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Dear Finn Sailors,
Dear Friends of the International Finn Community,

We had a very interesting 2013 in the international Finn fleet with new talents emerging to win the Finn Gold Cup and occupying some of the top 10 places of this prestigious event. It showed how deep our fleet is and what a good chance there is for young sailors to fulfil their Olympic dream in the Finn.

Off the water the Finn became approved as an Olympic Class for the 2020 Tokyo Olympics giving us a chance to spend even more energy on developing the class in a variety of our association’s activities.

Similar to last year the 2014 regatta calendar includes a number of new venues for the major Finn championships, evidencing again our historical approach to providing a wide geographic presence for Finn sailing. The ISAF Worlds and first Olympic Qualification Event in Santander will be definitely one of the highlights of the season, however, the Finn Europeans in La Rochelle, the Junior Worlds in Hoorn and the Finn World Masters in Sopot will also be proving great spectacles of Finn sailing.

Congratulations to the winners of the Sailing World Cup event in Miami and the traditional winter ending Semaine Internationale de Cannes. Don’t forget the ISAF Rule 42 Clinic at Palma and please review the class rule changes, first of all regarding national flags on sails.

A special acknowledgment goes again to Robert Deaves for his work over the winter producing the first edition of the Finn Masters Magazine and launching the new Finn Class website.

On behalf of the IFA Executive I may wish you all the best for the year ahead, both on and off the water, and hope to see you soon at one of the upcoming Finn events.

Dr. Balazs Hajdu
HUN-1
IFA President
FNFINFARE is a non-profit publication that is distributed free of charge to all IFA members and interested parties connected to the International Finn Class around the world. For extra copies, or if you have addresses of people who you think should be receiving FNFINFARE, please contact the IFA Office.

Articles, race results, photographs and reports from countries are always welcome. Please include FNFINFARE in your mailing for newsletters, bulletins, press releases and race reports.

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

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Cover photo: Winner of ISAF Sailing World Cup Melbourne, Björn Allansson (Photo: Sail Melbourne/Sport the Library)

Insets: Oliver Tweddell leads in Miami
(Ph0to: Walter Cooper), Jorge Zarif (Photo: Robert Deaves); Scenic racing in Cannes (Photo: François Richard)

Next issue: July 2014

Back issues: Back issues are available through the Finnshop on the IFA website from GBP 5 each including postage.

IF A WEB SITE
www.finnclass.org

FIN N SHOP
www.finnclass.org/shop

FINN MASTERS
www.finnworldmasters.com

THE FINN CHANNEL
www.youtube.com/thefinnchannel

Finn news

IFA AGM 2014
This will be held on May 3 in La Rochelle, during the European Championships. Please send Agenda items to Corinne McKenenzie as soon as possible. At the meeting the class will be voting on all three major championships for 2016, and more bids are welcome for these events.

Road to Rio
There is a new page on the IFA website that provides some useful information and links for the Rio 2016 Olympics.

The first qualifier for Rio 2016 will be the 2014 ISAF Sailing World Championships in Santander in September 2014. The second qualifier will be the 2015 Finn Gold Cup in Takapuna, New Zealand.

Other links include:
• Qualification system for Rio 2016
• Qualification system for Santander 2014
• Information on IOC funding and Olympic Scholarships.

This page will be updated as more information comes available.

First Test Event in Rio
The first test event will take place in Rio from 2-9 August 2014. The event website can be found at www.aquecerio.com.

Silver Cup
The 2014 Finn Silver Cup will be organised by the Hoorn Yacht Club, Holland, from the 4-11 July. A clinic will be held from the 1-4 July. The event page on www.wsvh.nl website is running and entries have been opened.

Please note that after the decision of the 2013 IFA AGM, the age for the Junior (U22) has been changed as follow:
"Entrants must not have reached their 22nd birthday prior to the 1st of January in the year of the championship."

Please register for the Silver Cup now.

North American website
The North Americans are getting themselves organised and have a sparkling new website at www.nafinn.org.
**New Finn Class website launched**

The Finn class launched a new website in January 2014 after successfully porting its existing site onto a new platform and to a new server. The address remains, www.finnclass.org. The whole site has been reworked onto the new platform and should be faster, more reliable and more secure.

