• ZSOMBOR BEREČZ WINS FINN GOLD CUP IN AARHUS
• WORLD SAILING DROP FINN FROM OLYMPICS
• ONDREJ TEPLY ENDS U23 CAREER WITH WIN IN KOPER
• LEGACY OF AN OLYMPIC LEGEND
• THE SARBY LETTER
• INTERFERENCE BETWEEN BOATS SAILING UPWIND

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TOUGH HIKING FOR A SOFTER RIDE
PADDED COMFORT FOR LONG SESSIONS ON THE WATER
Dear Finn Sailors and Friends of the Finn Class,

You have no doubt heard by now that the Finn has been removed from the 2024 Olympic programme. As things now stand, there will be no event for the Finn at the Paris 2024 Olympic Games, in spite of all our efforts to convince the delegates otherwise at the World Sailing Conference in Sarasota, USA, and make the case for the Finn remaining in the Olympics.

At the World Sailing Council meeting on Friday, 2 November, delegates voted to accept a late submission from the Board to change the Mixed One Person Dinghy to Mixed Two Person Keelboat Offshore on the slate that was approved by Council in May.

The following day, the World Sailing AGM, representing 65 MNAs from around the world, ratified this decision. There was strong support for the Finn, but unfortunately not strong enough, and despite several amendments being tabled to include the Finn, AGM voted to decide not to hear these.

Following that decision, IFA issued the following statement.

The International Finn Association (IFA) is extremely disappointed to see the decision taken today at the World Sailing AGM in Sarasota, USA, to exclude any event options for the Finn in favour of adopting the Mixed Two-Person Keelboat. Most of all we are very disappointed for the many committed Finn sailors affected by this decision, especially the young sailors who have had their campaign ambitions for 2024 cruelly shattered. We feel the Finn class has become collateral damage in the quest for gender equality and Olympic TV rights income for World Sailing. It is a great injustice that many of the best athletes in the sport of sailing no longer have an avenue to the Olympics, and we honestly feel the Olympics will be poorer as a result of the exclusion of the Finn.

We know the Finn class will continue to thrive and for the time being we will focus on supporting our athletes as they prepare for Tokyo 2020. In

Opening shot: Zsombor Berecz leads round the gate in the Finn Gold Cup Medal Race
the coming months, the IFA will work towards finding a way back for the Finn on the Olympic programme.

In spite of this bad news, ending 68 years of Olympic history and tradition, let us not forget what we have: a great boat, a great class and great racing. I know that thousands of you will feel let down, betrayed and unhappy with this decision, but the best response we can all give is to carry on sailing our fantastic Finn, in ever-greater numbers and in an ever-growing competitive and convivial atmosphere.

There is something very special about the Finn that many of those who chose a different path for Olympic sailing may never understand. We should celebrate that specialness. To the many thousands of current Finn enthusiast and the tens of thousands of past Finnists, we are, and will remain, the ultimate singlehanded dinghy and a true Olympic class, of which we can all be proud.

Nevertheless, as we have communicated above, the IFA will work in the coming months towards finding a way back for the Finn on the Olympic programme.

Dr. Balazs Hajdu
HUN-1
IFA President
2019 Finn Calendars

Three Finn calendars are available for 2019. One contains some artistic creations by Igor Anisifoprov from Finn photos. The second is a collection of the best images from 2018, while the third, contains images from the 2018 Finn World Masters. All are priced at £13.99 plus tax and shipping and can be ordered here:

http://www.lulu.com/spotlight/robertjdeaves

Event Calendar 2019-2020

The following events have been confirmed for 2019-2020.

2019

Miami WC, 27 January-3 February
Trofeo Princesa Sofia, 29 March-6 April
Genoa WC, 15-21 April
Europeans, Marsala, Sicily, 9-17 May
Marseille WC Final: 2-9 June 2019
Masters, Skovshoved, DEN, 7-17 June
Silver Cup, Anzio, ITA 14-20 July
Enoshima WC, 25 August-1 September
Masters Europeans, Schwerin, GER, 11-15 September
Finn Gold Cup, Royal Brighton YC, Melbourne, AUS 13-21 December

2020

Miami WC, 26 January-2 February
Finn Gold Cup, Palma, Dates TBC
Trofeo Princesa Sofia, 27 March-4 April
Genoa WC, 13-19 April
Finn World Masters, Port Zélande, NED, 29 May-5 June
Enoshima Final, June, Dates TBC
Olympic Regatta, 24 July – 6 August
Finn Silver Cup, Gdynia, POL, August Dates TBC
Finn European Masters, Gdynia, POL, Sept, Dates TBC
European Championship, Gdynia, POL, Sept, Dates TBC

Do you remember Joerg Bruder?

Georgia Bruder, the daughter of the famous Finn sailor and three time Finn Gold Cup winner, Joerg Bruder, is putting together a book of memories about her late father and needs your help.

If you have a story of the great man, or a just a few lines of a memory, she wants to hear from you.

She has collected many long and short stories and hoping that the Finn sailors can add a few more to the biography. Georgia can be contacted at georgia.bruder@terra.com.br

Equipment Used at 2018 Finn Gold Cup

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<tr>
<th>Sail No</th>
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Sails: One (8), North (97), WB (60), UK (4), Doyle (3)
Rudders: DEM (12), Devoti (60), EV (1), GM Goose (5) GMS (2), GB (1), Petticrows (1), Wilke (7)
Mast: Concept (1), Hit (14), Pata (4), Wilke (70)
Boom: Allen (3), AoR (16), Devoti (57), Holtspan (2), MM Sailing (1), Needlespar (4), Sparcraft (1), Suntouched (2), Wilke (1)
Hulls: Not checked, but virtually all Devoti Fantastica apart from a handful of Classics
The story of the Finn class has been, and will always be, the greatest sailing story in the history of the Olympics. But, after 18 Olympic Games, it would seem the Finn is no longer required, effectively excluding the best athletes in the sport: a sad reflection of modern decision-making processes.

After Tokyo 2020, the Finn will have provided 68 years of Olympic competition. Originally designed in 1949, its contribution and influence over seven decades is both astonishing and significant. It has witnessed the development of the Olympics from the immediate post-war years to the modern day spectacular when TV ratings appear to have become more important than the sport itself.

The Finn is an iconic sailing dinghy, an ambassador to all that is great about Olympic sailing, the perfect boat for complete athletes, teaching physical, technical and mental skills to produce some of the best sailors in the world. There is nothing quite like it. It is the authentic Olympic class dating back to the beginning of the modern period of the Olympic Games. An Olympic Games without the Finn is simply unthinkable.

The legacy of the Finn class could be defined in terms of the sailors it has created. From Paul Elvstrøm through to Ben Ainslie, from John Bertrand to Russell Coutts, the class is littered with some of the greats of the sailing world, and many of the greatest sailors ever to compete at the Olympic Games. Today the class has a huge number of talented and ambitious young sailors all aiming to join this long list of stars.

The Finn could also be defined by its technical development, evolving from wooden hulls and cotton sails into one of the most technically advanced dinghies in the world, but in doing so, actually becoming so rationalised and perfect that the boat offers more equal competition now that at any time in the previous six decades.

In post-war Europe, the Finn provided a focus as an affordable and competitive route to the Olympics, and in 1952 it was the only dinghy on the Olympic programme; it remained the only one-person sailing event in the Olympics until 1984, when the first windsurfer arrived. At those first Games the

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John Bertrand AO, Finn bronze medalist and America’s Cup winner, said, “I understand the constant push for Olympic sports to be television oriented. The Olympics must remain relevant. The Finn class however represented the purity of the Olympics — physically supreme competitors competing against the very best athlete sailors in the world.”
class started attracting some of the biggest names in the sport, names that would later become sail makers, mast makers, boat builders and boat designers. Their grounding in the Finn would influence their early development, as they became key players in the development of sailing and the sailing industry for the following half-century.

