NOVEMBER 2010

LUKE LAWRENCE WINS SILVER CUP

SPECTACULAR ACTION

MEDIA REPORT

ED WRIGHT WINS GOLD CUP
The Olympic Commission set up by ISAF delivered its preliminary report at the ISAF Conference in May 2010. Based largely on the Olympic Commission report, the ISAF Executive has since published two submissions for the 2010 ISAF Annual Conference in Athens this November. Within these submissions an exciting new future for the selection and decision process for Olympic sailing events and equipment is outlined. The Finn is positioning itself to be part of that future in which the events and equipment will be added to ISAF regulations rather than voted on in full every four years.

The full text of the submissions can be downloaded from the ISAF website. Among the submissions are proposals for two sets of single-handed dinghies for both male and female sailors, to represent the weight and size distribution of modern youth of both genders in the most popular and low-cost type of dinghy sailing.

Here are some of the arguments why Finn sailors think the Finn should remain part of the Olympic sailing equipment.

An outstanding display of sailing skills and athleticism

**Tough challenge**
The Finn is widely regarded as one of the toughest physical challenges in sailing. Sailors have to be tough, strong, fit, agile and athletic, while managing the mental aspects of racing at the highest level. The current world champion has a VOR max comparable with marathon runners and cross country skiers. Winning takes dedication, commitment and performing at the limits of fitness and endurance.

**Appealing racing visuals**
Modern looking rigs and hulls. Beautiful boat to sail with athletic, fit, muscular sailors. Requires extreme physical effort to sail well. Golden sail insignia for former world champions from 2011. Continuing research into sailor identification and country flags on sails. The free pumping rule has transformed downwind sailing into an absorbing display of skill, strength and athleticism.

**Standard boats**
Finns can be bought ‘off-the-shelf’ and be winning the next day. Hulls, masts and sails have all evolved into a level plateau of standardisation that means boats can compete on a level playing field. The strict class rules limits any experimentation into ‘super’ boats. Boats that are sold year after year are identical within reasonable limits and do not change perceptively over time.

**Low costs**
The Finn has one of the lowest running costs of any Olympic equipment. Average campaign costs from 35 sailors was just EUR 7,500 a year. One boat can last at least two Olympic cycles. Gear standardisation has meant reduced development costs. Gear is fast and ready to sail ‘out of the box’. Increasing IHC and building control is reducing regatta measurement requirements, while 99% of checks at regattas pass first time.
Consistent equipment
Today’s Finns are the most consistent, accurate and reliable Finns ever built. A modern Finn can be expected to be competitive for 6-8 years. The Finn is one of the most consistent hulls made today, thanks to very professional builders and strict measurement rules. Modern materials and new technologies means that boats supplied all over the world are as alike as possible in almost every way.

Easier rules
A proposal was passed at the 2010 AGM to lower the free pumping limit to 10 knots. This was aimed to make Rule 42 enforcement easier for judges and sailors. Under 10 knots there are much less opportunities for pumping and surfing. Identifying illegal activity is much easier, so less emphasis on judging decisions. Sailors are educated in Rule 42 – frequent clinics with the active involvement of judges and website coverage.

Worldwide culture
Local builders are producing low cost Finns for regional competition. Having been on the Olympic Programme since 1952, the Finn has the deepest culture and traditions of any dinghy class. Semi-professional class organisation oversees all activities. All levels of competition from Juniors (U21) to Masters (40+) and everything in between. Many countries are developing Junior programmes to fast track talented sailors.

Global spread
Finns are now built in the UK, Poland, Hungary, Czech Republic, Brazil, USA and South Africa, and there are other countries to come. Elsewhere, suppliers and dealers feed local fleets with new and used equipment. There are National Finn associations in more than 50 countries, while between 35 and 40 countries have internationally active sailors. Sailors from six continents attend major regattas. It is truly a global fleet.

Pinnacle event
The Finn is the pinnacle of singlehanded dinghy sailing for men, and the Olympics is the pinnacle event for the Finn. It provides a single step pathway from Optimist to Laser to Finn as the sailor’s weight increases, but also allows the development of similar technical and physical skills in the sailor through a natural progression of similar equipment.

Jonas Høgh Christensen (DEN), 2006, 2009 World Champion, “The Finn is the most fun, challenging boat for strong, athletic sailors.”
Giorgio Poggi (ITA), 2008 Finn Olympian, “The Finn is the class where the sailor must be complete.”
Rob McMillan (AUS), “There is no other boat like it. The advent of free pumping brings a level of athleticism that is unique to the Finn.”
Daniel Birgmark (SWE), 4th 2008 Olympics, “Sailing the Finn puts very high demands on the sailors athletic capacity as well as tactical and strategic skills. It’s the perfect singlehander for sailors over 85kg.”
Tomas Vika (CZE), one of many Finn sailors in their early 20s, “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.”

Photos: Chris Ray, Ellen Hoke, Robert Deaves
The winners choice!

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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.
President’s Letter

Dear Finn Friends,

Guess which boat is described below. ...cost efficient, quality controlled construction, tight one design, tactical, athletic, powerful, globally spread, beautiful (some say sexy), the only one person dinghy suitable for 90 kg+ men, junior-senior-master fleets, easy to judge with free pumping above 10 knots of wind...

You are right; this is the Finn, of course.

San Francisco and the 2010 Finn Gold Cup once again showcased the beauty of Finn sailing and evidenced how constant and carefully controlled Olympic sailing equipment development provides for great sailing by even greater sailors.

In the world of sailing it is commonly understood today that the Finn allows the widest range of weight, age and physical sizes to compete on a truly equal level in a single handed dinghy event and is the only single handed dinghy to allow sailors from 85 kg to 110 kg to competitively sail in the Olympic Games. At the same time the Finn class has a real depth in terms of club and national fleets, which is partially the result of the fact that the class has been for a long time able to manage the different needs and interests of Finn sailors on every level and in every segment of the Finn sailing world.

Furthermore, once a Finn sailor completes his Olympic sailing career there is a single step direct pathway to join the Finn masters fleet which provides for great life long sailing with a World event catering for 200+ boats every year.

Back to the youth fleet, it is astonishing to see how early young sailors take up Finn sailing today. More and more junior age (U21) sailors start Finn sailing as young as 14 or 15, thanks largely to the fact that today’s youth tend to be larger and taller than in the past.

Besides the cutting edge, but affordable, technology used for the Finn as sailing equipment, the media presence of the class has been further strengthened. With a new Class website: www.finnclass.org, Event blogs for all major Finn Championships: http://finnclass.blogspot.com, Class YouTube site: www.youtube.com/thefinnchannel, boat tracking, on-board camera footage, Twitter feed at: http://twitter.com/Finn_Class, a Facebook page and the recently introduced Finn Promotional Video, the world of sport is fed with Finn sailing news almost around the clock.

Today the sailing community realises that media appeal is not only about what you broadcast but also about how you broadcast. By making footage and coverage on Finn races so comprehensive, continuous, available and ground breaking, the International Finn Association brings a message that the Finn is not only a great Olympic class showing close, tactical and fair competition for fit, healthy and heavier elite sportsmen at the top of their game but also that the sport of sailing is able to deliver the media requirements of the IOC and the broadcasters.

So, get into your boat and go out Finn sailing or enjoy it watching on screen!

Best regards

Dr. Balazs Hajdu
HUN-1
IFA President
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All advertisement enquiries should also be addressed to the Editor. A media pack is available on www.finnclass.org

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Promotional video
During the Finn Gold Cup in San Francisco, the Finn class had a cameraman on the water each day from Xtrame Studio in Budapest, Hungary.

Free of rights, broadcast quality highlights were uploaded every night to an FTP server, where it could be downloaded by TV companies worldwide. Interviews were also made available, in English as well as in Croatian, Danish, Italian, Spanish, Swedish, French, Slovenian and North American.

At the time of writing, work is still ongoing but there will be several productions of varying running lengths made available to broadcasters, MNAs and Finn Class Associations.

The principle production is a Finn promotional video highlighting the athletic nature of Finn sailing and Finn sailors and the appealing visual characteristics of Finn racing. Other, longer, productions will also be made available for Finn promotion, which can be shown, rights free, at, for example, boat shows.

TV networks, MNAs and National Finn Associations can obtain copies of these productions direct from the IFA. Further details of release dates and availability will be announced at a later date on the IFA website, www.finnclass.org.

Finn Class Press Releases
For the past couple of years the Finn Class has produced daily reports from most Sailing World Cup events, the Finn Gold Cup and the Europeans as well as other press releases throughout the year. Now you can get all these direct to your inbox by subscribing through the Finn Class website at www.finnclass.org. Look for this button below on the home page which takes you to a simple subscription form to sign up. You can unsubscribe at any time by following the link in the emails.

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BACK ISSUES: Back issues are available through the Finnshop on the IFA website at GBP 1.50 each including postage.

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THE FINN CHANNEL
www.youtube.com/thefinnchannel
Wright takes ISAF Sailing World Cup for second year running

Edward Wright has won the ISAF Sailing World Cup for the second year running – the only male sailor to achieve this feat. With wins in Miami and Palma, he also scored top six in three more regattas to finish just three points ahead of second placed Jonathan Lobert and nine points ahead of third placed Rafa Trujillo.

In all some 152 sailors competed in at least one event with about 30 doing five regattas or more. Regatta wins went to James Patterson (Melbourne), Edward Wright (Miami and Palma), Marin Misura (Hyeres), Ivan Kljakovic Gaspic (Medemblik and Kiel) and Giles Scott (Weymouth).

Regattas in Russia
Here is a preliminary schedule of major international Finn events in Moscow, where all Finnssters are welcome

- May, 28-29 - Open Spring Cup of Moscow Finn Association (Seniors)
- June, 24-30 - International Moscow Regatta (Seniors)
- July, 23-24 - Open Crystal Cup of Moscow Finn Association (Seniors)
- July, 24-30 - Silver Cup 2011 (Juniors)
- September, 13-18 – Open Russian Finn Association Championship

Proposed conditions for foreign participants: Charter boats (fully equipped Devoti 2004 boat with Hit mast): charter fee 40 Euro per day with damage deposit of 250 Euro. Accommodation: in Moscow Sailing School, rate is about 30 Euro per day per person (including meal). All requests for accommodation and for charter boats should be made at least one month in advance. The Russian Finn Association cannot guarantee accommodation in Moscow Sailing School in the case of late requests. Visa support can be also provided individually.