The major advantage of the new platform is that it offers a responsive design, meaning that the layout responds to the device it is being viewed on. Whether you view the site on a desktop, laptop, or increasingly as sailors do these days, on a tablet or smartphone while at an event, you get the same viewer experience, resized to match the device. Whether you view the site on a desktop, laptop, or increasingly as sailors do these days, on a tablet or smartphone while at an event, you get the same viewer experience, resized to match the device. As the screen gets smaller, all items progressively resize to fit on the page, though the text remains the same size. This means the page is always readable and there is no scrolling side to side to find what you are looking for. The entire designed width is always available. When the page is too small for this, such as on a small tablet or smartphone, the page automatically jumps to the mobile format, with the entire menu accessible from a button in the top left of the screen.

All the content from the old site is there, including some 600 articles from the past four years documenting the sailor’s stories and all the major events during that time. The Finn class media package is one of the most advanced of all Olympic classes and engages a worldwide audience through its in-depth press releases as well as operating an integrated media platform that includes extensive photo galleries on Flickr, videos on YouTube, and social media interaction on Facebook and Twitter. The hub of these activities is always the class website and it was essential that this was modernised to match the ongoing growth in the class’s other media activities, which will be further developed through the coming years.

While initially the new site has no additional functionality, the new platform and CMS will allow it to be developed far beyond what the previous site was capable of doing. In effect it is future proofed and will be a valuable part of the class’s wide ranging media activities in the run up to the 2016 Rio Olympics.

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**Race Area Analyzer – La Rochelle**

The no. 1 app to beat the current

Race Area Analyzer is the first app that gives detailed information about tidal currents right onto your phone or pad. It can compute your best course and provides a lot of tactical information.

Originally created for selected Olympic teams in Weymouth and other venues it is now available for everybody.

The app provides essential knowledge such as laylines in currents, attack angles, top-mark approach courses, best downwind angles, wind-shifts caused by currents and strength of currents at any position of the race.

This is the perfect support for the Europeans in La Rochelle.

Find more information on www.buell-software.com.

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**Alpen Cup 2014**

The Alpen Cup is a series of events in the Alps region. The Preliminary schedule for 2014 is:

1 26-27 April - Lago di Caldaro, Italy
2 26-29 June – Wolfgangsee - Austria
3 11-13 July - Thunersee, Switzerland
4 13-14 September - Reichenau, Germany

More information at: http://finnalpencup.wordpress.com
FINNtastic Games
Finnntastic Games is the story of the class at the 2012 Olympic Games based on the series of press releases issued by the class, together with many great photos from before and during the event.

The 64 page book is available through Amazon.com and the European Amazon sites (UK, Germany, France, Spain and Italy). RRP is £11.99, EUR 14.99 or US$17.99, though some regions offer discounts on these prices. It is also available on Kindle stores worldwide. Current price is around EUR 1.

Photo FINNish
Published in 2009 to celebrate the classes 60th anniversary, Photo FINNish contains more than 1,000 photos and 60 first hand accounts from Finn legends past and present. Available in softback (£25 plus p&p) and limited edition hardback (£60 plus p&p) in the Finnshop and on Amazon.co.uk

FINNatics
FINNatics was first published in 1999, and has been reissued on Amazon. While the content is the same as the original edition, all photos in the new edition are black and white only, it is perfect bound and printed on US trade paper.

RRP is £14.95, EUR 18.95 or US$ 19.95, but some regions are discounting.

FINNLOG
The original Finn book by Peter Mohilla dating from 1986. There is only one box left of these books, so if you don’t have a copy yet, get one soon before stocks run out.

Only available through the Finnshop for GBP 10 incl p&p

www.finnclass.org/shop

Quarter of a century of service

On January 19, 2014, Fons van Gent retired as Treasurer of Finn Club Holland after 28 years service. He had been on the board since 1986 and its treasurer since 1989. Of course, Fons was also the World Masters President from 2008-2013.

Fons first became a member of the FCH in 1983 and was quickly asked to join the Board. That seemed to him, given where he lived, not very convenient, but in 1986 he caved in. In January 1989, the previous treasurer quit his post, and while having a drink one evening after the Boerenkoolcup with the then chairman Kees Kruijer Fons suggested to take on the role.

Fons is known for being organised and is very particular about things being done properly. This was apparent when he took on the Finn Masters Presidency and over his tenure he transformed the structure of the event into the success it has become. He did the same with the FCH accounts. When he started he was given “a box with a chaos of loose papers and arrears of several years. That was not quite my style.”