The Finn also developed sailors into athletes. With Elvstrøm setting a new standard for fitness and strength in sailing, the Finn taught sailors the benefits of training, courage and perseverance to become the most complete athlete possible. Finn sailors are widely regarded as among the fittest athletes in sailing, if not in most other sports as well. The values and ethics of hard work and sheer determination to succeed set the Finn sailor apart to perform at the best of their ability in arguably the toughest class in the world.

The Finn taught young men to push themselves to the limit, to excel and grasp opportunities, to be faster and stronger and reach higher levels – citius, altius, fortius. The nature of the competition provides the true test and the Finn provides the ultimate challenge. Throughout seven decades the challenge of the Finn has remained timeless – for the friendships, the competition, the rewards and most of all, for the journey.

The legacy of the Finn is unequalled in the sport of sailing; but the story will continue.

**THE DECISION**

The decisions on Friday 2 November and Sunday 4 November came down to a binary choice – the potential pot of gold or finding a way to include the best athletes in the sport. Few spoke ill of the Finn, and many seemed reluctant to vote against the class that has been such an integral part of the Olympics for so long.

Only those who have sailed the Finn will understand what it truly means to call yourself a Finn sailor: the dedication, the commitment, and the challenge of becoming better than yourself. It is something powerful to say you are a Finn sailor.

Sailing needs to develop and innovate, but is it necessary to reinvent itself so often that it loses sight of what is important? The frequent changes in equipment are killing the sport at Olympic level. It kills the will to be involved. There is no stability or constancy. It reduces confidence. The massacre that is ongoing for the Olympic classes does no one any favours.

The Finn has thrived for seven decades because it has always been a constant, reliable destination for so many talented and ambitious young sailors.

Since the decision, a lot of kind words have been spoken about the Finn class and its contribution to sailing. While great to see, and appreciated, it is of little consolation to the hundreds of young sailors who have had their Olympic ambitions wrecked. Many have spent years training, investing and committing to the journey, only to have the rug pulled from under their feet. There is a sense of grief at this turn of events, an outpouring of emotion, a feeling of betrayal and anger from all parts of the sailing world, and not all of them expected.

Today’s Finn sailors are the future of the sport. They are the heroes of tomorrow; the stars in waiting. Or at least they were supposed to be. That was their destiny since the moment they committed to the honour of mounting a Finn campaign. They may have briefly lost their direction, but they will not give up, and they will not succumb. They will endure and they will prevail. But they will always remember the day their dreams were crushed.

...to be continued..

**THE 2012 SILVER MEDALLIST, AND DOUBLE WORLD CHAMPION, JONAS HIGHH-CHRISTENSEN HAD THIS TO SAY. “I THINK THE FINN OVER TIME HAS PRODUCED THE BEST AND MOST ICONIC SAILORS. THE LEGENDS WITHIN THE CLASS ARE A TRUE TESTAMENT TO THAT. WITH ITS REMOVAL WE ARE REDUCING SAILING’S HISTORY WITHIN THE OLYMPICS. THE WEIGHT ISSUE IS OF COURSE A FACTOR THAT WILL REDUCE THE NUMBER OF POTENTIAL OLYMPIANS, BUT THEN AGAIN THAT IS THE CASE IN MANY OTHER SPORTS. IT IS SAID, AS THE CLASS IS THE MOST PHYSICAL, TACTICAL AND TECHNICAL ON THE OLYMPIC PROGRAMME. WE ARE EFFECTIVELY REMOVING THE STRONGEST CLASS.”**

**THE 1996 GOLD MEDALLIST, MATEUSZ KUSZNIEREWICZ, SAID, “OLYMPIC SAILING HAS SAID GOODBYE TO ANOTHER GREAT GROUP OF ATHLETES. FIRST IT WAS STAR SAILORS AND NOW GREAT FINN SAILORS. WALKING THROUGH THE BOAT PARKS IN HYERES, AARHUS, PERTH OR MIAMI YOU COULD REALLY RECOGNISE FINN SAILORS. NOT ONLY BECAUSE OF THEIR ATHLETIC AND HEALTHY MUSCULAR POSTURES BUT ALSO BECAUSE OF THEIR ENERGY, CURIOSITY, OPEN MINDS, STYLE, GENEROSITY, INNOVATIVE IDEAS, MEDIA RELATIONS AND PROFESSIONALISM. FINN SAILORS ARE STILL GENTLEMEN OF OLYMPIC SAILING. YOU WILL SEE IT IN TOKYO. I’M SURE I WILL SAIL FINN ONE DAY AGAIN.”**
The Hempel Sailing World Championships 2018, for the Finn Gold Cup, held in Aarhus, Denmark was the focal point of the year for most sailors, as well as being the second most important regatta in the quadrennium. The first eight places in Tokyo 2020 were up for grabs, and with 90 sailors from 42 nations competing for those places, it was the most competitive event for many years.

Zsombor Berecz’s emotional and historic victory, after winning the medal race, was the stuff of dreams. He had come back from an enforced four month break because of injury and claimed Hungary’s first ever Olympic Class world championship, and the first ever major Finn title. The defending champion, Max Salminen, from Sweden, had to settle for silver, while returning Olympian and 2016 European champion, Pieter-Jan Postma, from The Netherlands defied all the odds to take the bronze in only his second event since the Rio 2016 Olympics.

Conditions in Aarhus were about as far removed from the expected conditions in Tokyo as could be imagined, with generally light winds and flat seas. The event came off the back of a very hot European summer, but the conditions were quite mixed, with some rainy days, some very hot days and a cataclysmic squall on the penultimate day.

The series of 10 races and a medal race had two scheduled reserve days, one of which was used after the opening day of the final series was lost with no wind. The six qualification series races were completed in three days, though on the first day only one race was managed. This meant on the following day, the Finns had three races on the so-called stadium course, along with live internet TV coverage all day, in perfect sailing conditions – sunshine and wind. After six races the fleet was split into gold and silver fleets before the top 10 advanced to the medal race.

The fleet included 16 sailors who competed in Rio, as well as three Finn world titles, three Finn European titles and one Olympic Finn bronze. Almost everyone was there, with the notable exception of 2016 Olympic champion Giles Scott, who preferred to use his limited time to sail at the event in Enoshima a few weeks later.

The fleet also included eight sailors who had taken part in the World Sailing Emerging Nations Program in conjunction with the Finn class. The class brought sailors from Bermuda, Cuba, Iran, Hong Kong, Namibia, Serbia, South Africa and Venezuela and just before racing started, they took part in a clinic funded by Aarhus 2018, the Finn Class and World Sailing, along with a partnership with North Sails UK.

After a five-hour wait on the water for the breeze to stabilise on the first day of racing, one late race was sailed in 8-10 knots,
with Oscar raised for free pumping only on the final downwind. Jorge Zarif and Josip Olujic took the race wins in their groups after a very shifty race. Zarif only passed long time race leader James Dagge, one of the ENP sailors, at the end of the final downwind leg. Olujic led at each and every mark in his race.

Three races on the second day on the inshore stadium course, watched by the TV cameras, suited Pieter-Jan Postma perfectly to pick up three top three places and move into the overall lead. The wind built all day to top out at 13-14 knots, for some great racing. Tom Ramshaw also had a great day to move up to second with Olujic in third. Luke Muller also became one of only two sailors to win more than one race all week, with two impressive back-to-back victories. Unfortunately he could not keep this up and ended up 31st overall at the end of the week.