For more information email finn@moscow-finnclass.ru or see www.moscow-finnclass.ru or www.finnclass.ru

New regattas in Italy
Marina di Scarlino Finn Trophy - March 2011. A new International event will be organised by the Club Nautico Scarlino at the Marina di Scarlino from March 11 to 13, 2011, at approximately the same time that the 2012 Europeans are scheduled.

The Marina di Scarlino is 10 km from Circolo Velico Cala Civette (Punta Ala) where the Finn World Masters will take place in June.

A Finn Winter regatta will also be organised at the Marina di Scarlino the weekend of March 5-6, and will be the perfect opportunity for training and testing the race courses for the subsequent events.

The new residential apartments (Le Residenze) recently inaugurated at the Marina di Scarlino will be available to participants on these occasions. Please visit www.lamarinadiscarlino.it for further information.

Dates for 2011

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Proposed dates:

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He also recorded victories at both the 2010 Rolex Miami OCR regatta and the 2010 Trofeo Princesa Sofia in Palma, picked up a Silver medal at the 2010 Finn Europeans in Split and at the 2009 Skandia Sail for Gold regatta in Weymouth. In September he also realised his crowning achievement so far by winning the 2010 Finn Gold Cup.

In being nominated for the 2010 ISAF Rolex World Sailor of the Year Award, Wright joins a long list of Finn and former Finn sailors who have been both nominated and have won this ultimate accolade. After so much hard work, dedication and attention to detail, could this be Ed Wright’s year to pick up the biggest award in sailing?

Ed Wright nominated for 2010 ISAF World Sailor of the Year Award

Following the Finn Class’ nomination of current World Champion Ed Wright (GBR) for the 2010 ISAF Rolex World Sail of the Year Award, ISAF official announced on Tuesday 28 September that Wright has been accepted as one of the nominees going forward for the final awards ceremony on November 9th during the annual ISAF meeting in Athens.

Ed Wright’s achievements over the past year are outstanding. He is the only male sailor to have won the ISAF Sailing World Cup twice. This extraordinary achievement demonstrates his ability to race at the highest level for a long period and in different sailing conditions.

For more information email finn@moscow-finnclass.ru or see www.moscow-finnclass.ru or www.finnclass.ru

Photo: (c) OnEdition
The 2010 Finn Gold Cup in San Francisco attracted 87 entries from 29 countries and five continents. After several near misses, Ed Wright put together an almost flawless series to take the Finn world title by an impressive margin. Caleb Paine was the leading Junior.

Commodore David H. Searby of the St Francis Yacht Club officially declared the 2010 Finn Gold Cup open at a lavish opening ceremony with San Francisco’s Golden Gate Bridge providing an impressive backdrop. Beginning with a flag parade by all 29 nations represented, the opening ceremony was attended by consul generals of about 10 nations and introduced by regatta chairman and former Finn sailor John Callahan.

Day one
There was 15 knots already in place when the sailors arrived and this increased during the day to 22 knots in race two with the Oscar flag flying for free pumping throughout the day. In fact Oscar was flying for every downwind leg all week.

Race one turned into a two horse race with Rafa Trujillo leading Gasper Vincec round the top mark to extend on each and every leg. Trujillo maintained his lead all the way to the wing mark but then lost it to Vincec on the fast reaches to the finish by around five boat lengths. This pair were about a minute ahead of the chasing pack.

Trujillo made the best of race two to hold a narrow lead from defending champion Jonas Høgh Christensen round the top mark. Trujillo pulled out a useful gap on the first downwind and was never really threatened again. He extended slightly again on the second beat while Giles Scott climbed to second.

Day two
The day started misty and calm and by 12.00 it was a beautiful sunny day with 5-6 knots on the race area. However the heavy mist rolling in through the Golden Gate was a foreteller of things to come later in the day with a cold breeze quickly building on the first leg to peak out at 22 knots.

Race three started after a general recall race four started in 18-22 knots with the right side again being the most popular. Wright and Mark Andrews led to the right hand corner, tacked and led round the top mark from Le Breton and Greg Douglas. Andrews got past Wright on the first downwind but Wright applied pressure on the second beat and both passed him and created a useful gap to lead into the finish.

Day three
After a short postponement to allow time for the wind to clock round and build, the first race was sailed in 10-14 knots with Wright leading at each and every mark. He rounded the top mark from the right with Michele Paoletti in second from the left and Jonathan Lobert in third. Wright took off on the downwind to build a substantial lead with Lobert climbing to second and these two separated from the pack.

Race six was then sailed in 14-17 knots with Trujillo leading from start to finish. He rounded the top mark ahead of Pieter-Jan Postma, Paoletti and Zach Railey. Not much changed on the first downwind but on the second upwind the left side was favoured for a change and while Trujillo and Wright favoured the right, a lot of boats made up a lot of distance. Trujillo still maintained a narrow lead but Bjørn Allansson had climbed to second in front of Wright with Giorgio Poggi moving to fourth from the right. Trujillo made a break on the reach to comfortably win, while Poggi eventually found a route under Wright to claim second.
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</tbody>
</table>

*Note: Times are in minutes and seconds.*

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Sailing Finns in these conditions is all about power. Only the fittest, strongest, and smartest survive in these testing waters. The effort to perform, to do well, is immense. After the finish of the free pumping final two reaches, with boats surfing and planing just metres apart, most of the sailors have to stop to catch their breath and regain their strength after 15 minutes of full downwind sailing. It could be compared to running a 1500 metres sprint, but on top of two 20 minute upwind legs and a 20 minute flat downwind. No other class needs this level of power and stamina for such long periods as the Finn. If you want to go fast then you need to drive it hard. It is simply awesome to watch.
Race ten turned into a thrilling display of endurance and power as the wind whipped up a confused sea and the downwind became an adrenaline fuelled fun ride. Wright again led at the top mark from Pieter-Jan Postma, Trujillo and Scott. The first downwind was crucial and very patchy. Both Postma and Scott slipped past Wright and avoided the holes to take the lead while Trujillo lost a lot of ground to round in eighth. Wright, however, retook the lead and then extended on the gruelling second upwind to lead down the reaches and take his fourth race win of the week. Trujillo could only recover to fifth.

Wright commented, “Today was make or break. I found myself rounding both top marks first. It was windy on the downwinds and I wanted to sail conservatively with the steep chop making things a bit hairy. Finishing 3,1, was amazing for me. It’s all on now.”

Day six
It has been an enigma of the class that Wright had never won a world title, but he put that wrong to right in the medal race. The final day started with race 11 for the rest of the fleet with Postma leading round the top mark from Birgmark and Alejandro Muscat. Birgmark took the lead on the first downwind and led round the remainder of the course to take his second race win of the week to finish 12th overall. Allansson sailed well to place second while third place for Marin Misura kept him in 11th overall. The big question for the medal race was whether Trujillo would go for gold or protect silver. It was obvious within minutes what his strategy would be as he stuck to third placed Scott like glue and covered his wind all the way round the course.

Race seven got underway under black flag on the third attempt and again turned into a drag race to the right. Trujillo made the best of the upwind to round just ahead of regatta leader Wright and Andrew Mills. Wright chose the left side downwind and found more pressure to move past Trujillo but the Spaniard chose more middle ground in the second upwind to retake the lead when Wright went further right.

Trujillo again led to the top mark in race eight followed by Høgh Christensen, Zach Railey and Wright. With the winds topping 22 knots and a very nasty sea running it was the toughest race so far. Høgh Christensen took the lead on the second beat and led until the final thrilling stages of the fast spray filled second reach. But coming from behind was Daniel Birgmark. He had already passed Trujillo and catching a few waves better than Høgh Christensen, surfed through his lee to take the race win by a couple of boatlengths. It was the closest and most exciting finish of the week.

After eight races, the top five boats had created a 32 point cushion over the rest of the fleet, with just eight points separating the next five boats. Wright had a 10 point margin over Trujillo and 17 over Scott.

Day five
Race nine was sailed in 16-20 knots with the right again proving popular. Trujillo and Wright led the fleet to the right hand side and played the few shifts on that side as the wind continued to increase. Wright narrowly led Trujillo round the top mark followed by Scott. Scott took the lead on the first downwind, held it on the second upwind and then pulled away slightly on the reaches to win. Trujillo placed second to narrow the gap on Wright, but Wright was about to lay down the gauntlet and firmly take control of the series.

Gus Miller: “It’s a very powerful demanding boat and you need a lot of initiative and attitude that you’re going to do it yourself. Everyone realises the challenges is you not the other guys. The challenge is the boat and that understanding is the old idea “I love my competitor because he makes me better”. The guys here have enormous respect because the challenge of sailing the boat is so great. If one guy figures it out then the others guys are glad for him that he’s been able to do it.”

“You see very talented new guys coming in and these guys are getting bigger and bigger. Nutrition has improved such that the Asians and others are getting bigger and stronger. And the Finn takes a big guy and a big, smart guy and one of the characteristics of the Finn is that the Finn sailor has to be smart. If he’s not smart, big and strong then it's hopeless.”

Day four
Race four got underway under black flag on the second attempt and again turned into a drag race to the right. Trujillo made the best of the upwind to round just ahead of regatta leader Wright and Andrew Mills. Wright chose the left side downwind and found more pressure to move past Trujillo but the Spaniard chose more middle ground in the second upwind to retake the lead when Wright went further right.

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“You see very talented new guys coming in and these guys are getting bigger and bigger. Nutrition has improved such that the Asians and others are getting bigger and stronger. And the Finn takes a big guy and a big, smart guy and one of the characteristics of the Finn is that the Finn sailor has to be smart. If he’s not smart, big and strong then it’s hopeless.”
Meanwhile, Wright won the pin end start and powered away, never headed at any mark. At the top mark, Scott was in last place – Trujillo had done his work well. Scott then passed three boats leaving Trujillo at the back. With Wright sailing away from the fleet, the fight was now on for silver. Trujillo rounded the gate just behind Scott, but within a few tacks was back in control. It was a nervous last downwind for the Spaniard as Scott sailed away again and he was left behind. But Scott could not take any boats and finished ninth to take bronze, with Trujillo crossing in tenth to take the silver.

A clearly happy Wright said, “I am so excited. It’s something I have been working on for a while. The last couple of days have been the best of the regatta, really windy and really difficult sailing, but I am so happy. It was brutal at times, but just great sailing. The boat is a powerful boat and it’s so tacking sailing here. I loved every minute of the week. Rafa has been training hard as well and was sailing fast. To win the last race is great.”