Fons also remembers, “At that time we had so little money that the president’s annual payment to the IFA had to wait until the fees were collected again.” Today matters are much different. Everything is now much better organised and Fons’ last task was to ensure SEPA compliance for the FCH.

The photo shows Paul Kamphorst, President of Finn Club Holland, during the FCH AGM, presenting Fons with a very good bottle of whisky and a basket of nice snacks in appreciation of the many years work Fons has put into the class. The AGM then decided to declare Fons a member of honour of the Finn Club Holland. Thank you Fons.
The Finn Class has published the first ever edition of the Finn Masters Magazine and Yearbook. During discussions at the 2013 Finn World Masters in La Rochelle, France, the idea of a dedicated magazine for the ever growing number of Finn masters was put forward. Eight months later the first edition has just been published.

This exciting new direction for the Finn class comes at a time when Finn masters numbers are escalating worldwide as aging Finn sailors come to realise that Finn sailing is not just for the young Olympic hopefuls, but can be for the rest of your life.

What also became clear during production was how many masters fleets around the world have taken the concept of the masters to heart and created new events to cater for this ever growing sector of the class. There are now dedicated masters events in the UK, USA, Italy, Poland and The Netherlands as well as Masters categories in most country’s national events. In 2014, the Finn World Masters travels to Poland for the first time, and new local events are cropping up, including in Ukraine. It continues to attract sailors from 40 to 80 years old, and from club sailors sailing one event a year to experienced Olympians, and everything in between. The current Masters World Champion, Mike Maier, is a five times Olympian, and more aging Olympians are expected to join the fleet this year.

At more than 40 years old the Finn World Masters has an incredible culture and heritage that will be nurtured and developed through initiatives such as this magazine to continue providing a platform for the continued success and growth of the Finn World Masters and the continued fun of Finn masters across the world. As well as the printed edition, which is sent to active Finn Masters worldwide, there is an extended e-edition that is available to all. It contains an extra ten pages of photos, maps of forthcoming venues, video links and more. It can be viewed at: http://issuu.com/finn-class/docs/masters-magazine-2014

Contents include:
• A look ahead to the Finn World Masters in Sopot, Poland in 2014 and Kavala, Greece in 2015
• Interview with three time Masters World Champion Andre Budzien
• Top tips on boat speed and improving performance
• Report and results from the 2013 Finn World Masters in La Rochelle
• Reports from Great Britain, Italy, Poland, The Netherlands and the North Americans
• Interview with 2013 bronze medalist Erik Lidecis
• Yearbook of materials including past results, rules, information and meetings

The successful production of the magazine is largely due to the fantastic support of the advertisers: HiTech Sailing, HIT Masts, Pata Boats, Suntouched, WB Sails and Zhik.
The sixth edition of the ISAF Sailing World Cup continues to bring changes to the format. There are just four events for the Finn this time, in Melbourne, Miami, Palma and Hyères. Good results for Oliver Tweddell (AUS) at the first two elevated him to the World No. 1 position in the ISAF World Rankings.

1. ISAF Sailing World Cup Melbourne

<table>
<thead>
<tr>
<th>Rank</th>
<th>Country</th>
<th>Name</th>
<th>Points</th>
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<tbody>
<tr>
<td>1</td>
<td>SWE</td>
<td>Björn Allansson</td>
<td>18</td>
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<tr>
<td>2</td>
<td>AUS</td>
<td>Oliver Tweddell</td>
<td>19</td>
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<tr>
<td>3</td>
<td>AUS</td>
<td>Jake Lilley</td>
<td>29</td>
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<td>4</td>
<td>AUS</td>
<td>Brendan Casey</td>
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<td>Rob McMillan</td>
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<td>Lachlan Pryor</td>
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<td>Adam Schoene</td>
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<td>9</td>
<td>AUS</td>
<td>Matt Visser</td>
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<tr>
<td>10</td>
<td>AUS</td>
<td>Andrew Gavenlock</td>
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Björn Allansson was the sole visitor in the first event in the 2013/14 ISAF Sailing World Cup and took his first major event win after a very close finish.

Last year’s Silver Cup silver medalist, Jake Lilley, opened up the early lead with two race wins on the opening day in fresh conditions, but Allansson responded with two wins on the much lighter second day.

The wind returned for the third day with Oliver Tweddell finding his pace and posting two race wins. Lilley still led but Allansson and Tweddell were closing.

After the fourth day was cancelled due to strong winds, Allansson made his break on day 5, with two more race wins in light and shifty winds, to take a narrow lead at the top of the scorecard.