Everyone expected Aarhus to be a tricky venue, but the conditions on the third day turned the tricky level up to 11. The wind was coming directly off the Aarhus shoreline, causing disarray throughout the fleet. Huge wind swings and holes played their part as much as sailor skill and decisions.

The numbers paint a picture that words cannot briefly describe with many sailors picking up more points than they really wanted. However, European Champion Ed Wright got it right with two second places to take the lead in the regatta, but on equal points with world champion, Max Salminen, and Nicholas Heiner. Only seven points separated these three from ninth overall. After four different race winners, the fleet was split into gold and silver fleets. They had a day off, but it was about to get even tougher.

On their return to the water two days later, the fleet was frustrated with no wind, but two races were sailed on each of the following two days to complete the final series.

Only a handful of sailors managed anything approaching consistency on the first day of the final series. Despite scoring a second from last and then a second place, Wright took a seven-point lead at the top. Ramshaw was back up to second and Josh Junior moved up to third after most of the top ten picked up at least one high score. Three races were originally scheduled, however delay followed delay as the day got hotter and hotter. Finally one race was sailed under a blazing hot sun in very light winds before a further delay and a second race in 10-12 knots. The race course was a minefield of holes and shifts that caught out almost everyone at some stage. Several dropped out of the top ten, but it was an opportunity for others to make their move.

And then, just when they thought it was all over, Aarhus turned the tables again. The final races of the series looked doubtful for a long time. But the fleet was released late and got two races in, one of which will long be remembered. Alican Kaynar had been cited as one of the favourites, but only made it into the top ten on the final day, with a confident win in the ninth race. The weather was quite unstable, and the final race
began to sink in.

regatta, but now it was reality and his emotions took over as it comprehended what he had just achieved. He was finally world champion. He had been the favourite of many before the whole race, crossed in seventh and had to settle for silver.

Postma followed him round to move up three places and secure the bronze, while Salminen struggled the back on a nice shift and led all the way round the course to 9-12 knots onshore breeze.

cooperated with hot sunshine returning and a reasonably stable a shot at a medal. They all had a lot on. However the weather boats could still win and everyone had going into the medal race any of eight Junior.

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was started with a clearly visible major weather system coming down the coast. The final race was a crazy and fascinating race that ended with a battle of the fittest survival downwind to the finish as a 35 (some sailors exaggerated it to 40 knot) squall arrived at the end of the second upwind. There were lots of place changes with the big shift, as well as many capsizes and navigation errors downwind as sailors struggled to find the gate. Early leader Ioannis Mitakis led round the final mark only to capsize and end up 34th.

Salminen was in the leading pack and steered a perfect course downwind to take his second race win of the week, which gave him an eight-point lead going into the medal race from Berecz and Junior.

The fleet had been tight all week and going into the medal race any of eight boats could still win and everyone had a shot at a medal. They all had a lot on. However the weather cooperated with hot sunshine returning and a reasonably stable 9-12 knots onshore breeze.

After being forced to tack away at the start, Berecz crossed back on a nice shift and led all the way round the course to cross the line first. Postma followed him round to move up three places and secure the bronze, while Salminen struggled the whole race, crossed in seventh and had to settle for silver.

Berecz crossed the finish line head in hands, unable to comprehend what he had just achieved. He was finally world champion. He had been the favourite of many before the regatta, but now it was reality and his emotions took over as it began to sink in.

He tried to put how he felt into words, “It’s amazing. I know what it means for me and I know what it means to my team and my country and I tell you it’s a big thing. Everybody who sails the Finn dreams about winning this. Now it came true. It’s amazing.”

On the final few days: “There was definitely one turning point in my sailing this week when we moved to the gold fleet. As you can see on the results, I was the most consistent. This is what really paid off in the end.”

“If someone told me I would win this event, I would not have believed them, because I had four months off because I broke my thumb, and it was a tough four months. I only had one and half months training before these worlds, but I spent it really well and it worked out.”

Salminen said, “I got a bit out of tune with the wind on the first upwind and it was all about trying to fight my way back from that and I felt had a chance all the way round the course and time just ran out for me and I fell just short.”

But he never gave up. “I was trying to go for the win the whole race today. I was not thinking about any second place until the last reach to the finish, so in that sense it feels like a defeat but I guess that’s some sort of sign of strength, to be able to not be satisfied with the silver medal.”

Postma pulled up from sixth to bronze on the medal race.
It took me some time, more than other people, but that’s what I
needed. And that’s my growth as a person, which is nice.

Postma explained, “I have a lot of experience but I always
lacked in peaking at the right moment.”

Since the Rio Olympics, “I did a lot of work in teams, I did
a lot of match racing, and you learn more skills, how to handle
and how to cope and I never had that before. I went to Olympics
quite a number of times, always as one of the favourites and it
never showed. And that’s my growth as a person, which is nice.
It took me some time, more than other people, but that’s what I
am happy with.”

On going for the medal, “You give everything for a medal,
you give it all, but you don’t know, but of these guys anyone
who was in the top 10 had the right, and had trained for a
medal. The level is high, and I would have been pleased to
see any of them with a medal. Today it’s me; next time it’s
someone else. I feel I was also a bit lucky today.”

Berecz’s victory could be called poetic justice. He became
the most successful Hungarian Finn sailor in 2016 with a silver
medal at the Europeans, so perhaps it was just a matter of time
before he took the world title. He is well
loved within the Finn class, and a great
champion. However this year has been
hard for him. He broke his thumb just
before the Europeans in Cádiz in March,
while trying to do someone else a good
deed.

“You’d had a great day training in Cadiz.
I was so pumped up. On the way home,
I saw some hiking pants fall off the van
in front of me. I stopped with my bike, I
grabbed it and then I saw they stopped at
the next roundabout, so I was going full
speed to reach them to give it back, but
the leg of the wetsuit got caught in the
front wheel and stopped it completely and
I made a front-flip, and I broke my thumb.”

He was out of sailing for four months
recovering. His win in Aarhus is therefore
not only not a massive achievement, but also
sweet justice.

He may not yet have fully absorbed
the idea that he is 2018 Finn World
Champion, but he’d better get used to
it, as it will stay with him for longer than
usual. The next Finn Gold Cup, in Melbourne, Australia, is not
taking place until December 2019.

With only eight nations in the ten-boat medal race, the eight
places in Tokyo were also decided early. These were: Argentina,
Canada, Hungary, Great Britain, Netherlands, New Zealand,
Sweden and Turkey. The next qualification opportunity will be
at the 2019 European Championship in Marsala, Sicily.

He seems to have found new power and energy, and
while his comeback surprised many, his success is also turning
heads, finishing ahead of his main rival for the Tokyo place,
while his return turned many, his success is also turning
heads, finishing ahead of his main rival for the Tokyo place,
while his return surprised many, his success is also turning
heads, finishing ahead of his main rival for the Tokyo place,
Safe leeward position, dirty air, crossing ahead or taking the stern – we all know how boats next to each other influence one another. A year ago, we did a study with the help of computer flow simulation, to put numbers on and quantify these gains and losses. In this article, we look at boats interfering with each other when sailing upwind. We limit ourselves to the ‘air phase’: boats interact with each other under the water as well, but that’s another study.

**ON THE SAME TACK**

Let’s start by looking at boats on the same tack, sailing in the same direction. We choose as yardstick a boat sailing on its own to windward in a fairly stiff breeze of 18 knots. We define its efficiency as 100% (see Figure 1) and compare boats in interference with each other to this boat sailing alone. Efficiency is determined as the forward driving force of the boat, corrected with a little penalty with the side force heeling the boat over. The speed of the boat is directly proportional to this efficiency, but not exactly the same. At a typical upwind speed of 5.2 knots, the gain in speed is a little less than half of the gain in efficiency, so if your efficiency is 110%, your gain in speed would be about 4%.