Silver medalist Trujillo talked about his race strategy. “This morning I did my planning with my coach and we had two options. Either try to win the Gold Cup depending on the wind conditions or protect the silver. After we saw the weather conditions, we realised it would have been impossible to catch Ed.”

“Congratulations to Ed and Giles and all the other Finn sailors here because I think we have had a really tough week.”

At the prizegiving at the St Francis Yacht Club, under the shadow of the iconic Golden Gate Bridge, Ed Wright received the Finn Gold Cup, first presented in 1956 at Burnham-on-Crouch in the UK. This famous trophy is full of the names of legends of the class and now one more legend has been added to this list. It is what all Finn sailors aspire to and what all sailors everyone recognise as an outstanding accomplishment.

Caleb Paine (right) was the leading Junior in the Finn Gold Cup after placing 28th overall. Here is his take on Finn sailing and the Finn Gold Cup.

The Finn Gold Cup is the Holy Grail for Finn sailors, and I was a rookie competing in my first year on the World Cup circuit. Everyday I went sailing I lined up against Olympic medalists, multi-Olympians, previous World Champions, and others who have done extraordinary things in sailing. When sailing in this fleet I felt as if I was walking among giants. Everyday I hit the water in San Francisco was another chance to learn from the best. And I learned.

The Finn Gold Cup was held in the Berkeley Circle, which looks west right through the Golden Gate Bridge. There aren’t any geographical features to interfere with the breeze getting to the course. We experienced 18 knots or more every day. This tested the fitness level of the whole fleet. The Gold Cup consists of six days of sailing and with a 1.8 nautical mile beat, often with an opposing currents, some of these weather legs lasted 30 minutes. There were two races each day and each race was twice around. This pushed the sailors to their physical limits.

Sailing in the Bay is tricky to say the least. Unlike most places on the World Cup circuit where current is not much of a factor; the current in San Francisco Bay plays a big part in any race strategy. And if that were not complicated enough, the wind strength and direction changed hour by hour.

Then there were the tactical decisions to be made. For me this was somewhat of an issue. The racing at times was single tracked. It was start and then a flop onto port as soon as possible in order to get to the favoured right side. I struggled at times to get a clear lane on port, meaning I then had to sail farther to the left to get a lane. But that was because of my starts. When starting in a 87 boat fleet I learned that you must make sure to have clear air and be bow out on the boats around you, otherwise you get flushed out the back with little hope of working back for a decent finish. I failed at getting onto port soon enough at times, which can be seen in my two worst results, the 53rd and the 45th.

Some of the weirdest sailing conditions happened on the second to last day. Down in the Berkeley Circle there were holes. Outside the hole there would be 20 knots but in the hole there would only be 5 knots and with it came a 40° wind shift. The holes were very local and only about 100 yards in diameter. Those were quite weird and I have come to understand them as a localised lack of inversion.

The flooding current also made it difficult. The current tended to drag boats toward, and often into the marks. This put a premium on finding the lay line and not under or over standing. There were serious gains to be made by judging the lay line correctly. The runs and reaches were where the big gains were made or lost. I had been working on my downwind legs all season and was pleased to see that I was up to par with the big boys with my downwind technique. Success went to the sailors who could jump the most waves, which is usually the sailor with who worked the hardest. Watching Michael Maier use his mainsheet one-to-one on a reach in 18 knots humbled me to say the least.

The Finn is the best class I have sailed in. There isn’t i class I know of that has such a great sense of camaraderie. After my first international regatta I knew all the best Finn sailors in the world on a first name basis because they were open, friendly and supportive of the new kid. I think that this coherence of the class stems from the fact that the sailors often train together. This builds friendships as well as making everyone better. Because of this, the competition at a Finn Gold Cup is of the highest caliber.

My first year of Finn sailing, and this past Gold Cup, went well. I finished 28th and was the top junior, and the second American. I still have a lot to learn, and am currently in the process of putting all of the pieces together in order to be more consistently closer to the top. What I need to do is keep working hard with Zach Railey and Kenneth Andreason. With their help, funding assistance, and a great deal of hard work I look forward to another good season next year and an improved finish in Perth, Australia in next year’s Gold Cup. I know that each time I learn something new about the Finn I grow a bit, which makes the giants seem just a little less giant.

Here be giants

Thanks to the photographers who supplied so many great photos for this issue. These and many more can be found at their websites.
The 2010 Finn Gold Cup in San Francisco was a dream location for the media. Great backdrops, stunning scenery, blue skies, sparkling water, fit and strong athletes, fantastic looking hi-tech boats and spectacular windy conditions. Every day for a week.

Every year the media output from the Class and the demands made on the media increases. Likewise the exposure for the Class and for the sport spirals upwards, but is largely unquantifiable in real terms. Twenty years ago a regatta was lucky if it got an end of week write up in the yachting press. In the 1990s the Finn Class was among the first associations to distribute daily race reports by email and no-one thought it would ever catch on. Things have moved on a long way since then with thousands of viewers, readers and enthusiasts worldwide demanding ever more detailed information as well as instant updates.

The future of sailing media needs to be based around live on-site and on-the-water reporting, and this has generally been identified as being internet based. The ideal scenario would involve live streaming video from one or more camera boats, though blogging and fast text updates are still adequate in some cases – and it has to be easy, for the sailor, the event organiser and the viewer. Make it complicated or worse, boring, and people will switch off. That is the challenge today.

Initiatives

This year in San Francisco, there were a number of new initiatives, some originating from the St Francis Yacht Club and some from the Finn Class. The principle one was the live video streaming from Chris Love and his SailGroove.org operation. Though it suffered from patchy network coverage in the Berkeley Circle area of San Francisco Bay, it brought in more than 17,000 individual viewers from 94 countries across the world.

This live stream took centre stage on the event website www.finngoldcup.com and was running from the five minute gun to the finish in every race. SailGroove brought the action – and there was a lot of action – with commentary to computer screens at home and work around the planet. In total some 450,000 minutes of streamed coverage was watched live.

For those without the time or ability to watch the live stream, an ‘on-the-water’ Twitter feed was located just below that window with all the race updates, mark roundings and other news posted live, as well as links to videos posted to YouTube and updates to the website.

On-the-water feed

For the first time ever the ‘On the Water’ feed was carried out using an iPhone4, generously supplied and supported by ‘MotionX by FullPower’. This facilitated the Twitter, Blogger and YouTube uploads direct from the racecourse and the dinghy park. A series of short interviews and mark rounding clips were emailed to the Finn Class dedicated YouTube channel. www.youtube.com/thefinnchannel each day with a corresponding Tweet appearing on the event website to notify viewers.

The iPhone4 was also enabled with the MotionX GPS app, which allowed, for example, a photo of the start line to be sent to Twitter along with a link to a GPS position on a map. With the reliable wind that was experienced in San Francisco, perhaps this was just of passing interest, but at changeable venues, with the start line changing position every day, it could provide extra insight into the racing.

During the course of the week around 250 Tweets were sent (covering start signals, APs, mark roundings, finish positions etc) including around 40 during the medal race, to try and capture the essence of the battle.

Around 35 on-the-water clips and interviews were uploaded to YouTube, including both short ones directly from the iPhone and longer ones after racing from a video camera. During the event these received some 15,000 views (peaking at 2,000 a day) from 41 countries. Perhaps of interest is that 20 per cent of the viewers were female. This marks a 50 per cent increase on the total views at the Finn Gold Cup in 2009, and since it was set up 18 months ago, The Finn Channel has had nearly 200,000 video views.

And if that wasn’t enough there was also live race-by-race tracking from Kattack. Each Finn was fitted with a GPS device with the battery...
Finns have an average of say 300-500 'friends', though more than 1,150 photos were uploaded to the Finn Class Picasa site. An FTP server was provided with support from the World Sailing in September. The FTP server was also offering a mainstream sailing programme broadcast in September. The FTP server was provided with support from the World Match Racing Tour.

To supplement the live video streaming and on-the-water feeds, a daily IFA press report was emailed to the Finn Class mailing list of around 700 contacts each evening. In 2010, for the first time, these press releases were made available through a free subscription on the Finn Class website, with more than 150 people signing up during the week to receive these. Each report provided in-depth analysis of the racing as well as featuring the stories of some of the sailors competing in San Francisco. During the course of the year the Finn Class sends more than 50 such releases, covering all major championships, Sailing World Cup events as well as class related news, sailor interviews and other features. In addition more than 1,150 photos were uploaded to the Finn Class Picasa site.

As well as the web quality video camera of SailGroove, a camera crew from Xtrme Studio from Budapest, Hungary was on the water each day filming broadcast quality content, which was made available, free of charge, on FTP each evening to TV networks worldwide. These films also included daily interviews with sailors in both English and their native language. Of particular note, this footage was used by the BBC in a mainstream sailing programme broadcast in September. The FTP server was provided with support from the World Match Racing Tour.

Facebook is also providing a natural forum for sailing events. The Finn Class set up a page earlier in 2010 and has now passed the 1,000 fans mark. The page is used to announce news items, photo gallery uploads and other website updates to get messages out quickly and widely. Not only this but most of the Finn sailors make posts themselves about the event or comment on the Finn Classes own posts. With each ‘fan’ having an average of say 300-500 ‘friends’, the resulting effect is that Finn Class posts appear on tens of thousands of pages across the globe every day.

Summary

Bringing together all the different facets of the media plan and calculating its net effect is not easy. With so many different streams running simultaneously there is no way to accurately calculate the number of individual users watching the event – there is too much potential overlap. This is perhaps a task for the future – to unify the different media outputs into one homogeneous portal. But a rough total of web related page views across all platforms during the 2010 Finn Gold Cup would easily exceed half a million impressions. Add to that the extensive use of the TV footage by BBC and others, and the numbers increase dramatically.

By making footage and coverage so comprehensive, continuous, readily available and ground breaking the Finn Class wanted to portray a message that the Finn is not only producing tactical, fair competition for fit, healthy and ‘heavy’ elite sportsmen at the top of their game but also that the Finn Class is leading the way to deliver the necessary media requirements to promote sailing and make it more attractive and interesting to a greater number of people and nations.

Media coverage of sailing events is in constant evolution. It has moved on unrecognisably in the last five years and will undoubtedly transform itself again come five years time as technology and access to it becomes more available and more affordable. As such, any media plan has to be in constant flux. It is almost impossible to predict what we will be doing next year, only that it will be better, more innovative and more wide-reaching. And, in the end, that is what matters. Any media plan should showcase the sailors, the sailor’s stories and the sport to the widest possible audience in the fastest and most accessible way possible. But there is still a long way to go.