There was just the medal race to sail and it was still wide open. While Tweddell led the race, Allansson didn’t have the best first leg and rounded behind the pack after ducking starboard tackers. He soon began his recovery though by splitting from the fleet and made up ground on the second beat. As they approached the finish, Tweddell tried to inflict a penalty by luffing the Swede, but it was to no avail as Allansson crossed in second to win his first ISAF SWC gold. Lilley crossed in third to take the bronze.
2. ISAF Sailing World Cup Miami

2014 SWC Miami - Final Results

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<td>Oliver Tweddell</td>
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<td>3</td>
<td>BRA</td>
<td>Jorge Zarif</td>
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<td>CRO</td>
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<td>8</td>
<td>SWE</td>
<td>Bjorn Allansson</td>
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<td>9</td>
<td>RUS</td>
<td>Alexey Selivanov</td>
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<td>10</td>
<td>ITA</td>
<td>Enrico Voltolini</td>
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On the generally calm waters of Biscayne Bay one of Team GBR’s brightest hopes, Giles Scott, took the gold medal in a last gasp push on the final lap of the medal race. Oliver Tweddell had dominated the light wind week, counting no worse than a second place going into Saturday’s medal race, but even that was not enough.

On a race by race score, Tweddell had overcome the 2011 World Champion in five out of the six races sailed. However, medal races were created to provide a gripping finale and that is what transpired. The race itself was dominated and won by the returning 2010 Finn Junior World Champion, Luke Lawrence, but the real interest was in what was happening behind him. Tweddell had taken a nine point lead into the double scoring medal race and just needed a consistent race to pick up his fist ever World Cup gold medal. After a nervous first upwind he was in trouble with four boats between him and Scott, but after the downwind he had closed to within two boats of Scott and it looked like it was job done.

But with the wind at just 3-4 knots and quite patchy, the final upwind was decisive. Scott banged the left corner, which Lawrence had so confidently controlled on the first upwind, and slid into third place. Tweddell, looking for something that wasn’t there, was further to the right and paid the cost, dropping to eighth.

Scott further sealed the gold by slowing his opponent in a match racing move and then moved into second on the final downwind to put six boats between them and take the gold by three points.

A sixth place in the medal race was enough for the current world champion, Jorge Zarif to hold onto the bronze medal. It wasn’t exactly a convincing performance, but got the job done for the Brazilian. However Lawrence’s race win was convincing and his performance will surely be noticed by the US selectors. With 37 entries the Finn fleet was one of its largest on record at the Miami OCR and that bodes well for an exciting season ahead.
Being a world champion is not a new experience for Jorge Zarif. He has twice won the Finn Silver Cup (the Finn Junior World Championship), but no one really expected him to walk away with the 2013 Finn Gold Cup in Tallinn, Estonia, in the way that he did.

The regatta played to his strengths, with generally light winds and big scores. No one escaped the varieties of the pressure differences on Tallinn Bay, but Jorge perhaps escaped one more time than anyone else, only twice finishing outside the top 10, to effectively win the regatta with a race to spare.

As he prepared for the 2014 season and what will be the defence of his title at the very different venue of Santander, we asked him to reflect on his Finn world title and how he managed to put it all together when it counted.

At what point did you realise you had won? 
In the airplane, coming back to Brazil. I was alone, with a lot of time to think and it’s like a film passing across your mind.

How do you reflect on the win, now time has passed?
It’s great. If you look to the trophy you will see Ben, Mateusz, Freddy, Rafa, Jonas, etc... All those guys are my idols. Just to be on the same trophy with them, it’s a incredible honour and a dream that came true.

What did Rafa say to you after that last points race and showed you the results?
He said, “Do you know what just happened?” I said “No.” “You won the gold cup, you are 19 points ahead.” But I was scared and didn’t believe it because he is terrible at maths. Thankfully he was correct.

Explain the difference that Rafa and Bruno added to the learning process and to your confidence?
They made a huge difference with the input of information, and their experience helped a lot. Both know what it takes to be in a good position and they are also very competitive. The training sessions are much harder and it pays off.

What was the key point of the regatta for you?
Keeping calm. I was feeling very well before the championship but I started the week with a 44th. Then after the second day, we
were 10th overall counting this 44th and we had two days with no races. These days are tough because you want to race. So controlling the emotions is very important. I had the worst race of the top guys so we knew that if I had a good race we would be fighting for something better.