In the first case, we have two boats side by side, equal in terms of sailing upwind (see Figure 2), with their bows aligned and at one boat length distance from each other: The typical safe leeward position. The leeward boat has an efficiency of 102%, so gaining a little on a boat sailing on its own in the fleet. The efficiency of the windward boat, on the other hand, is only 82%, so he cannot live long in that position and will soon tack away.

In the second case, the windward boat is more advanced so that its bow is level with the leeward boat (see Figure 3), seen in perpendicular to the path the boats are sailing. Now the two boats are roughly even, but both losing considerably to the solo boat, with efficiency numbers of 88 and 89.

In the third case, we have a boat following precisely in the wake of the boat in front of it, at a distance of one boat length. The boat behind (see Figure 4) is in obviously in bad air (efficiency 76%), while it is at the same time bending the wind...
Sailboats are complex creatures. They move in a more or less stable wind field, often called the true wind, creating by virtue of their own motion the apparent wind. The true wind is what you feel in your face while standing ashore—when sailing along you feel the apparent wind. The speed of the true wind varies with height, due to the friction of the sea and the waves: At the masthead height of the Finn the wind is 15 to 20% stronger than at deck level, varying from day to day, depending on the weather situation (or even during the same day, especially in the morning vs. afternoon). When the boat is moving through this variable true wind, the apparent wind varies not only with height but also in direction. This variation in direction is usually in the order of 5° from sail foot to head but can be much more, or hardly anything at all.

When simulating boats on opposite tacks, each of the boats creates its own apparent wind, and you need to use a simulation model where the boats are actually moving in a true wind field. This is computationally much, much more demanding, and has only been possible for a few years. When investigating boats on the same tack, moving at the same speed, you can calculate the apparent wind beforehand, freeze the motion of the boats and apply the apparent wind on them. This makes it possible to investigate in a physical wind tunnel, too, even if preferably a ‘twisted flow’ tunnel.

(i) To be exact, you don’t feel the apparent wind, but rather the ‘local flow’, which is influenced by the boat, its motion, and the sails. The ‘apparent wind’ is just a fictitious construction. This may sound picky, but go inside the cabin and you feel no apparent wind at all. On the windward side of a sail, the ‘apparent wind’ is much weaker than on the leeward side, and you can feel this when you walk about a big boat. On the inside of a big genoa there hardly any wind at all.

**Taking sterns, rather than crossing in front**

Now let’s take a look at boats sailing on opposite tacks. While we have earlier looked at the interference of boats on the same tack (with the Star), this is to the author’s knowledge the first time effects between boats on different tacks has been assessed. While with the boats on the same tack differences can be inspected in a usual ‘virtual wind tunnel’, or even in a real physical wind tunnel, that is not the case with boats on opposite tacks. On opposite tacks, each of the boats creates its own apparent wind, and you need to use a simulation model where the boats are moving in a true wind field (see sidebar ‘True and apparent wind’ for more on this). It turns out that with boats on opposite tacks we have the most surprising results.

First, we focus on two boats crossing upwind, very close to each other but so that both hold their course, just so that the port boat doesn’t need to bear away. Initially, when the port boat crossing behind is still three boat lengths away, both boats gain a little. As the port boat approaches, it starts to gain more and more, showing an efficiency of 117% at two boat lengths away. At this point, the starboard boat, crossing in front, has an efficiency of 100%, deteriorating fast: At one boat length, the starboard efficiency is 85%, while the port is 125%. When the bow...
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of the port boat is approaching the transom of the boat ahead, its efficiency has grown to 137% (see Figure 10), while the starboard boat is down to 75%.

A little further and the port boat is in the bad air, dropping down to 75% (see Figure 11), but as soon as crossed, the efficiency is for a while more than 100%. All in all, the average efficiency for the boat crossing behind is 107%, while for the starboard boat it is only 91% (see Figure 12). So by crossing behind, you not only gain yourself but do some damage to the boat crossing ahead. What’s the reason for this? The starboard boat (crossing ahead) is bending and accelerating the wind for the port boat, taking its stern. The port boat is sailing a lift, and with more wind, ever more so as it approaches the starboard boat. Naturally, this has nothing to do with starboard and port, but only who is crossing ahead and who behind.

Then we look at crossing behind multiple boats, as often is the case after a bad start, for instance, when bailing out for clear air. In this last case (see Figure 13), the port boat is sailing behind three boats on starboard tack, separated roughly two boat lengths from each other. The pattern is the same as in the two boats’ case, the port boat gaining still a little more on the first starboard boat than the two others. The damage is also most significant on the first starboard boat, which is down to 85% efficiency, while the port boat is up at 145%. The port boat causes less harm to the next two boats that remain at close to 100%, while the port tack boat still has an efficiency close to 140% at best. In boat speed terms, the gain of taking sterns would be 0.3 knots, or from 5.2 knots to 5.5 knots. In centimetres, that’s about 75 cm/stern, or one boat length gained after sailing behind seven boats. Far from being insignificant. However, remember that boats interact with each other under the water as well, ignored in this study.

For animations, look in Youtube for “WB-Sails simulations"
In his final year as an U23 Finn sailor, Ondrej Teply, from Czech Republic, dominated the 2018 U23 Finn World Championship to win the title in style. The venue was Koper, Slovenia and it was the first time the Finn class had held a major championship in this northern Adriatic country. It was also the 20th edition of what started in 1999 as the Junior World Championship, before slowly evolving into the U23 World Championship. The Jorg Bruder Finn Silver Cup was later donated to the class in 2004, by the Brazilian Olympic Committee. Teply had previously won the Junior World Championship in Valencia in 2015.

The silver medal went to ever improving, 20-year-old Joan Cardona, from Spain, while Hector Simpson, from Britain, like Teply, in his last year as an U23, took the bronze after a slow start to the week.

Teply only won two of the shortened nine race series, but had six top three finishes, and only once outside the top 10 in the 35 boat fleet, which represented 19 nations. He led the field after each day, stretching and losing his points lead in the often fickle conditions, that caught out most sailors at some point.

After the practice race was abandoned because of a very strong Bora blowing, the first day of racing was sailed in the gradually reducing north-easterly that was trying to switch to the north-west. Swiss hopeful, and the current European U23 champion, Nils Theuninck, won the opening race, perfectly judging the huge shifts in the wind. The defending champion, Oskari Muhonen, from Finland, took a confident win in the equally shifty second race, but the capricious wind was in to
The expected 10-14 knot sea breeze barely showed its face all week, with the breeze gradually clocking through to the south-west over the coming days and only occasionally building to normal levels.

**One Race on Day 2**

The only race possible on the second day proved controversial until the end of the week, with huge wind swings and some very light patches causing large changes throughout the fleet. In the end the race committee decided to let it run and then had to defend it against several protests to get it thrown out as unfair. Unfazed, Muhonen took his second race win, while some of the early front-runners ended deep, and others never really got off the start line.

Three races on the third day put the event back on track, and with the odd wind direction, the fleet ended up tacking up Koper’s shoreline, dodging swimmers, SUPs, sun bathers and several delighted onlookers. After picking up 50 points on the first two days, Simpson made his move on the third, recording three second-places to move into the top 10. Cardona also had a good day to move up to second. Theuninck held on to third by just one point. Teply had a poor final race but proved he deserved to take the title with a recovery from around 30th at the first mark to 13th at the finish. It ended up being his discard, but showed his determination to go out with a win. Newcomer, Georgii Patches, from Ukraine, got it all right in that race to take the gun.