Recently the Finn Class has been at the forefront of developing stern mounts for very small and light HD cameras; these have been chiefly developed by long time Finn sailor Gus Miller. The ultimate goal of combining a stern camera with a live feed remains a project for the future. With sufficient bandwidth and equipment, imagine following a race online using GPS tracking and then selecting which boat to follow and then watching the sailor’s actions and manoeuvres through the stern camera. Then switching cameras to another boat to watch a port-starboard crossing from another angle. Then switching to one of 1, 2, 3, 4 … camera boats to watch the whole race in wide-screen, before flicking back to the leading boat round the top mark.

Also, perhaps, it may not be long before on-board cameras are built into boats, much like compasses are these days, recharged using a solar panel built into the deck or a small waterwheel attached to a self-bailer, rudder or centreboard case. This technology is surely coming soon, but perhaps the big question is, are managers and employers around the world ready for the drop in employee productivity that will inevitably be the result of such a move as thousands of people sit at their desks watching sailing rather than working…
The 2010 ISAF Sailing World Cup started in Melbourne in December 2009, then moved to the Miami in January and then onto Palma. Over the summer the series took in Hyeres, Medemblik and Kiel and ended up at the Sail for Gold Regatta in Weymouth. After a fifth place finish in Weymouth, last year’s winner Ed Wright retained his title with a three point margin from Jonathan Lobert and nine points from Rafa Trujillo.

**7. Skandia Sail for Gold, Weymouth**

**Skandia Sail for Gold - Final Results**

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Weymouth produced some of the best sailing conditions in this years Sailing World Cup series. Jonathan Lobert led from the opening race until mid week when Giles Scott, who started badly, came good and then took an overall lead of 16 points going into the medal race. The returning Ben Ainslie was in second, Lobert in third and Ivan Kljakovic Gaspic in fourth. It turned into a nail biting race with big shifts and the pressure all but fading on the final downwind. Scott finally crossed in eighth to take the win, while Ainslie could only watch as Lobert turned the race on its head to move from last to first on the final upwind, while Gaspic also climbed on the last beat to place second. Third for Ainslie dropped him to fourth – the first Finn event he had lost in six years.
At the Finn Class AGM in San Francisco, Daniel Birgmark of Sweden stepped down as Vice-President – Sailing after four years service. Keeping the Scandinavian connection going, Tapio Nirkko from Finland has stepped into the role. We spoke with Tapio about his thoughts on the Finn and what is the attraction for him.

What is your background and when and why did you first get into the Finn?
Sailing was just one of my hobbies until I was 15. From when I was 7 until 15 I was also playing football as a goalkeeper, and basketball. Sailing was actually taking the least time of these hobbies. My sailing class path before Finn was quite usual in Scandinavia going through Optimist, Europe, Laser and finally the Finn. Because of my rapid growth I swapped from Opti to Europe when I turned 13. Then it was two years in the Europe before jumping into the Laser. After two years, aged 16, I weighed around 90kg and I was 191cm tall so the Finn was the only option to continue sailing.

What do you find special about Finn sailing that you don’t find elsewhere?
Finn sailing is the ultimate combination of physical requirements and development, with high quality equipment at a cheap price, and a high standard of tactical knowledge and respect among sailors.

What is your weight, height and home club?
194cm, 95kg, Espoon Pursiseura EPS

What gear do you prefer and why?
I’ve used Devoti hulls because I’ve wanted to block out extra factors by having the same as others. I’ve used Wilke masts because of their reliability. I’ve sailed with WB-sails since I started with Finn because it’s a Finnish sail loft. They have the knowledge and history to do premium development and research with Finn sails. Also the Maxx cloth that WB uses in the Finn sail is long lasting which suits my low budget.

Describe your first Olympic experiences in Qingdao, what you learned from that and how it will effect your preparation for Weymouth?
The 2008 Olympics were an extremely big disappointment for me. Actually it was the first step backwards on my Finn sailing career. But the whole Olympiad was a good time for my learning curve. Those years were the first years I had a coach in Finn and the Nordic group we put together created a great environment to learn important factors that leads to success. We got many things ready for Qingdao, some not. For me the biggest problem was that it was too early to get everything I had learned together and use the skills in the Games. Of course the conditions in Weymouth are totally different than in China but the preparation is building in pretty much the same way. Focus on basics in training and then spice it up with some things with special attention.

What do you feel are the strengths of the class both on a racing as well as an organisational standpoint?
Finns are made strong and when the good hull shape and the carbon mast is de-powering efficiently, we’re able to sail in heavy winds with no problem. It is no problem to get around the course and for the equipment not to break. When sailing in one fleet it makes it easy to control the fleet for the RC.

How do you feel the class media’s presence can improve in the years to come?
Already now we use things in Finn events like live GPS-tracking, twitter updates and live video footage from the water, which will be a standard in the future. Getting live video with sound from the Finns would bring the viewers much closer to the sailors and experience better what happens in the boat. Why not have in windy medal races live heart beat screening to show what the heart rates are when sailing Finn. The most important thing is to create good quality animations combined with live video to make people understand better what’s happening on the course. To open up the sailing world to people who think sailing is impossible to understand, is important for sailing as a sport.

How do you feel the class should evolve and develop in the coming years?
The Finn is already well developed in many areas. We’re now in a situation when all the Finn equipment (hull, mast, boom, rudders, centreboards) are good quality and last long a long time. When the market is competitive, the price of the equipment is also fair and resale value is good. That’s an important factor to make a competitive Olympic project from a small country with a small budget. Now the actions made in the class to make equipment issues more transparent is important to keep Finn as a class where it’s possible to make it to the top without having a monster budget.

Say a few words about your new role as the Vice President – Sailing of the IFA.
It’s an honour to be VP - Sailing of the IFA and be part of the core in such a traditional and respected class as Finn. And of course it’s my responsibility as a Finn to be very much part of the Finn class!
For Ed Wright, 2010 was a defining year in his Finn career. After several near attempts he finally took the Finn Gold Cup after dominating the series in San Francisco. Earlier in the year he took a silver medal at the Europeans in Split, regatta wins in Miami and Palma and won the ISAF Sailing World Cup for the second year running. To cap all this in September he was one of six nominees for the ISAF Rolex World Sailor of the Year Award. We caught up with Ed to talk about the year past, and what the future holds.

Looking back on the year as a whole, what are your reflections on your progress and development?

I am really happy with my progress not only over the last year but the last two years. I completely changed my approach to training and racing – with a few cynics at the start – but I feel a much more rounded sailor now and a better competitor around the course. Also I think the fleet is changing again. There was a massive shift towards the lighter weight sailors gearing up towards China. Now it’s shifting back and I think the lighter guys got caught a little off guard after such a light year until the Gold Cup so the body weight of the sailors might increase.

Has it sunk in yet that you are World Champion, and what does this mean for you in the longer term?

It has sunk in and I’m still very happy. I would have been very disappointed not to have won there as I structured my year on peaking for the Europeans and then towards winning the Gold Cup. The Europeans medal race was a let down for me, so the Gold Cup was very important and I prepared everything towards winning it.

What made the difference this year to finally win the world title?

Again, I just came prepared. It was not the place to just rock up. After a non-hiking year everyone must have been wanting to get out to the worlds venue and get some hours into their legs but by then I think it was too late. For this, and any, Gold Cup you need full energy from the start. The race area was pretty difficult with shifts and picking the side so good preparation was key. I also had some great support from UK Sport Lottery and Skandia Team GBR which helped with my preparation.

You said you changed your body shape and rig setup for San Francisco. Can you go into more detail and how it helped?

I increased my body weight last winter and sailed the whole season with that weight to get used to sailing fast being heavier at 104. The weight takes a lot of effort to increase with a massive push on fitness. Thinking about eating all the time to keep the calories going in. The last thing you want is a deficit. It’s easy to get heavier by fat but to increase lean mass takes a lot of effort and focus. Also my rig settings were changed to minimise the losses over the chop and there was a lot of analysis on steering.

What did you get up to on the last night and did the trophy make it safely back to the UK?

The good news is that the trophy is safe at home. We had lots of fun the last night. Everyone piled into a local bar near to the yacht club after the awards ceremony. I felt sorry for the guys with an early flight the next day but my coach Ian Clingan told me he was a popular man with the paracetamol at the airport...

The Ed Wright interview
What will be the main focus for 2011?
I would love to win the Gold Cup again, and it being the ISAF Worlds even more. It’s a long year ahead so to keep enjoying the racing and to stay focused is a big goal.

Do you think the Sailing World Cup is becoming more relevant and if not what needs to change? How keen are you that prize money is offered at major events?
I love the idea of a ISAF Sailing World Cup to attract new sponsors. Prize money would be great to bring in more participation although I am sure next year there will be even more sailors taking part with the Olympics getting ever closer. Having the events paid for would be a good start.

You’ve always done the Florida training in the northern hemisphere winter months rather than down under as was popular a decade ago. Why is that and why do you think the American events now attract more competition?
The wind is less consistent in North America for the winter but the cost is much lower and you can easily get back for Christmas which is very attractive to Europeans, but with the Worlds in Australia next year I think a lot of people will make it down there this year which is great. I think there is great training to be had in both places.

What are your training and regatta plans over the coming winter?
The Brits will do both this winter ramping up the load for the next season. A typical day would be similar to other nations just maybe a little more structured and organised. It would consist of lots of drills, sailing hard and motivation. It gets pretty hard training on the water especially if you have a “big legs” day back to back with a “big back” day.

What gear do you prefer and why?
Devoti boats seem to be quick and North sails on a HIT mast for me but the other guys go fast with Wilke. I think it’s personal preference. You find a quick mast and stay with it. They are all different. I was also fast last year with my Wilke.

What are the major differences between the various masts and sails being used at the front of the fleet?
Ben’s Olympic sail – the M1– seems to be my choice but the HV2 is still making its appearances at the top and this VB sail is consistent in the light. The Pata and Victory also seems to work with the Croatians and I have also seen NZL North charging so it’s hard to say. Everyone is a different size, different style and has a different focus so again it seems to be whatever suits you. That’s the beauty of the Finn. There is a 20 kg difference in weight in the top guys and they are all sailing fast.

Do you think there will be any new gear or technique trends starting to appear over the coming year?
I will be interested in what this new Italian mast is like. Rafa has been using it and has had flashes of brilliance. The downwind is going through a change at present, though unfortunately there are a lot of fast guys downwind now. We will see what will happen in the next year. From outside the class I have heard very positive things about the techniques and styles of the new downwind sailing saying its much more fluid and the sailors are using their skills and power to push the boat, but they did say it looks difficult. It’s nice to hear this instead being a “Fat Finn Boy” as I have never been fat!