Did you ever think you could or would win it at any point during the week until it happened?
You always imagine yourself winning, but I knew it was super hard to happen. I never was top 10 in a regatta with everybody, but at my age, with good company, you can improve lot in a short period of time. I was lucky that week but at the same time, five out of seven races in the top 10 is not just lucky; we worked a lot all year.

What led to the decision to bring Rafa in as coach?
Just after the Olympic Games, Bruno hired him, because he was in the class for a long time and knows a lot of the boat.

Explain your gear selection choices and what led to that choice?
We had a couple of sails but we choose WB, because it was going well in the training with light winds and the forecast was light. And the Doyle, because it was good with strong winds at the Junior Worlds and the week before the Gold Cup was strong.

How do you manage the logistics of training in Brazil and competing in Europe?
I have a boat in Europe and one in Brazil. We go to all the major events six days before. When its close dates like Palma and Hyères we stay, and then we come back and train here.

How much impact has the win had in Brazil, both inside and outside of sailing?
A lot, just 13 guys won a Olympic class worlds here in the history. The Brazilian Olympic Committee is giving more attention and now the federation is replying to my emails. I hope it gets even better...

How does this affect you going forwards towards 2016?
I am guaranteed good support until the Olympics. I never had this security. It makes a big difference.

What do you consider the three main elements of your training that led to the win?
Train with a guy that pushes a lot.
Try different rigs, boats, with a coach behind you, who sees what’s the best choice.
Changing the fitness coach.

Why do you think you were so consistent?
I started to sail in a lake in Sao Paulo, with similar conditions, so I was feeling very comfortable. The speed was also good but it wasn’t the most important thing that week.

What are your plans for the coming year in terms of regattas and training?
We will race all the major events, and train in Rio as much as we can between races.

Has the win allowed you to find more funding or support?
Yes, but I hope it gets even better.

How is the atmosphere in Brazil looking forward to the 2016 Games?
Everybody is worry right now with the World Cup; after July they will remember we have another event... Maybe the sponsors too.
Only three weeks after North and South American Finn sailors raced at Miami, the best and most active European Finn maniacs gathered at Cannes mid February to open the long 2014 programme which will end mid-September at Santander, Spain with the Finn Gold Cup / ISAF Sailing World Championships, together with all the other Olympic classes.

While not being the best site to organise major events during warm months, due to lack of wind and the heavy number of powerboats of all size invading the bay, Cannes remains a nice sailing site in spring and autumn.

Sailors have enjoyed sailing at Cannes for one and a half centuries. First they were fancy yachtsmen of the European gentry. On their superb classic yachts their favourite event was named Regates Royales because it often attracted princes or even kings who became keen sailors long before and after the break of centuries, in 1900.

Major dinghy races started at Nice, then Cannes, just after WW2 in the early 50s, when the very active Snipe sailors used to enter the combined Ski/Snipe competition.

The successful formula soon took the organisers to launch the Ski Yachting which became the most important European dinghy event for some 20 years. It often attracted several hundred teams racing up to 10 international and Olympic classes and many of the world top sailors including Paul Elvstrøm. 505, FDs, OK Dinghies, 470, Soling, Stars, Moths, windsurfers etc..and since the beginning, Finns.

So all generations of Finn champions have sailed at Cannes and this year again, 67 of them enjoyed seven races mainly done in medium to light winds with only one windy race on day 3.

The ISAF grade two event varies. Some years can be good and others are wet, cold and windy. For 2014 sunny and warm conditions prevailed most days.

Southerly winds allowed good races along Cannes bay whose landmarks are the Film festival palace, luxury hotels and the world known sea front Croisette avenue.

Other races done with easterly winds were set along the Cannes/antibes bay between north shore and the nearby St Marguerite Island.

Denis Karpak, the Estonian champion who won Cannes last year started the scoring with a clean win in race one. His main opponent was Jonathan Lobert who in return, beat him for second race in 10 knots of southerly breeze. Tapio Nirkko and Thomas le Breton were their main opposition that day.

After a long wait only one race could be done the next day. This time Thomas Le Breton reminded everyone about his talent in light

Many thanks to François Richard for the words and pictures. All rights reserved
The southerly windy race 5 started with a superb fleet start near Palm beach and YC Cannes marina. Lobert, Karpak, Le Breton and Salminen started at pin end of line and soon tacked to port. At the other end both Tapio Nikkko and Mike Maier were off by the RC boat, and they also tacked on port and easily sailed off the Finn pack then wisely crossed back on starboard to reach their rivals. Karpak was in lead at mark with Lobert close behind. With free pumping allowed over 10 knots of wind the rock stars of the event did their usual ‘pumping/planning’ show which gave Jonathan Lobert a small edge on Karpak at end of run to the finish line.

