatta. Seven races were completed on the ocean course in 5-10 knot wind and sporadic fog. Scott Mason, Henry Sprague and Eric Lidecis finished tied with 16 points, with Mason winning the tiebreaker and Sprague edging Lidecis by virtue of beating him in the finale. Laser veteran Vann Wilson joined the fleet and finished 4th. Lasers and Stars competed on the same course, and ABYC provided great hospitality with a Saturday BBQ.

US Midwinters 2010
Lauderdale Yacht Club

1 USA 4 Zach Railey 11
2 GBR 634 Andrew Mills 16
3 GBR 41 Scott Giles 16
4 GBR 88 Mark Andrews 22
5 USA 5 Andrew Casey 46
6 CAN 1 John Romanko 47
7 EST 11 Lauri Vainsalu 49
8 IND 11 Johal Nachhatar 51
9 CAN 5 Greg Douglas 53
10 USA 619 Caleb Paine 56

Below: more action from San Francisco Bay, location for the 2010 Silver and Gold Cups
Major Finn regattas 2010-12

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<td>Regatta Port Bourgas</td>
<td>Bulgaria</td>
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<td>8-16/05/2010</td>
<td>Finn European Championship</td>
<td>Split, Croatia</td>
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<td>12-16/05/2010</td>
<td>Expert Olympic Garda - Eurolymph</td>
<td>Italy</td>
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<tr>
<td>21-28/05/2010</td>
<td>Finn World Masters Championship</td>
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<td>24-25/05/2010</td>
<td>Goldacher Jollen Regatta</td>
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<td>26-30/05/2010</td>
<td>Delta Lloyd Regatta (SWC)</td>
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<td>19-23/06/2010</td>
<td>Kieler Woche (SWC)</td>
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<td>24-27/06/2010</td>
<td>International Swiss Championship</td>
<td>Thunersee</td>
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<td>Warnemunder Woche</td>
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<td>KSSS Olympic Regatta</td>
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<td>29/10-2/11/2010</td>
<td>Rio de Janeiro International Sailing Week</td>
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Future Championships

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<td>30/6-17/7 Europeans</td>
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<td>August Silver Cup</td>
<td>Moscow, Russia</td>
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<td>2012</td>
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<td>May Finn Gold Cup</td>
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<tr>
<td></td>
<td>28/7-11/08 Olympic Games</td>
<td>Weymouth, UK</td>
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More details and regatta links can be found on www.sailing.org or on www.finnclass.org. Please check all details before travelling as dates can change at short notice.
FEEL THE DIFFERENCE

DOYLE
RAUDASCHL
SAILMAKER

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Devoti Sailing dominates the International Finn Sailing Scene these days.

Don’t hesitate to contact us for more information on our new 2010 Finn model.

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