What makes the Finn class so special against other classes you have sailed?
For a start it’s visually pleasant. The cost is low. I still use my first mast and it’s still fast after five years. I applaud the builders for this. Each one is almost a work of art and a beautiful piece of kit. There is so much to think about and tweak in the Finn. You can gain little advantages everywhere, but you have to treat the Finn with finesse, respect and grunt to keep it up to speed. The people in the class are great people and all hard competitors. Also there is so much history in the class, and never forget the many legends coming from the Finn.

How do you feel the class and sport should evolve and develop in the coming years?
Sailing as a sport now has a great package to sell having the qualifying series to select the best sailors and the medal race to put on a spectacle for the spectators (as long as there is wind) to reveal the champion (mostly). It’s so exciting. I love medal race day! It’s not about changing the sport, but more about taking this package and marketing it correctly and having a direct strategic plan to follow, but that takes time and money. The Finn needs to continue promoting itself and encourage more sponsors. If other classes can achieve VW, Volvo, etc to sponsor them I am sure the Finn has much more to offer.

We’ll end on the ‘Ben’ question. Do you think it will be back to business as normal for him when he’s done some training, or do you think it be harder this time?
I presume the Americas Cup decision is a big disappointment for him. He will be very competitive. He is an amazing sailor and I love racing against him. I have learned a lot from the approach he has to the sport, but I think the Finn has moved on so I hope it won’t be back to business as normal.

Photos: Chris Ray, Ellen Hoke, Robert Deaves
The 2010 Finn Silver Cup – the Junior World Championship – took place at St Francis Yacht Club from 17-24 August, immediately before the Finn Gold Cup. A small but select fleet of 15 boats from 10 countries sailed a series of nine races between the Golden Gate Bridge and Alcatraz Island, just offshore from the yacht club. After placing second in the Finn Junior Europeans in May, Luke Lawrence went one better in San Francisco, to take the World Junior Finn title after a thrilling final race on San Francisco Bay.

Day one
Caleb Paine took a narrow lead on the first day though race wins went to Lennart Lutkus and Josip Olujic, who had a close battle in the opening race. While the Croat led for most of the race, Lutkus outsmarted him on the run to win the first race of the championship and his first race win in the Finn.

With the wind increasing from 10 knots in the first race to 18 in the second, the triangle course was set with Oscar flag for free pumping. Junior European Champion Ioannis Mitakis who had suffered from two penalties for pumping in the first race, took the win.

Day two
Despite saying on the first day to prefer light conditions, Luke Lawrence mastered the increasing breeze and the current to win both races on day two. "I am not fast upwind but could keep good position on the course." At 93 kg, Lawrence is one of the lightest in the fleet. The breeze increased from 13 knots in the first race to 20 in the second providing for athletic sailing. "I was fast on the run but often just in control."

Day three
On day three Mitakis was first across the finish line in race five, taking his second victory of the event. He said, "The current was very confusing. I had trouble upwind but gained places on each run." Paine and Lawrence were second and third across the line. The wind increased for the second race but was more irregular across the course with patches of pressure. Jorge Zarif rounded the top mark ahead of the packed fleet. Josip Olujic, third behind Caleb Paine took the left side of the run to take the lead from Zarif by a minute.

With a triangle course, the last upwind was followed by two reaches. Olujic lost some ground trying to find the wing mark but his victory was soon shortened by a protest lodged by Paine for tacking too close to him. With Olujic disqualified, the race went to Lawrence who increased his lead to six points over Mitakis. Oliver Tweddell continues with regular scores to place fourth overall.

Day four
Day four was decided in the protest room after a mix-up over finishing lines. The regatta leadership went briefly to Caleb Paine, to be given back after a long hearing for redress to former leader, Luke Lawrence.

Defending World Champion, Jorg Zarif, finally got his first race win. "I have been slow during the whole regatta, I am not using my mast and the one I have is way too stiff. I tried a different rake and even if it is unusual, it seems to work better." Zarif and Paine enjoyed a nice shift to the top mark. Paine rounded first and went down the left side while Mitakis and Zarif chose the right, led at the gate and repeated their left move on the second beat. Zarif went on to win with Paine in second and Olujic third.

The triangle course was set for the second race with winds reaching 18 knots. Paine was first at the top mark with Mitakis hot on his heels. By the wing mark, Mitakis was first of the fleet. The breeze increased from 13 knots in the first race to 20 in the second providing for athletic sailing. "I was fast on the run but often just in control."

Day four was decided in the protest room after a mix-up over finishing lines. The regatta
Final day
Going into the final race just 5.5 points separated the top five, and with only 15 boats the decision was taken not to have a medal race, however the last race was non discardable. After a postponement and a general recall, Paine led round the top mark while Lawrence rounded in 11th. While the top five sailed the run down the middle of the course, Tweddell, Terpigorev and Lawrence went close to the shore. Lawrence said, “With the side being so shallow, there was much less current close. There was also an opposite current starting to form towards the end of the run. I waited until everyone gybed towards the gate. We all made big gains. On the second run we went again close to shore and very low to be pushed to the gate by the current.” Terpigorev won the last race with Tweddell second and Lawrence third.

So, Miami sailor Luke Lawrence won the 2010 Finn Junior World title on his 20th birthday. “Winning this event was my main goal this year. I have trained hard since spring. My learning curve has been great, but it has been quite stressing at times with difficult sailing conditions and good competition. He admitted that having John Bertrand’s (USA) help was a real advantage. “John has sailed here all his life and knows the bay like the back of his hand. It does help me build my confidence when I make tactical choice on the water. He has a good perspective of my sailing and helps me go fast.”
Double European champion Ivan Kljakovic Gaspic is undoubtedly one of the hottest stars in the Finn fleet at the moment. He has reached the podium at every major event in the past two years apart from the windy Gold Cup in San Francisco. This year he also picked up wins at the Delta-Lloyd Regatta in Medemblik and Kiel Week. With two years to the next Olympics, we spoke to him about his thoughts on the season and on the future.

Sum up your thoughts on the past year.
This year has been great for me. I have had a series of great results from 2009 and I have continued to prove to myself that I am one of the best in Finn class. My performance is getting better in a wider range of conditions and in almost all events I was on the podium, and that makes me happy. Surely, however, I am the lightest amongst the top guys so this was bit of a disadvantage in San Francisco.

And what about that second European title. How important was it to you to win on home waters? Is it all about building confidence?
Winning on home turf is tough. It takes more energy than in other places around the world. That week in Split was for sure the craziest weather I have seen in Split and I felt confused with the winds and strong currents. The pressure from the public was high all the time. I felt like it was crushing me and it wasn’t easy to cope with it. In the end, consistency and determination has paid off, and fighting for gold in the medal race from fourth position was a big challenge, but I have done it once again.

The Finn Gold Cup was the first major event in nearly two years when you didn’t make the podium. Can you elaborate on why you think that was and any changes you will make as a result?
As I mentioned, being one of the lightest in the fleet surely gave me lot of troubles in San Francisco bay. Big breeze with short and choppy waves are the worst conditions for me, and when it goes on for six days in a row, I couldn’t expect much more that I did. For me eighth place is a success considering the conditions and other sailors who were having the time of their life there. Congratulations to Ed, Rafa and Giles. As a result I will for sure try to put on some weight for next year and in this way improve my upwind speed.

You’ve been an advocate of offering prize money for many years. How can you see this working in practice and what benefits do you think it would bring?
I am sure all sailors are waiting for this. Prize money brings a new level to the sport, more motivation for sailors, more development on the technical side and in fitness. Also in the long term it attracts sports managers in
sailing and that brings more and more money from sponsors so sailing for sure gets more attractive. In practice it is easy, prize money in all events in circuit should be obligatory for organisers and final prize for World Cup winner should be big. That is the point of the World Cup as far as I can see.

What other changes (if any) would you like to see in the class?
I think in World Cup series we should limit entries and in this way motivate sailors on lower levels to try harder to get to World Cup events. Also main event should take max four days and the week before use as a qualifying week for main event, the same as in tennis. In this way organisers would still get a lot of entries and sailors and the format of racing could be much easier for race committees and as well for the media and public. This way we make the World Cup a bit more exclusive and the Worlds and Europeans remain same so all the guys can come and sail against the best sailors in the world.

What gear development have you been working on over the past year and how has that changed your sailing?
I have found my equipment and I don’t like to change a lot. I keep things very simple and rely on my trusted gear.

What gear do you prefer?
Devoti boat as standard, Pata mast that is fast for me and combination of North and Victory sails.

Do you think there will be any new gear or technique trends starting to appear over the coming year?
I am not sure – time will show. For sure the top guys are all great and minor changes can make that significant advantage that brings victory in the end. I am looking forward for new seasons to discover new possibilities and to bring sailing to new levels.

How are you preparing for the coming season both in terms of training and gear selection for the first Olympic qualifier in Melbourne?
It is hard, as funds are limited and it is not that cheap to go down under for training, so I will stay in Europe this winter and work in my backyard. But for sure I will focus next year on Melbourne and go there early for training.

Do you think the Sailing World Cup is becoming more relevant and if not what needs to change for that to happen?
I personally think that the World Cup series is a great project but it still needs some work on it. Looking at other sports like Alpine skiing, the World Cup has brought new value, but in sailing I think we still need more work to bring added value. On the other hand, make a cost-benefit analysis. Sailors spend a lot of money on the circuit due to logistics and on the other hand get nothing in return. As I’ve already said, prize money would make all of us more focused on attending all the events and in the end, winning great prize money. I truly believe that we can promote sailing as an interesting sport that people will be happy to watch and talk about. This is the way to get partners and sponsors who will find a new audience and consumers for their products. Sure, it takes time and energy but it is pity that many talented sailors are gone from sailing just because they couldn’t live from sailing.

How do you feel the class media presence can improve in the years to come?
For sure it is related to prize money, sponsors, managers, technical development, some social events with famous faces, etc. But the best thing is to develop onboard cameras, good tracking devices, make shorter courses with fewer boats. It is hard to have old formats of sailing and great media coverage, we need to sacrifice something. What will it be? Our traditional attitude or media?

What are your thoughts about the return of Ben Ainslie?
Ben is for sure the greatest sailor of past decade in the Finn and it is hard to expect that he will be inferior than the others. On the other hand, winning is a great success when you have to beat great opponents. I hope that Ben will be back in Finn and give us chance to make it hard for him to win, or maybe one of us can win. Only time will show.
Vice-President Masters, Fons van Gent reports from the two bidding venues for 2013 as well as an update for the 2011 venue and other Masters news.