The current Finn World Master champion Mike Maier wasn’t easy at Cannes with only two good results while all other were average. Among the top 15 finishers the event was a show for rising newcomers with Mats Bendix from Denmark, Max Kohlhoff from Germany and Anders Pedersen from Norway. Among this new generation three French had promising results with Thomas Morel in seventh, Benjamin Montagut in tenth and Fabian Pic in 13th who is still young enough to enter the next Finn Silver Cup.

While known and new Olympic sailors are leading, most of the fleet are 40 to 71 years old keen Finn sailors. German Rainer Wolf was best Master ahead of Nick Daniels from Great Britain and Taras Gavrysh from Ukraine. Czech champion Mike Maier ended best of Grand Masters ahead of French Marc Allain Des Beauvais and Aleksandr Kasatov; Russian Yury Polovinkin led the current Finn World Master champion.

### Semaine Internationale de Cannes - Final Results

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At Cannes, Le Breton used a new all carbon mast ‘made in France’ by Heol. He was as fast as usual with this new and nicely designed mast which should soon start in production once early tests and experiments will be done.

The top five winners were mainly at the front of all races and so set a clear points lead of 26 pts versus 54 pts of the sixth sailor, Mads Bendix while Florian Raudaschi who dominated race 6 in light airs dropped to 18th because he was DSQ in this race for an early start.
Zsombor Berecz is one of the emerging stars of the Finn Class and one of the major success stories coming out of Luca Devoti’s Dinghy Academy in Valencia. Berecz, 27, sailed the Laser for Hungary in the 2012 Olympics, finishing in 21st place. Feeling he had unfinished business at the Olympics, and struggling to keep his weight down for the Laser, he changed class and has not looked back. At 1.96 metres tall, he now weights in at 93 kg and took an encouraging seventh place in predominantly light winds at the 2013 Finn Gold Cup in Tallinn, Estonia.

How did you first start sailing?
I started with the Optimist on Lake Velence by the time I was 12. Although my father and my brother were sailing as well, they were not pushing me at all. My grandmother was the first person in the family who was interested in sailing; she made the sails herself for her fishing boat. I have tried many kinds of sports before, but after the very first time my father took me to the club the decision was easy. It was love at first sight, or better said, first sail.

At what point did you think you would like to do the Olympics?
I think the first time when I really thought about it was, when I moved from Optimist to the Radial.

When did you start in the Finn and what made you take that step?
I stopped sailing Laser straight after the Olympics. In 2012 I took part in two regattas and I spent 10 days in Split with Mimo and Luksa. I was simply too big for the Laser and the diet was killing me. I had four per cent body fat and I was still on the limit with 83-84 kg. I felt I had unfinished business with Olympics; that is why I moved to the Finn.

How did you become involved in the Dinghy Academy?
I met Roman Teply many years ago. He invited me for the D-One gold cup, and he was the first person who I contacted about my new class. They were training in Valencia during the winter, and I joined them in February 2013. Since then I have spent 80 per cent of my life here.

How much help has the Dinghy Academy been in the learning process?
I learned everything about Finn sailing here. We have a very strong team, and we are really pushing ourselves to the limit all the time during training. Luca set us up with the best gear.

What is it about the process there that helps you most?
I would say the whole thing altogether. We have everything around us within 100 meters from the gym to the swimming pool. We have the best coach, who has already achieved everything that we are dreaming about.

Do you prefer training in Valencia than sailing at home in Hungary?
My lake is my love, but to become better each day, Valencia is the place to be. We are here almost full time. We just had a small break during the Christmas holidays.

Was it easy to tap into Finn knowledge or was it harder than you thought?
I think basics are easy. Most parts of the boat handling are coming from the Laser. The tuning and free pumping is a never-ending thing to do, but if you are lucky enough to have help – which I do have – it becomes much easier.
What have you enjoyed most so far?
What I really enjoyed was the time, when Vasco, Bambi and Michael came to my country. Together with them, and my Hungarian friends, we sailed at the Nationals.