The fourth day of racing was almost a carbon copy of the third, with racing up the shore to get the wind bend, less current, and better scenery. Teply and Cardona repeated their race wins from day four, while Guillaume Boisard, from France, won the second race of the day, following some particularly high scoring races.
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Congratulations to Zsombor, Max, PJ and Josh for their success using Art of Racing booms
Teply had an eight point lead over Cardona, with Theuninck still third, on equal points with Simpson, who was the best sailor in the second half of the week. However an unrelated protest between two other boats led to the disqualification of one of them, and that moved Simpson up to third with a one point advantage, one that was ultimately decisive as no racing was possible on the last day.

NO RACING ON FINAL DAY
Theuninck and Cardona desperately wanted to race on the last day, but despite waiting until just short of the time limit, the race committee could not lay a fair and square course. After several hours of nothing, broken by a fitful wind and several abandoned attempts at starting, the wind finally returned from the northeast. However, with a huge direction variation down the course area, a course could not be set in time and the fleet returned empty handed.

Teply took the title, but had a nerve-wracking day waiting. “It was a long day on the water, but I am very happy to win my second Silver Cup. It was a very tough day with sometimes wind, sometimes not. We tried to start a few times, and in the end, luckily for me we didn’t make any.”

On the week “It was hard. I was surprised with the level of the fleet. It was very hard to hold onto the position all the time to stay in front especially with the conditions. But I am happy for all the juniors in the Finn fleet. They have improved a lot and made me work quite hard for this. This is my last Silver Cup, so I am very happy to say goodbye with the win.”

Cardona, who still has several years to go as an U23 said, “Looking at how I started the week I think it is very good to finish in second place. But today I wanted to race. At the end we had some wind, but the race committee decided not to race. Ondra takes the win and he was better from the first race, so congratulations to him.”

Simpson gained one place Thursday night from a protest decision between two other boats to move from fourth to third, but it was still a tense day.

“it was a really good competition Everyone had some big scores apart from Ondrej and Joan, who managed to put a really consistent series together and they came away with gold and silver, so consistency was really the key this week, staying out of the wind holes and getting off the start line.”

SHARING AND LEARNING
Within the fleet there were also a very encouraging ten U19 sailors, competing for their own set of medals. Last year’s inaugural winner, Federico Colanino, from Italy, had a mixed week, but led the group into the last few days to retain the gold. Lachlan Gilham, from Australia took silver with Slovenia’s Liam Orel repeating his bronze from last year.

These young sailors are at the start of their long journeys in sailing, and the Finn class provides an excellent classroom for sailing and for life. The fleet included sailors from 19 different nationalities and cultures, all mixing together in one group, learning, training, becoming friends for life, sharing their own cultures and experiences. They all have their own individual battles, but are all like-minded, committed athletes on the same journey.

Next year, the journey for these young athletes will take them to Anzio in Italy for the 2019 U23 World Championship.
The Finn’s designer, Rickard Sarby (left) was a prolific letter writer. Here is one that surfaced in Matt Visser’s family archives.

It was sent to his father, Martin Visser (right) and gives a fascinating insight into Swedish canoes and the design of the Finn.

Rickard and my father Martinus (Martin) Visser or ‘Tinus’ as referred to in the letter, met at the 1948 Olympics in Torquay sailing Fireflys.

Dad and Rickard instantly hit it off as life long friends sharing a similar sense of humour and talent for yacht design.

Dad had qualified for the Games and was the Flag Bearer for Holland, however six months prior to the Games he broke his femur in a motorbike accident, which was still in a splint so the Dutch federation replaced him with reserve Jacob De Jong.

Back then, the reserves were allowed to compete in the pre-Olympic regatta, and Dad created quite a stir with the Dutch media by going on to beat Elvstrøm and win the regatta with his leg still in a splint. The Dutch media was unaware of his leg and was instantly asking why was Visser chosen as reserve? However Jacob De Jong went on to receive the Bronze behind American Ralph Evans and of course Paul Elvstrøm taking his first gold medal. Rickard took the leather that year and came away with some ideas which became the foundations for the most successful singlehander of all time.

After the Olympics, the Finnish Yachting Association held a competition for a new design for the single handed monotype for the next Games in Helsinki.

I’m not so sure how serious Dad was in his bid, but he
previously sent Rickard a design with a sail plan that Rickard comments on in his return letter. The reason Rickard talks about the efficiency of a single mast or Cat rig is because the Firefly as you know, had a jib and main, which he thought to be superfluous.

The Visser family decided to move to Australia where Dad and my Grandfather Hendrik Visser designed and built many Stars, 5.5s etc at our house. Dad moved into the Star class representing Australia at the Tokyo Games making him the first sailor to become a dual Nationality Olympian. He later sailed as tactician and starting helmsman on Gretel II in the 1970 America’s Cup, amongst many other achievements in a sailing career that spanned over 75 years.

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**FINNFARE NOVEMBER 2018**

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**SAIL PLAN**

Stars, 5.5s etc at our house.

Dad moved into the Star class representing Australia at the Tokyo Games making him the first sailor to become a dual Nationality Olympian. He later sailed as tactician and starting helmsman on Gretel II in the 1970 America’s Cup, amongst many other achievements in a sailing career that spanned over 75 years.

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David Bull writes: The Australian sailing season commences in most areas mid September and runs through to the end of April although in the warmer climates of Queensland we sail all year round.

July, although mid winter, was the time chosen to run the Queensland State Championships at the Royal Queensland Yacht Squadron in Manly, Brisbane. Six races were programmed over Saturday and Sunday 14th and 15th July. At this time of the year the temperatures are around 22 °C, the water about the same, and with lots of sunshine and light westerly breezes. It is also an opportunity for those living in the southern states to get away from the cold weather.

Phil Chadwick, our National President, very wisely programmed the racing to start at 0830 hours each day as later on the winds generally fade out. His decision proved to be correct with 8-12 knot westerly winds and although a bit chilly at that hour we managed to get in three races on Saturday and 2 on Sunday.

Everyone was back on shore, boats washed down and showered ready to enjoy lunch and few beers in the beautiful sunshine…not too shabby really.

There were 14 entrants with visitors from Melbourne and Sydney making the trip north. It was a 3,600 kilometre round trip for Melbourne visitors, however they thoroughly enjoyed the experience.

The racing was close with just two points separating the top three. Matt Visser won on count back from Phil Chadwick in second and Rob McMillan in third. Bill Hodder from Melbourne won the legend’s trophy.

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Richard Berg-Larsen writes: The yearly Pork Cup was sailed outside Vallensbæk on the 3rd of November and we had 23 Finns on the line in gorgeous Summer weather and not the kind of weather we have been used to when we have the Pork Cup.

The Pork Cup is a special event where we meet for breakfast, and leave the marina when the pork meat is placed into the oven. We then sail until we get a signal that the inside temperature of the port says ready to eat in about half an hour, after which we return to port.

The Pork Cup is now so popular that it cannot grow anymore without getting bigger kitchen facilities, so that’s a new problem, which must be solved before next year.

The picture shows the unusual November weather, and bear in mind that we had 5 cm of ice in the marina for this regatta a few years ago.

The 2018 Pork Cup was won by Otto Strandvig.
Open Belgian Championship, Ostend

Wim Henderieckx writes: This was the third edition hosted by the Royal North Sea YC from 8-9 September, a top location, as we all know with a wonderful atmosphere and great trophies. In 2014, a measly 11 dinghies on the Spuikom, four years later, we had 26 Finns sailing on the North Sea, among them 13 Belgians.