Cannes
In September I visited the Yacht Club de Cannes accompanied by Yves Zoccola. This club has put itself as candidate for the Finn World Masters in 2013 and in Split we agreed to visit the club to look at the venue since we were there in 2004 and discuss the solution of some important matters like camper, boat and car parking areas, as well as the Finn World Masters Guidelines.

I mainly had meetings with the club’s president Jean Claude Montesinos and Michael Kurtz, who will be acting as an intermediate between me and Yacht Club de Cannes.

The camper area we used in 2004 has been transformed into a large area, covered by asphalt. It will be large enough to place all campers and electricity and toilets will be there. Boat trailers can be placed in this area, too.

The boat park will be on the club’s piers, where three slipways will be created, besides the two already present. On these piers and in front of the clubhouse there will be sufficient room for over 250 Finns.

A car park is available five minutes walking distance in the direction of the Marina. This area is owned by the Community of Cannes and will be opened exclusively for Finn Master’s cars during the event week. So, no street parking any more.

Hotels are available in the neighbourhood like in Golfe Juan (approx. 10 min driving) and you can find many nice restaurants near the Old Harbour (Vieux Port) of Cannes.

Tihany
Later in the week I visited the “THE” marina in Tihany, Lake Balaton, Hungary, for the same mission.

This marina is owned by Finn Master István Rutai and his wife Andrea and they offer a compact venue where hotels, B&Bs, clubhouse, camper area and car park are very close.

The marina has enough room to place 200 Finns or more and enough slipways will be foreseen.

Tihany is situated on a peninsula in Lake Balaton, at about 7 km from Balatonfüred, where we had the Masters in 2006. The genuine Hungarian town of Tihany is not far (2.5 km) from the Marina and has many nice restaurants and a very old monastery.

An advantage of Tihany is that there are possibilities to sail, depending on wind conditions, on either the north-east or the south-west side of the peninsula. Both sides appear to have, often, different wind and wave conditions. This gives the Race Committee the opportunity to pick the best conditions every day.

Conclusion
Both venues are looking good to organise a Finn World Masters Championship in 2013. Now it is up to them to present themselves to the Finn Masters and after this we will vote.

You can view some pictures I took on www.finnworldmaster.com, as well as situation pictures by Google Earth links.

Presentations of yacht Club de Cannes and THE in Tihany as venues for the Finn World Masters Championship in 2013 will be placed on the Masters website under the button “Candidates 2013” as soon as I receive them. Later, in Punta Ala, these presentations will be shown to you during the Annual Masters Meeting, prior to the voting.

Punta Ala
The organization in Punta Ala is working on their event website and we agreed that it will be online not later than January 1st, 2011. From that date it will be possible to start booking accommodations on their camping PuntaAla. So, please be patient till the January 1, 2011.

Finn European Masters Championship (proposal)
In Tihany I had a meeting with Balazs Hajdu (IFA President), István Rutai (HUN 51), Tamás Beliczay (HUN 9) and Gabor Antal (Pata).

After being brought up earlier to me in Split by Pata, the subject was a new event, probably named Finn European Master Championship. The idea is to have the Finn World Masters Championship at the beginning of the season and the Finn European Masters Championship at the end of the season (Sept/Oct).

To avoid the risk of both events competing with each other it was decided that competing in the Europeans is only possible for Masters who competed in the World Masters that year.

The first time can be in Tihany, Balaton, in 2011, where István is willing to host it and see if it works. Later it can be decided where it will be held in the coming years and preferably in a venue not close to the World Masters venue.

We will look into the racing schedules of some of the bigger Finn countries like Germany, UK, Holland, France, Italy and look for a gap in the period between mid-September and mid-October. The plan is to avoid ruining, for instance, National Championships and/or other major events, which are scheduled in this period.

We decided to set up a poll on the Masters website, in order to investigate how many Finn Masters think it is a good idea. Before that poll, every Master in our database (>500 mail addresses) will receive a mail with an invitation to react to this poll.

I hope many of you will react to this request so we have a proper idea about the interest among all Masters for this new event. I will keep you informed.

I wish you all happy sailing for the rest of 2010.

Fons van Gent
Vice-President Masters Fleet
DENMARK

Richard Berg-Larsen writes, This summer was much too short, due to the very late spring. We now hope that we will get a warm winter so we can get some trips in on Sundays.

We have only had two regattas since the last Finnfare, namely the Nationals in Sønderborg barely north of the German border over 5-7 August and Vallensbæk in September.

The location of the nationals attracted many Dutch and German boats, but fewer Danish boats than normal, as most active Finn are on the island of Sjælland.

Vallensbæk had regretfully only 12 boats, and the weather was not for social club sailors, though the big boys had a good day on the water.

Vallensbæk
1 DEN 2 Jonas Hogh-Christensen 4
2 DEN 9 Thomas Morup-Petersen 15
3 DEN 231 Kenneth Bøggild 18
4 DEN 80 Michael Staal 19
5 DEN 262 Bo Teglers 23
6 DEN 249 Svend Vogt Andersen 32
7 DEN 1 Frank Hansen 39
8 DEN 19 Johnny Aagesen 48
9 DEN 14 Jan Verne Nielsen 47
10 DEN 258 Christian Ladefoged Qvist 49
11 DEN 19 Richard Berg Larsen 54
12 DEN 246 Ane Zielinski 64

GERMANY

Travemünder Week
The second half of the season started with Travemünder Week one of the three Baltic-Week Regattas. The 30 competitors had three perfect sailing days, sunshine, 25 degrees Celsius, 4-5 Beaufort and wonderful waves on the water.

The “Party-Mile” a couple of hundred meters from the boat park with live music and girls (for the Juniors) and live music and food, beer and conversation for the “masters” on land. Jan Kurfeld and Piotr Kula from Poland has a tough fight and ended up on even points, giving Jan Kurfeld first place with the better overall balance, and Christoph Froh in third.

The field again was dominated by the Finn Team Germany filling the top places, followed by Uli Breuer, a Finn newcomer in the Masters category, but an experienced sailor from other dinghies and the Star.

Danish Championship 2010
1 NED 80 Sander Willems (16) 1 1 1 4 4 11
2 DEN 9 Thomas Morup- Petersen 4 3 8 (11) 1 2 18
3 NED 41 Karel van Hellemont 7 2 3 7 6 (dsq) 25
4 DEN 46 Århus Kaspar Andersen 6 6 2 (10) 8 5 27
5 SWE 2 Olof Lundqvist 12 10 6 2 (dsq) 32
6 NED 7 Cees Scheurwater 3 6 (14) 12 9 3 32
7 GER 707 Uli Breuer 1 4 1 5 3 11 16 34
8 DEN 231 Kenneth Bøggild 14 (20) 9 6 3 9 41
9 DEN 262 Bo Nielsen 5 17 11 4 (20) 8 45
10 NED 860 Loek Kruyer 2 6 13 (20) 14 11 48

11 NED 888 Luuk Kuijper 49
12 DEN 80 Klaus Reffelmann 64
13 NED 66 Ewout Meijer 65
14 NED 780 Jan Willem Kok 73
15 NED 27 Paul Kamphorst 73
16 GER 209 Steffen Fölsing 81
17 NED 84 Bas de Waal 85
18 DEN 201 Nikolai Ratzlaff 85
19 DEN 1 Frank Hansen 90
20 SW 111 Torsten Jarnstam 92
21 SWE 11 Henk de Jager 95
22 DEN 249 Christian Ladefoged 106
23 DEN 140 Michael Baek 106
24 DEN 19 Johnny Aagesen 111
25 DEN 229 Jan Rasmussen 125

German Championships 2010
The International German Championships where held at the beginning of September at the Schwielochsee, a lake of reasonable size between Berlin and Dresden, with 88 Finn sailors competing.

The wind conditions were not really perfect but the very engaged race committee made the best out of it. And luckily the very mixed up ranking until the third day was straightened out with the last day with fair conditions. Andre Budzien won in front of Phillip Fischer and Greg Wilcox, the sailmaker and former OK Dinghy World Champion.
The 88 competitors had a great time in Schielochsee, being cared for by the eastern region Finnsters. The success of the Finns in Germany is putting new challenges to the German Finn Association Events like a Championship with over 80 boats, over 60 campers, over 80 trailers and 88 sailors with spouses require a certain size of the clubs – so we have to filter the applying clubs, not only by the sailing conditions but by their ability to host all the sailors and companions.

**GREAT BRITAIN**

**2010 JM Finn & Co UK Nationals**

Pwllheli, 23-25 July

After a couple of days practice, racing started Friday morning with an early light NW breeze giving way to the 6-7 knot SW sea breeze. Two days of sightseeing must have been just the tonic for Howard Sellars who won the only race on day one.

Saturday found Pwllheli shrouded in low misty cloud with the prospect of four races in a good breeze. Day two got underway with a 14 knot SW providing great conditions. Increasing to 20 knots. A great day sailing was dominated by John Tremlett who won all four races. Allen Burrell took four seconds.

Sunday morning brought lighter conditions and two races. Mackie took advantage of local knowledge and led round the windward mark to win the race. With the regatta won already Tremlett was still looking to compete pushing the line and taking Brunton with him. Both were OCS. As the wind grew lighter John Heyes mastered the tricky conditions to take the win.

On Monday 19th July, supported by John Mackie, Pwllheli SC issued a press release confirming that Pwllheli will host the 2012 Finn World Masters Championships. It was covered on television on both the BBC 2 Wales news and S4C news and in the Caernarfon & Denbigh Herald & Daily Post. There is a lot of work to do in the coming months to ensure that the Finn World Master

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<thead>
<tr>
<th>Race</th>
<th>UK Nationals 2010</th>
<th>Winner</th>
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<tbody>
<tr>
<td>1</td>
<td>John Tremlett</td>
<td>1</td>
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<tr>
<td>2</td>
<td>Graham Page (centre, above)</td>
<td>6</td>
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<tr>
<td>3</td>
<td>John Page (right)</td>
<td>16</td>
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<td>4</td>
<td>Richard Hart</td>
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<td>5</td>
<td>Paul Blowers</td>
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<td>6</td>
<td>Ray New</td>
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<td>7</td>
<td>Laurence Peters</td>
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<td>8</td>
<td>Paul Brown</td>
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<td>9</td>
<td>Mark Harper</td>
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<td>10</td>
<td>Peter Vinton</td>
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<td>11</td>
<td>Alan Williams</td>
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<td>12</td>
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<td>13</td>
<td>Mark Belshaw</td>
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<tr>
<td>14</td>
<td>David Harker</td>
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<td>15</td>
<td>Ronney Ball</td>
<td>68</td>
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2012 will be a great success but the 2010 JM Finn & Co UK Finn National Championships has provided some of the foundations.