What were your expectations for the 2013 season and did you meet them?
Based on the statistics I knew, that after swapping from the Laser to the Finn I should be around 15th place. My first world Cup in Palma after sailing only a month I came 18th. I knew I was close. At the Europeans I reached 14th place overall, and in the Worlds, I was seventh.

You were clearly thrilled with the Finn Gold Cup. Did you expect to do so well?
That was my regatta. I knew from the last regattas that I was doing extremely well in light breeze. Based on this I expected to do well. I just got married one week before the Worlds so I was extremely motivated to show off to my wife.

What are your goals for 2014?
I think main goal for most of the sailors is qualifying in Santander. So that’s my main goal. A secondary focus for me is to stabilise my races. I have to consciously work on my mind to bring a more consistent performance to each regatta.

Is there anything you prefer about the Finn than other classes?
Finn makes you an ‘all-round sailor’. I understand much more about dinghies than ever before.

How have you found the class and the people in it?
I liked it from the first second. The people are much more open than I expected, and it is really a big family.

What other sailing are you involved in and what would you like to be involved in, now or in the future?
At this moment Finn is all I have. I was doing some Melges sailing, some match race with Ian Ainslie, but so far that’s it. I am really interested in building a team and becoming professional. Furthermore, like most of us sailors, I want to participate in the America’s cup.

What are your thoughts on the direction sailing is taking in regard to the professional SWC and event formats?
I think it sucks the money out of your pocket. If there was anyone who can cover the expenses to sail almost around the whole world, I am more than happy to do it this way. Otherwise we will stay here in Valencia and we will try to make more guys involved to train with us. The main regatta was, is, and will be, the Olympics; the rest is preparation.

Who is sponsoring you and how much support is there from the Hungarian Federation?
My sponsor is my club, which is the MVM SE (Hungarian Power Company’s Sport Club) and O’Neill. The federation helps me a lot, they cover 50 per cent of my budget.
The Finn International Development Support (FIDeS) is the official development programme of the International Finn Association. It was started in 2006.

To date the programme has assisted with many projects including:

- Funding for sailors to attend the 2008 Finn Gold Cup in Melbourne, a qualifying regatta for the 2008 Olympic Regatta in Qingdao.
- Funding of sailors to reach the Olympics in 2008, resulting in new Finn nations competing in Qingdao, such as Cyprus, Venezuela and India.
- Joint venture with the Dinghy Academy in Valencia to provide part-funding to four sailors each year. This scheme has so far benefited sailors from Argentina, Uruguay, Tunisia and South Africa.
- Assisted with transport of moulds to Brazil and South Africa so that local builders can build reasonably priced boats to help with the local and regional development of the class.
- Since 2006 the FIDeS programme has supported a number of sailors both through funding as well as logistical and technical support.

**Dinghy Academy**

In 2013, the Finn class entered a joint venture with the Dinghy Academy in Valencia to fund and train aspiring Olympians from developing nations. The class offers part funding towards the training of four sailors at the Dinghy Academy each year through to 2016 with the intention that at least some of the recipients will qualify for the 2016 Olympic sailing regatta.

The Academy has put together a well-assorted team of Olympic champions from various countries in one high-level training centre under the guidance of some of the world’s top specialists. It offers top coaching, charter Finns and a team of dedicated sailors showing how to get better at Finn sailing and have a real chance at winning. If recipients of the grants do not have their own boats, the Dinghy Academy can also help and provide them with boats.

The Dinghy Academy is currently the principle development tool of the FIDeS programme. The FIDeS programme is committed to providing support to four sailors each year for training provided by the Dinghy Academy, providing the sailor agrees to specific regatta attendance goals. Funding for training at the Dinghy Academy has so far been provided to sailors from Argentina, Uruguay, South Africa and Tunisia.

**Brazil**

In 2008 the FIDeS programme carried out its most ambitious project to date with the shipping of some spare moulds from the Hungarian boatbuilder, Pata, to Rio de Janeiro, Brazil.

This initiative has helped Brazil rejuvenate its Finn fleet with locally built new equipment. In 2013, the class attracted 26 boats to its championship, which is the highest for several decades. Initially the boats were built by Holos under the direction of long time Finn sailor Jorge Rodrigues. In 2013 he took over the moulds and is now producing them from his own workshop. Since 2008, 11 new boats have come from these moulds. There is also a development programme for masts (via the university), sails can be obtained from North in Argentina and fittings are generally available in Brazil. The class there is expected to expand further as the Rio 2016 Olympics approaches, as visiting sailors train at the Games venue.