The weather cooperated. Two days of good winds and six really nice races. Sailing with tides always is a bit different. And the sandbank smack in the middle of the course made for pretty interesting shifts in the field. Tobias was hell-bent on winning but couldn’t get his head round the situation and had to let go of a good start. Even Uli didn’t manage to get a grip on things and had to come back from far in the back a few times: second at the end of day one. Bas De Waal and his new boat, proved to be really tough to hang on to. A deserved first at the end of the first day. The Belgians were slugging it out in the second row. Who is it to be? Sigurd, a strong fourth. Our rookie, Matisse, ends tenth. Wim was 12th. Even forgot to hand in his badge and got a penalty, otherwise he would have finished third Belgian.

We were treated to a delicious evening meal. A healthy portion of fish stew or a humongous spaghetti bolognaise. White wine offered by the Belgian Finn Class. Conviviality and fraternisation: the operative words for this get-together of Belgians, Dutch and Germans.

Day two: more of the same, with an occasional extra puff, peaking at 12 knots. A cliffhanger, no less. Uli and Tobias were clearly in a class of their own. They adapted very quickly to the difficult circumstances. Tobias tended to be out front more, but Uli was learning the ropes fast. The fight with Bas turned out to be very exciting.

Even though he may have dropped the occasional stitch, Sigurd was the well-deserved Belgian Champion, in sixth overall. Matisse was treated to a standing ovation by his former Europe buddies: happy as a clam with his new Finn and a second place for his Finn debut, and eighth overall. He’s one to watch out for in the coming years.

Wim fills up the Belgian podium, 12th overall.

A raffle was held at the end of the award ceremony, for a brand new sail. The happy winner: Wim Craenen. Odds are he’s going to stick with the Finn class … Everybody went home with three prizes, thanks to our sponsors: Bank Delen, Optiteam, Wittewrongel Sails, Marine Center… A big thanks to everybody for their commitment, also for Frank and Eddy. It really was an unforgettable event.

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Warsash Open and National Ranker

18 Finns ignored the foreboding forecasts of storm Callum to enjoy a gruelling but hugely satisfying weekend of first class Finn racing at the final event of the year. It was also a shoot out for the GAC Pindar U23 squad, with the top two in the Traveller Series each receiving £500 grants towards the 2019 U23 World Championship.

With five race wins out of six races for Hector Simpson, bronze medalist at the U23 World Championship, took an easy win on the scorecard, but less than easy on the water with a strong challenge from Callum Dixon and other young sailors. Dixon was in his element in a gusty 18-25 knots and set the early pace upwind. James Skulczuk and Cameron Tweedle shared third and fourth places all weekend.

The travellers series for the Silver Finn Trophy was awarded to Tweedle, although Simpson had closed the gap to a single point, with Skulczuk only one point behind – the closest finish for years and testament to the close competition between the latest generation of Finn sailors.

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Luis Mosquera writes: The Finn Class in Brazil is running at full speed. Mid-year season started in Rio de Janeiro with Copa ICRJ on March 10-11. Six boats from Rio and São Paulo kicked off the season at Guanabara Bay to celebrate the 98th anniversary of late Clube do Rio de Janeiro sailing four races in heavy winds from south. Gustavo Vaitsman won the event, followed by Luis Mosquera in second and Ricardo Santos in third.

The following event was Copa Outono from 21-22 April. Seven boats from Rio, São Paulo and one special guest from Italy attended the four races scheduled for the event in Guanabara Bay, this time bringing light winds from the south-east and strong currents. Ricardo Santos was the overall winner with Arnaldo Fernandes from ICRJ in second and the former National Secretary, Jorge Rodrigues, in third. The awards ceremony was held at the rooftop of the Convés Bar with a magnificent view of the Sugarloaf and the bay.

Meanwhile in São Paulo, ten sailors competed in the Campeonato Paulista hosted by YCP. Six races were completed at Guarapiranga Lake. The overall winner of the event was Ricardo Santos from YCSA followed by Robert Rittscher from YCP and Pedro Lodovici also from YCP in third.

Over the long weekend from September 28 to May 1st, eighteen boats from the Brasilia fast growing fleet, Rio de Janeiro, São Paulo and our Italian guest got together for the very first Brazil Masters at Paranoa Lake. The Brasilia fleet along with the management of the late Clube the Brasilia worked hard to set a fantastic event with plenty of activities onshore as well as great races on the lake. The first two races were sailed with a light breeze from the east with 20 degrees windshifts and huge variation in the pressure. Giorgio Bottin from ABBB won the first race while Juliano Camargo Rosas from ICB got the bullet in the second one. After the races the sailors enjoyed a Brazilian barbecue at the club bar. The second day of the championship also started with an east wind, now at seven knots, and as usual for Lake Paranoá, with big windshifts.

Luis Mosquera from ICRJ won the third race and Robert Rittscher from YCP won the fourth race of the championship. Three races were scheduled for the last day. Race five was sailed with 6 knots from the east. Luis Mosquera led the race from start to finish, but was UFD. Marcos Amaral and Carlos Freitas were also UFD. Ian McKee sailing flawlessly won the race five. Robert Rittscher won the number six and Ricardo Santos won the seventh race. In the overall standings, Juliano Camargo Rosas became the first winner of the Copa Brasil Master with Robert Rittscher in second and Ricardo Santos in third. In the awards ceremony all sailors had the opportunity to enjoy a great pasta party offered by Iate Clube de Brasilia and our international guest, Ettore Thermes from Italy.

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The overall winner of the event was Ricardo Santos from YCSA followed by Robert Rittscher from YCP and Pedro Lodovici also from YCP in third.

In the final event of the season on September 30, eight sailors got together in Guarapiranga Lake to compete at Copa Paulista Master. Three races were sailed in shifty winds from the south. Luis Mosquera won the first race, Cristiano ‘Piza’ Ruschmann was the winner of the race two and Ricardo Santos got the bullet in the third. In the overall standings, Ricardo Santos was the overall winner, followed by Luis Mosquera in second and Cristiano ‘Piza’ Ruschmann in third.

With strong the class is. In Rio de Janeiro, nine sailors from Rio and Brasilia competed in the Semana Internacional de Vela. Antonio Moreira from CNC was the overall winner with five victories in six races, followed by André Mirsky from ICRJ. Arcélio “Mareo” Moreira, Antonio’s father and a sailing veteran making his debut in the Finn Class was the third overall.

Luis Mosquera in third.
After great conditions for training, when the racing started at the World Cup Series in Enoshima, at the 2020 Olympic venue, the wind dried up and it became largely a light weather series.

Nicholas Heiner opened the series with two penalties, after finding his boat was underweight on Day 0, despite being correct the day before. He was best on the water with a 1, 2 but Giles Scott was leading. Scott maintained his lead on Day 2 but was tied on points with race 4 winner, Jorge Zarif. Heiner was moving up with another race win, and on the third day he moved up to second overall while Scott moved into a three point lead.

After Day 4 was lost, Heiner made the best of Day 5 to take a three-point lead over Giles Scott and a four-point lead over Ed Wright into the medal race. But a lack of wind meant the medal race could not go ahead so the results stood.

It was a solid return to the Olympic circuit for Scott, who had not raced his Finn since April, but unusually he had to settle for silver.

“To come here and race against the top guys and come away with a silver medal is great,” said Scott. “I was keen to come out to see what the Olympic venue has to offer, and it seemingly has an awful lot to offer. I’ve been away from the Finn a little while now, and it’s probably about time to start ramping it up again.”

Wright, added: “This result rounds off the year nicely but I was really disappointed not to win the world championships as I was so close. Next year I’m going to come back even stronger.”