**UK Nationals 2010**

1 GBR 642 John Tremlett 2 1 1 1 1 5 ocs 11
2 GBR 2 Allen Burrell (6) 2 2 2 2 6 6 20
3 GBR 679 Neil Robinson 3 4 4 (10) 5 2 7 25
4 GBR 665 Julian Smith (20) 5 3 4 6 10 2 30
5 GBR 653 Adriana Brunton 10 3 13 3 4 8 ocs 41
6 GBR 686 John Mackie 16 dfn 5 5 3 1 13 43
7 GBR 61 John Heyes 5 ocs 21 13 15 3 1 58
8 GBR 18 James Hadden 17 ocs 11 7 8 11 5 59
9 GBR 65 David Potter 18 6 12 8 7 (23) 12 63
10 GBR 63 Graeme MacDonald 9 16 (17) 16 10 14 3 68

(1) 20 GBR 20 Andy Denison 72
(2) 25 GBR 24 Rory Barnes 130
(3) 56 GBR 562 Jerry Andrews 120
(4) 8 GBR 22 Andrew Wylam 131
(5) 25 GBR 24 Mike Tilt 131
(6) 29 GBR 48 Anthony Walker 164
(7) 30 GBR 30 Ian Frayne 179
(8) 31 GBR 54 David Hignall 184

2012 will be a great success but the 2010 JM Finn & Co UK Finn National Championships has provided some of the foundations.

**UK Finn Masters 2010**
The fast growing fleet of Finns at Roadford Lake in Devon, were joined by 11 travelling boats for the UK Finn Masters. The three day, seven race series started Friday afternoon with two back to back races. The first to master the 15-20 knot conditions was the sole Legend (sailor aged 70+) Richard Hart who showed the rest how it should be done. In the second race Graham Page gave notice of what was to come by posting a convincing victory. On Saturday Page again showed how it should be done, with bullets in races three and five and a second in race four...
Italian Master Championship
36 Masters gathered in Grado for the Italian Master Championship, brilliantly organised by Societi Canottieri Ausonia with the support of Camping Al Bosco, Distillery Aquileia e Wine Estate Valpanera which offered tastings of its products.

Over the first two days five races were completed in light conditions, while on the final day a fresh Bora was blowing at 15 knots, but only one race was left in the programme. The Race Committee therefore set a very long but biased course.

The Italian Master Champion was again the Class secretary Marco Buglielli, who defended the title won last year in Viareggio with a string of good results (2-1-2-5-1-2). Marco won also the first edition of Sergio Masserotti Challenge Trophy, offered in memory of the Finn Class secretary in the 1980s.

Second place in the regatta went to the strong Austrian Michael Gubi, current World Grand Master champion, and third was surprisingly a Snipe sailor from Trieste, who borrowed Michele Paoletti’s boat and jumped in the Finn showing good speed and tactics. Fourth place went to Francesco Faggiani and fifth was Giancarlo Mariani.

In the Grand Grand Master category Franco Dazzi prevailed with a good seventh place in the general results over Heini Unterhauser, who celebrated this year his 50th consecutive year sailing a Finn!

The atmosphere was always nice during the Championship and Saturday night dinner at Valpanera’s premises was excellent, with an interesting visit to the wine cellars.

Malcesine Finn Cup
The International Finn Cup took place as usual in Malcesine at the beginning of October with 53 competitors from 10 countries.

The schedule was perfectly respected even if the usual southerly Ora was very light in the first two days, with grey sky which didn’t allow the thermal breeze to be stable. The fluky breeze was very difficult and Giorgio Poggi led the fleet after two days thanks to his downwind speed. He therefore won his third Italian Championship by a good margin (1-1-4-2-3-1-2). Second was Michele Paoletti who recovered two positions on last day leaving third place to Riccardo Cordovani. Fourth was Filippo Baldassari who finished tied in points with Riccardo, and fifth was Marko Kolic.

Sixth place went to Enrico Passoni, one of the best Italian Finn sailors between end of 1980s and 1992, who had on this occasion a very good comeback.

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On the final day the Ora filled more steadily and two races were completed in a nice 10 knots breeze, allowing for some changes in the leaderboard. Consistency was paramount in these conditions and Florian Raudaschl managed to win the regatta with only one point margin on Akif Muslubas and another point on Michael Maier.

Fourth was Jan Kurfeld, the only one to score two bullets, who paid dearly an OCS in the final race. Other race wins went to Raudaschl, Michael Gubi, Enrico Voltolini and Giorgio Poggi, who finished with a disappointing fifth place, just ahead of the Grand Master champion Michael Gubi.

Poggi was awarded the Andrea Menoni Trophy for the first Italian and many nice bags and objects offered by KevLove were drawn during the prizegiving.
Dutch Finn Open Championship Medemblik,17-19 September

Henk de Jager writes, The Dutch open went heavy for a lot of new sailors from the Dutch Finn fleet. Our Dutch Finn fleet, is beside the financial crises, still growing strong. Many talented newcomers from the Laser are joining the class.

The first day the wind blew a good force six so that after the first day three races it was very quiet in the town that evening. The upper leg and arm muscles had a good stretching this day for everyone. Pieter Jan Postma sailed as King Finn the first day and have a free beer.

He continued this score for all races except the fourth race when Stefan de Vries won. This year foreign sailors came from Germany with lead man Mathias Miller in fourth overall, Ross Hamilton in seventh, Switzerland Christen Christoph eighth and Bo Teglers in 11th.

The second day was sailed under lighter conditions with various pick ups for the middle fleet from the day before. Young Nanno Schutrups, a lake sailor, started to like the Medemblik waves but needs more time in the Finn to battle the top three a little more.

The last day’s sailing with a good force four in the gusts did not change the final scoring much. The Jury showed a couple of flags to the unexpected risk taking R 42 sailors. Dutch lightweight Sander Willems, complained about the flag colour and had to leave for the harbour.

The Danes had the largest foreign fleet at this tournament, thanks for coming. We do not know why, but we are investigating our this tournament, thanks for coming. We do not know why, but we are investigating our

The Dutch masters championship was also integrated into the Seniors this year. The competitors list showed it again that an older experienced Finn sailor Jaap Zielhuis (First Master) never lost his Finn feelings and boat handling.

Overall it was perfect racing at Medemblik with the horse racing festival in town at the same weekend. The Medemblik Major was also consulted for better weather at the midtown festival tent by many Finn sailors including your correspondent over the weekend. The answer: Come back next year and have a free beer.

1 NED 842 Pieter-Jan Postma 1 1 1 (2) 1 1 1 1 7
2 NED 6 Stefan De Vries 3 3 (dnc) 1 2 3 4 2 1 8
3 NED 83 Timo Hagoort 2 2 2 7 3 (10) 2 3 21
4 GER 174 Matthias Miller 11 5 4 (dnc) 4 5 3 4 36
5 NED 787 Nanno Schutrups 4 4 7 (dnc) 8 2 8 7 40
6 NED 41 Jaap Zielhuis 5 12 3 5 (ocs) 9 5 5 44
7 IRL 4 Ross Hamilton 7 6 5 (dnc) 9 13 6 12 58
8 SUI 5 Christoph Christen 8 7 (11) 8 11 6 10 8 58
9 GER 127 Julian Massler 13 9 6 (dnc) 6 4 11 13 62
10 NED 45 Dennis De Ruiter 12 8 (dnc) 6 10 16 9 9 70

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The many sponsors and partners helped to make it a real Finn festival. The title sponsorship was held by the Moscow Finn Association and “Devoti Sailing Russia” – official distributor of Devoti Sailing in Russia. All sailors could charter boats from Moscow Sailing School.

Russia was represented by 11 regions from the Far East to St Petersburg while other countries like Lithuania, Estonia, Ukraine and Hungary were represented as well.

Tricky lake conditions gave everybody a chance. The lead changed every race and up to the last race eight sailors could still win. Alexander Laukhtin from Rostov led after two races. Then it was Vadim Statsenko (Volgodonsk). After the fifth race the lead changed every race and up to the last race eight sailors could still win. Alexander Kulyukin (Toliatti) and Vasiliy Kravchenko took the lead. Actually he demonstrated good speed across the whole regatta.

On the fourth day a medal race was organised in “Pirogovo” yacht club harbour and commented on ashore. The course was a square with a downwind start. In spite of the non-traditional course the race was interesting for the sailors and the spectators and helped maintain attention.

Arkady Kistanov managed to keep first place by finishing second, while other sailors changed positions: Vitaly Rozhkov moved to second by winning the medal race, while Alexander Kulyukin ended up third. Other sailors in top ten also moved a little bit.

But the most interesting and dramatic event during that day was another race – the race of Stars and legends. The most famous Finn sailors like Victor Potapov (bronze in 1972 Olympics), Victor Kozlov (twice Silver at World Masters (Legend)) were invited to the race. IFA president Balazs Hajdu also took part. During the race the situation on the water changed several times as the light and shifty wind gave many surprises. But Balazs Hajdu won the race and it was a great and impressive Finn show for spectators.

This was followed by amazing closing ceremony with a concert and prizes and presents in many categories. In addition to other souvenirs every participant received a unique illustrated 100 pages book about Finn class in Russia.

The Championship ended with the Andrey Balashov Cup, donated by Russian Finn Association. This took results from 18 regattas in Finn across all of Russia. 132 Finners took part, but in spite of a big number of regattas and sailors, two came to the top with an equal score – Arkadiy Kistanov and Vasily Kravchenko. Taking into account the memory of the great Finn sailor and main target of the Cup to encourage active and purposeful sportmen, it was decided to give the prize to both of them.

The Open Russian has drawn big attention from the Russian yachting society to Finn class and to Russian Finn Association, as real active force for developing sailing sport in Russia. We are expecting more support in 2011. The schedule for Open Russian 2011 is September 13-18. And we will be glad to see all our friends racing in a big fleet in Moscow as well as at our annual Finn festival.
The Sola Cup in Karlstad was also the last regatta on the Sweden Cup series of four regattas. The Karlstad Finn sailor, Christoffer Finnsgård won the Sweden Cup, well deserved. It's getting cold and dark in Sweden now and from the beginning of December until late March, at the earliest, there will probably be very little Finn sailing in our northern country. Perhaps some Swedes will join the rest of Finn circus in January in Cannes. See you all there.

The Niederhornkanne of Lake Thun, August 28 - 29 2010

After the great Swiss Championship in late June, things slowed down a little bit in Switzerland. The next national event was the “Niederhornkanne” on Lake Thun. The 19 boats could sail five races in very tricky conditions. Almost every sailor got his chance for a good race but most of them also collected one or more bad ones. At the end consistency paid and it was Christoph Burger who came first followed by Andy Friderich in his brand new boat and Swiss National Secretary Jiri Huracek in third place.

The regatta in Karlstad was therefore also the whole regatta with Bjorn finishing second.

Sola Cup 2010, KKF

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<tr>
<th>Place</th>
<th>Name</th>
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<td>19</td>
<td>Marcus Palmqvist</td>
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Herbstregatta Steckborn

Lake Konstanz, September 25 - 26 2010

Only 10 boats made it to Steckborn, venue of the 2011 Swiss Championship – most probably because of some date clashes with other regattas – but may be also because of the really bad weather forecast (rain all day). Those who came enjoyed three good races in a force 2-3 westerly wind. Another three races could be sailed on Sunday - this time without rain. Frederick Huck was the overall winner on equal points with Ruedi Baumann who had a third place as a discard but only one first place compared to two wins of Frederick Huck. Peter Kilchenmann came in third on equal points with Hans Patzer in fourth place.
INTERNATIONAL FINN ASSOCIATION
2010 ANNUAL GENERAL MEETING
San Francisco, United States of America
27th of August, 2010 – 18h00 – Richmond Marina
cont. 28th of August, 2010 – 16h00 – St. Francis
Yacht Club

MINUTES
1. National Class Associations
At beginning of meeting 17 countries present with
26 votes in total incl. 5 Executives.

2. Approval of the minutes from 2009 AGM
Minutes from the 2009 AGM were approved.

3. Accounts
The 2009 accounts and 2010 budget were
approved. (App.1&2)

4. Executive Committee Reports (App. 3)
   a. the President
   b. the Vice-President Sailing
   c. the Vice-President Development
   d. the Vice-President Masters
   e. the Treasurer
   f. the Chairman of the Technical Committee (App. 4)

5. Elections of Members to IFA Committees
   a. Tapio Nirkko replaces Daniel Birgmark as VP
      Sailing. The rest of the Executive Committee is
      re-elected
   b. Members of the Technical Committee (App. 5)
   c. Members of the Marketing Committee: new
      member Jonas Høgh-Christensen as chair of the
      “marketing and promotion” Working Party.

6. IFA Championships
Bid to host the following IFA Championships were
approved:
   a. 2013 Finn European: Germany, possibly Wismar
      or Warnemünde. A decision will be taken after
      a site visit.
   b. 2012 Junior Silver Cup: Maubuisson, France, first
      week of July
   c. 2013 Junior Silver Cup: Riva del Garda, Italy, July
      The Executive to liaise with suitable sailing clubs to
      host future IFA Championships.
   d. Requirement of an advance site visit by an IFA
      representative (covered by the host club) to be
      included in the IFA Major Championship Rules
      (currently only a recommendation).

7. FiDeS
Ongoing development strategies were discussed to
encourage new builders and easy access to
affordable boats in developing nations. In
particular the introduction of new builders in Brazil
and South Africa were highlighted, assisted by the
Finn class.
IFA (coordinated by the Vice-President
Development) to continue endeavour to further
strengthen national Finn fleets.

   a. Detailed FiDeS update (App. 6)
   b. Soup to nuts update: Gus Miller to draft a report
      for publication in Finnfare
   c. Gear donation day. Starting in year 2011, before
the main events on the international
      circuit, a gear donation day will be organised by
IFA where sailors can bring their old equipment
      for sailors in need. Donators and donations will
      be upon request published (Finnfare, Website, IFA
      press reports).
   d. With regards to a potential future change to
      regional Olympic qualification, steps shall be taken
      to include the Finn in continental championships
      (e.g. Asia, Panam, Africa).

8. Technical Committee
   a. Report Chairman, Technical Committee. (App. 7)
   b. IFA Olympic Gear Commission report: creation
      of an equipment online database was approved
      with one year trial period, evaluation (until the next
      AGM). Exact database content and access to be
defined.

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 110 kg to competitively sail at Olympic level. At the same time the Finn class
has a real depth in terms of club and national fleets, which is partially the result of
the fact that the class has been for a long time able to manage the different needs
and interests of Finn sailors on every level and in every segment of the Finn sailing
world.

I am personally looking forward to the discussion at this AGM regarding rule 42
issues and the gear control program last year’s AGM mandated the Executive to
work on.

It is a pleasure to see that class newcomers are now days mainly at a junior
age and many new countries are starting Finn programmes as well as Finn
equipment production like Brazil in the last years and South Africa this year.

Besides the strength and depth of our class, the media presence of the class has
been further strengthened this year. With a new class website: www.

President’s Report

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

On the occasion of the 2010 IFAAGM let me reflect on some recent achievements
of and forthcoming challenges for the Finn 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 2012 Olympic
program. As a result the Finn class continues its Olympic pathway as one of the
longest standing and technically most developed Olympic sailing classes. However,
the reforms planned by ISAF and the recent developments in this regard require the
Finn class to keep a close eye on what is going on in the wider sailing society and
adapt to the new situations arising.

The 60 year anniversary book, PHOTO FINNish, comprehensively and
beautifully outlines the achievements and views on the Finn of some of the
greatest sailors in the last 60 years makes us proud of this exceptional boat
and exceptional sailors.
Today the sailing community starts to realise that media appeal is not only about what you broadcast but also about how you broadcast. To promote sailing and make it more attractive and interesting to a greater number of people and nations is our common goal and responsibility, so the Finn Class is keen to play a significant role in showing the world how our sport works and what is that great in spending time on a sailing boat on the water.

To sum up, there are clearly further challenges ahead. We need to continue working on gear evolution and equipment control, media presence, attractive major Finn events and build on our traditions, experience and future vision when it comes to the race among Olympic classes.

Dr. Balazs Hajdu

Vice-President Sailing Report

Under the past year the new Championship courses have been used. Added to the previous version was to have the finish after the last downwind leg on our triangular course. This made our championship courses more similar to the Olympic format. The physically and tactically challenging open reaches are characteristic for the Finn championships and there is strong support in the class to keep the open reaches which is also attractive for spectators and media. The tracking system used in 2009 FGC was very successful. It was possible to follow races live on the internet. This was good not only for the spectators but also for the competitors who could post-analyze races. The Finn Class is in the forefront in the sailing world regarding boat tracking, live comments and pictures from races. We shall continue being innovative in this area and get even more interesting races in the future for all parties involved.

IFA has had several clinics for our sailors with ISAF international judges to work with the rule 42. Those clinics have been very popular and they have given a better understanding of how rule 42 is interpreted. The Class will continue the close work with judges and will run more RRS clinics in the future.

The format of the IFA Major Championships was discussed after the FGC 2009 and EC 2010. Some sailors think the format we have today is successful, others think there could be an elimination series during the Championship. This is one of the things that should be discussed more during the 2010 AGM. The format we have today with a Final race and a Medal race gives everyone the chance to race all days of the Championship, which I think is important. We could raise the status of the Final race even more by having a special Trophy for that race.

Daniel Birgmark

Vice-President Development Report

Participation at Gold and Silver Cup

This certainly shows the strength of a building fleet when more boats from a number of nations compete at the World Championship.

1. Grants to both Silver and Gold Cup. Maybe 2 Grants next year and have the goal of reaching 4 Grants by 2012 FGC.

2. The success of the program will be with working with local fleets to find cheaper charter. They may not be top of the line boats, but they are boats and we need some compassion from the owners to help this cause.

3. Finding housing for these sailors. Maybe that is a requirement we put into bid packages for the FGC is that the organizers need to find housing for 4 sailors that the class selects that year.

Building of boats in new areas

1. The plan in RSA seems to be very exciting and there was a report in the last Finnfare on this. Overall, Africa has huge potential and along with South America looks to be our biggest need in development.

2. The main focus of FiDES along with the grants above should be to encourage these builders to make boats.

3. Looking at areas of interest we can target - RSA, BRA, CHN, surrounding countries.

4. These countries give us access to the continents we want to build upon: Africa, South America, Asia

5. RSA - Seems that this project is moving along and looks to be very promising with the first boat out of the mould.

6. BRA - Boats are being made and are already competitive in competition. This was made possible by the moulds we sent to Brazil a few years ago.

7. CHN - Any interest from a builder in China?

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Dr. Balazs Hajdu
**Major Finn regattas 2011-12**

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<td>Australia</td>
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<td>19-21/11/2010</td>
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<td>14-19/12/2010</td>
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<td>15-18/2/2011</td>
<td>Semaine Internationale Cannes</td>
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<td>16-20/3/2011</td>
<td>Split Olympic Sailing Week</td>
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<td>2-9/4/2011</td>
<td>Trofeo SAR Princess Sofia MAPFRE (SWC)</td>
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<td>Palavská Regatta</td>
<td>Pavlov, Czech Republic</td>
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<td>Expert Olympic Garda - Eurolymp</td>
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<td>Delta Lloyd Regatta (SWC)</td>
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<td>18-26/6/2011</td>
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<td>Warnemunder Woche</td>
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<td>Olympic Test Event</td>
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<td>17-22/12/2011</td>
<td>Palamos Christmas Race</td>
<td>Palamos, Spain</td>
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**Future Championships**

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<th>Year</th>
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<th>Location</th>
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<td>March (tbc) Europeans</td>
<td>Scarlino, Italy</td>
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<td>Pwllheli, UK</td>
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<td>27/5-1/6</td>
<td>Finn Gold Cup Falmouth, UK</td>
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<td>May</td>
<td>Silver Cup</td>
<td>Maubuisson, France</td>
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<td>July</td>
<td>Olympic Games</td>
<td>Weymouth, UK</td>
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<tr>
<td>2013</td>
<td>tbc</td>
<td>Germany</td>
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<tr>
<td></td>
<td>Europeans</td>
<td></td>
</tr>
<tr>
<td></td>
<td>July</td>
<td>Riva del Garda, Italy</td>
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</tbody>
</table>

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

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SAILMAKER

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Ivan Klašniković Sešperic winning the 2010 Europeans using Pata mast
Photo by Radimir Valjaković

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