Heiner, “It was a great week for me, I was nine points behind at the start and on the back foot. I had a really solid week and I’m really happy with the way I sailed. I’ve raced against most guys a lot this year and this is only the third time I’ve raced against Giles. He’s kind of the unbeatable man and to do that from nine points behind feels good.”
Coppa Italia 2018

Marco Buglielli writes: Six out of seven events are now completed in the 2018 edition of Coppa Italia Finn, with 27 races sailed always in good conditions and 61 Italian sailors participating in at least one event.

The events were sailed in Napoli, Gaeta, Scarlino, Gravedona, Acquafrasca and Ancona. The wind was always good and a series of nice races was sailed, with the usual fun and camaraderie after sailing.

19 years old Federico Colaninno, who recently won the U19 trophy at the Silver Cup for the second time, started the series with a win in Naples and still maintains the leadership in the ranking with five points on Roberto Strappati and six on Tommaso Ronconi. The Masters follow in fourth and fifth place with Giacomo Giovanelli and Marco Buglielli.

The final event will be in Viareggio on 27-28 October for the classic Bertacca Trophy.

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

Malcesine Finn Cup

At the end of September a beautiful edition of the classic International Finn Cup - Andrea Menoni Trophy was sailed, organized by Fraglia Vela Malcesine.

Participation was good, with 47 helmsmen coming from 12 countries, and technical level was high, with the presence of some Olympic athletes and some highly competitive Masters such as Russian Vladimir Krutskikh, twice World Master and current Masters European champion.

Three sunny days, with light Ora for the first two races and then between 12 and 18 knots, allowed all the six scheduled races to be sailed, well managed by the Race Committee chaired by Carlo Tosi.

The fight for the top positions was resolved in favour of the Spaniard Pablo Guitian, with very regular placings (17-5-1-2-2-2). In second place was Croatian Nenad Bugarin (10-8-2-3-1-1) who finished ahead of Team Fantastica representative Vladimir Krutskikh (5-7-10-6-3-3), the Estonian Deniss Karpak and the young Hungarian Elemer Haidekker.

The first Italian was Marco Buglielli in 11th place and he was awarded the prestigious Andrea Menoni Challenge Trophy, dedicated by Nicola to his father Andrea, a Finn sailor, winner of the Finn World Master in 1971 and for many years coach of the Italian Olympic teams.

Other awards were assigned to age categories: first Master was Vladimir Krutskikh, first Grand Master Michael Maier, the Dutch Ian Zetzema was first among the Grand Grand Masters (over 60) and the first Legend was the Swiss Hans Fatzer.

The award ceremony took place in a festive atmosphere and numerous prizes were offered by Negri Nautica Store in Torbole (wetsuits and other Zhik products) and by KevLove Curious Bags of Bogliaco sul Garda, which offered its products made of sail fabric, including beautiful bags for the transport of sailing equipment and for documents.

For the first time this year there was a ranking for teams of three Finn, with coefficients for Master categories. The Austrian team formed by Florian Raudaschl, Michael Gubi and Bernhard Klingler won and was awarded with bottles of Italian wine and olive oil.

The President of Fraglia Vela Malcesine, Gianni Testa, congratulated all the participants for the sportiness and the beautiful atmosphere, bringing greetings from Hans Chiocchetti, a Finnist from Lake Caldaro who created this regatta in 1980.

1 ESP 17 Pablo Guitian 12
2 CRO 10 Nenad Bugarin 15
3 RUS 73 Vladimir Krutskikh 24
4 EST 2 Deniss Karpak 26
5 HUN 911 Elemer Haidekker 31
6 CZE 1 Michael Maier 31
7 AUT 3 Florian Raudaschl 32
8 SLO 99 Jan Orel 42
9 CZE 80 Jozif Martin 47
10 AUT 7 Michael Gubi 65
Peter Aukema writes: For the 2018 season Finn Club Holland introduced the Finn Fabulous Five series. Five, sponsored, events with special prizes, free beers at the slipway after the race, and Champagne during the award ceremony, like the Formula 1, directly after racing. Those contestants who compete in at least four of the five matches have a chance to win a new North Sail during the raffle at the annual meeting in January.

There were 40 competitors starting the season in the first weekend of April at Loosdrecht during the Tulpenrace (Tuliprace). Beautiful sailing weather on Saturday (unfortunately Aeolus didn’t show at Sunday) with moderate winds and, already, a lot of sun. Tobias Kirschbaum showed directly his intentions for this season and with 7 points after four races he went off with the main prize just ahead of local heroes Bas de Waal and Albert Kroon.

The second weekend of the Fabulous Five series took place at Harderwijk during the Dutch nationals sprint. With 33 contestants and 13 short races in light conditions the light wind specialists showed their skills. Arjen Vos was the best sailor on Saturday but unfortunately he was not able to compete on Sunday so good old, re-entering, Gerko Visser took his chance and won the series with 44 points. Nanno Schutrups in second and Joos Bos, with over 50 years of sailing experience, on third.

The next one on the programme was the Summerregatta on the Famous Sneekermeer, well-known from the Sneekweek. This is not the home fleet of the Finn. Traditionally they sail a lot in floating wood on Sneek. Between the 250 mostly classic boats, like the Rainbow, the 20 white Finns with their carbon masts were a small attraction and we had great sailing too. After a light wind start to the season we finally had good winds (12 to 20 knots) and a lot of rain, indeed the only rainy weekend of the Summer. Tobias showed a lot of speed in his Fantastica and won the series convincingly ahead of Ronald van Klooster and Michel Mittenburg, sailing their first regatta of the season.

Two weeks after the Summerregatta the Finn fleet went to Hoorn at the IJsselmeer for the famous Finnale regatta. 35 competitors struggled in light winds with a lot of pressure differences in the bay of Hoorn. Sunday we had to wait a few hours between Race 1 and 2, on the water, before race officer Evgenia Kirschbaum initiated the starting procedure. The last two on Sunday were a good reason for waiting though. Finally some wind. Despite the big shifts making it even hard for local hero Tobias we had some nice sailing. Arjan Vos won the series just before Peter Aukema and Ronald Ruiter. Indeed a completely different podium again.

Before the final weekend Tobias Kirschbaum had the lead by only one point from Peter Aukema in second and Gerko Visser in third. The last event would be crucial.

The fifth and final weekend of the Fabulous Five was again on the IJsselmeer during the Dutch open at Medemblik. 45 contestants enjoyed great sailing weather, light to moderate breeze on Friday and on Saturday and Sunday average 14 knits. Pieter-Jan Postma took the win and it was good to see that number 2, 3 and 4 were all youngsters. Tijmen van Rooteselaar was second before Laser sailor Niels Broekhuizen and in fourth was Tobias Kirschbaum. First old man in sixth was the German master Uli Breuer.

As it was not the weekend of Peter Aukema, Tobias won the Fabulous Five series with two fingers in the nose (Dutch saying) in the end. Next year we will definitely continue with this way of competitive sailing. A lot of sailors showed enthusiasm for this concept so we hope everybody will join us next year.

Next year the following races will be part of the Finn Fabulous Five:

13-14 April- Tuliprace in Loosdrecht
18-19 May- Finnale in Hoorn
6-7 July Open Dutch Nationals Masters- Port Zelande (same location as the 2020 World Masters)
31 August 1 September – Randmeerrace- Harderwijk
20-22 September- Open Dutch Nationals- Medemblik

NETHERLANDS
**Sweden Cup 2018**
The Sweden Cup is a series of regattas. In 2018 it included the GKSS Olympic Class Regatta in Långedrag from 12-13 May, USS Regatta in Uppsala 9-10 June, Swedish Championship in Träslövsläge 10-12 August, as well as Sola Cup/Sweden Cup Finals/Class Championship for Masters in Karlstad. The top five placings were: 1 Fredrik Tegnhed, 2 Svante Collvin, 3 Mikael Nilsson, 4 Stefan Nordström, 5 Pär Friberg.

**Open Russian 2018**
Vasily Kravchenko writes: The tenth traditional Open Russian Finn Association championship attracted 50 participants in 2018 from nine regions of Russia and from Australia and Estonia. Many strongest sailors of Russia such as participants of Olympic games Alexey Borisov and Georgiy Shaidukov and several times medalist (including Gold) of Silver Cup Arkadiy Kistanov joined the competition.

The weather only allowed to use two of five racing days, but nevertheless the race committee managed to carry out seven races.

On the whole the races out tactically complex – there was no clearly expressed advantageous side – the situation constantly changed, and from the racers were required both good navigation under such conditions and a lot of luck.

On the first day Alexey Borisov was the luckiest – and he took lead after first four races. As for the next day the most successful result was shown by Yuri Bozhedomov, and he managed to get the same number of points as leader and to take thee leadership by number of wins. Good and stable results were also shown by Arkadiy Kistanov and Dmitriy Petrov, and they placed on third and fourth places respectively. All four sailors approached the medal race in the frame of seven points so that any of them it could become winner.

But unfortunately, the final day did not give good wind for sailors and organisers. The medal race started in difficult wind conditions but was later cancelled. Dmitriy Petrov had leading in the race with enough margin from his rivals to win whole regatta. But in the end, Yuri Bozhedomov took the title of winner of Open Russian from Alexey Borisov and Arkadiy Kistanov. Bozhedomov also took the Russian Finn masters title as well, while Kolyachenko Kirill was the first junior.

**Sola Cup regatta in Karlstad 15-16/9**
Winner of this year’s Finn regatta in Karlstad was Fredrik Tegnhed from Pär Friberg and Mikael Nilsson.

**Swedish Masters 2018**
In connection with the Sola Cup regatta in Karlstad 15-16 September, the regatta also included the Swedish Masters 1st Fredrik Tegnhed, 2nd Pär Friberg, 3rd Mikael Nilsson.

**Swedish Championships**
Held in Träslövsläge 10-12 August, it was also the Swedish championship for the OK Dinghy
Top 3: 1 Björn Allansson, 2 Laurent Hay, FRA, 3 Fredrik Tegnhed
The top 3 in the Swedish Championship were: 1 Björn Allansson (Swedish Champion for the 7th time and Gold Medalist). Silver medalist: Fredrik Tegnhed and bronze medalist: Lars Edwall.

**KSSS Olympic Class Regatta 2018**
On the weekend of 6-7 October, the Olympic Stadium Regatta was sailed in Saltsjöbaden, outside of Stockholm. The Finn class was represented by 15 Finn sailors. The winner was the national team sailor Johannes Pettersson. In second place Oskari Muhonen, FIN and in third Erik Lindén.
Finnmania, Grandson
Beat Steffen writes: The forecast was looking good for Grandson, from 18-19 August, in the days before, and indeed, 24 boats lined up on Saturday in a 10-12 knot north-easterly, locally called ‘la Bise’.

Christoph Christen and Andreas Bollongino used the small shifts best, rounded first at the top mark and did not look back. The wind allowed for two more races, now in 8-10 knots, and without free pumping. But that did not stop Christen and Bollongino, who ended the day as first and second, followed by Kurt Lorenz.

The day was concluded with a fantastic grill buffet and the sailors enjoyed the great spirit in the Swiss Finn Class.

Sunday allowed for two light wind races in a shifty and inconsistent therimical breeze – making even Christen suffer a sixth in the last race. Still, the ranking of Saturday did not change the podium and Christen won this regatta ahead of Bollongino and Kurt.

1  SUI 5  Christoph Christen   4
2  GER 19  Andreas Bollongino  16
3  SUI 83  Lorenz Kurt     18
4  SUI 65  Thomas Bangter  20
5  SUI 72  Patrick Ducommun  23
6  SUI 27  Dominik Haitz  24
7  FRA 50  Michel Uaudin  26
8  SUI 63  Thomas Gautschi  32
9  FRA 40  Joseph Rachet  38
10 SUI 50  Vincent Guidoux  41

USA

Joe Chinburg reports: The US Finn Class is growing, and the racing is better than ever. There are regattas all over the US and Canada monthly. Here are a couple regattas that were held over the summer.

The 2018 Great Lakes Finn Championship
Adam Nicholson writes: The 2018 Great Lakes Finn Championship at North Cape Yacht Club shall be one to go down in the history books. The wind at this time of year is typically thought of as light, but due to storm fronts we had moving through. We had all conditions from light wind to O flag conditions, so every sailor had to prove their skills to show who was the champion.

1  USA 16  Rodion Mazin  4
2  CAN 27  Simon Van Wonderen  9
3  CAN 7  Adam Nicholson  11
4  CAN 3  Ian Bostock  20
5  USA 405  Scott Frissell  20
6  USA 101  Peter Frissell  26
7  USA 4005  Eric Frissell  27
8  AUS 819  John Woodruff  40
9  USA 24  Will Liboke  44
10 USA 88  Ray Matuszak  44

Toilet Bowl Regatta/North Americans
The North Americans were combined with the 50th annual Toilet Bowl Regatta held on Lake Cazenovia in New York. We had over 30 Finn sailors converge on a lake in upstate NY to sail and celebrate the longest running Finn regatta in North America. We had legends of the Finn class like Gus Miller and Art Dieffendorf in attendance. Willow Banks YC did a great job hosting and running the regatta with the famous fish fry that everyone looked forward to. We had all conditions from light wind to O flag conditions, so every sailor had to prove their skills to show who was the champion.

1  USA 35  Darrell Peck  17
2  USA 81  Derek Mess  19
3  USA 18  Jeremy Pape  21
4  USA 71  A.J. Pereira  23
5  USA 16  Rodion Mazin  34
Pacific Coast and North American Masters Championships
San Diego Yacht Club held two back-to-back Finn regattas: the Finn Pacific Coast Championships (Sept 15-16) and the Finn Masters North American Championships (Sept 21-23).

The Pacific Coast Championships attracted 30 Finns battling for the title, eager to compete on the beautiful Coronado Roads situated just south of Point Loma, which juts out into the blue Pacific Ocean. The weekend brought clear, sunny skies, mid-range temperatures and 8-10 knots of breeze to carry the sailors around the course.

Coming in first overall was Robert Kinney, followed by Rob Coutts in second and Paul Didham in third.

Long time Finn sailor Coutts started off the regatta with a first place on Saturday, and despite another bullet and a few seconds, he missed the win by one point overall. Paul Didham’s ability to finish third overall using a borrowed boat showed his true talent, sailing consistently all weekend.

The Finn Masters North American Championship hosted 29 Master Finn sailors. The top Master was Darrell Peck, grinding through four of the eight races in first place. His worst race and discard was a seventh. Behind Peck were two amazing sailors, SDYC’s Commodore Michael Dorgan in second and second overall from last week’s Pacific Coast Championship was Rob Coutts in third.

Peck came out from Oregon for the weekend after participating in a handful of Finn regattas in August, making for good practice. “I felt like I had great speed and great confidence. I borrowed a newer mast and sail for this event, so it was a great combination and I only had two bad luck races that I was able to come back from.”

A unique twist to this particular Finn Masters North American Regatta was that Commodore Dorgan decided to invite ‘junior’ (age 40 and under) Finn sailors to participate. “It was absolutely fantastic to have the juniors on the course. The more youth you can have involved in the fleet, the more it is going to help it grow. The US Finn Class mentions in their mission to promote Finn sailing to the youth, so we did exactly that by having them sail with us today. Plus, they help us older guys pull the boats up the ramp!”

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