**Pata Finns Africa**

In 2010, FIDeS also helped ship hull and mast moulds to South Africa for the same reasons – so that locally built equipment could be more easily obtained without the high costs associated with importing from Europe.

Pata Finns Africa is now able to supply a complete package, including hull, carbon mast, boom, rudder, launching trolley, covers etc. The company can also upgrade older boats, thereby improving their performance and bringing them close to the new specifications.

Pata Finns Africa was set up in 2010, and 13 new boats have been built. The 13th is currently being fitted out by the owner and will be launched soon. Another three will be delivered during 2014, bringing the total to 16. Of the 16, nine will be based on the Highveld (in the Pretoria-Johannesburg area), and the rest will be based in the Cape Town area.

Composite sails are available from a number of local sail-makers, including North, Ullman and Supa Sails. Dacron sails can also be made for older aluminium masts if required. A company in Johannesburg called New Generation Yachting has also begun refurbishing older generation Finns without necessarily upgrading them to the latest specifications. These competitively-priced boats (some of which are historically interesting) have attracted a good number of newcomers to the Finn class, and it is hoped that some of them will eventually upgrade the boats or graduate to new boats.

**Contact**

Dinghy Academy: www.dinghyacademy.com
Pata Finn Africa: www.patafinnsafrica.com
Brazil: Jorge Rodrigues - jrsilva@gmail.com

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**Aims and objectives**

The aim of FIDeS is to promote and facilitate Finn sailing throughout the world, by helping sailors and National Finn Authorities in those countries where the Finn dinghy and the sport of sailing are not well established.

The FIDeS programme offers support to eligible sailors through training, information, coaching, logistics and equipment loan, leasing and discounts. It involves Finn equipment manufacturers, current and former top Finn sailors, coaches, NFAs and ISAF. FIDeS also offers logistical and technical support as needed.

Full documentation can be found here: www.finnclass.org/organisation/fides
The cover of the November 2013 issue of FINNFARE was of Łukasz Lesiński, POL 8, by Robert Hajduk Sailing & SeaScape Photography. Here are some more of Robert’s excellent photos from that day. www.lukaszlesinski.com
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**Rules update**

Last year’s AGM required your Technical Committee to prepare and submit several changes to our rules. We were asked to delete the requirement that flags on sails should be made by an ISAF-approved manufacturer. The main reason for the requirement was to avoid a situation where people would use inferior flags which might fall off during a regatta. Experience suggests that many cases of flags falling off have been due to them being stuck on badly – for example being stuck on to damp or salty sails. We obtained agreement for the deletion by arguing that Finn sailors were smart enough to require good quality and well prepared equipment. Please be smart enough! The Rule is at C.10.3. See the panel.

There have been some cases where Equipment Inspectors have not been satisfied that the measurement band on the boom is adequate – in particular when the band is made of sticky tape. The wording of the rule has been changed to require “A boom outer limit mark which shall be distinctively coloured and painted on.” See F.3.4 (a)(3).

The big issue of the year was the requirement “that TC should develop and submit to ISAF a Rule Change that would specify more clearly which materials other than wood and GRP would be permissible in future hulls, and where. In doing so TC should consult with builders to ensure that good practice be allowed to develop, and should have careful regard to cost implications. In particular the use of Carbon Fibre should be reviewed.”

The former rule said that “additional stiffening and local reinforcement may be of any material”, and for several years boats have been appearing with carbon fibre fashion stripes in the deck, or on the thwart and centreboard case capping. We started the exercise by trying to define places where carbon fibre would be allowable (the usual reason is to make the boat look good!), but eventually this line of thought just produced a mess, and some clear thinking by Balazs helped towards a final conclusion that we should ban carbon fibre from the main structure of the hull. With our hull weight, builders can make a strong and stiff hull without using carbon, and by removing the option we can avoid the possibility of somebody building a boat with high proportions of expensive carbon, for example in the deck, and claiming that the carbon is within the rules. The revised Rule is at D.3.1.

The other rule changes just change or move existing wording to suit the latest Standard Class Rules and Equipment Rules of Sailing - and in one case the latest Racing Rules of Sailing! When reviewing the Class Rules, the Russian judges noticed that in our Pumping Rule, a cross reference referred to “42.3(i) Sailing instructions may, in stated circumstances, permit propulsion using an engine or any other method, provided the boat does not gain a significant advantage in the race.” I can assure sailors that, although radical changes to the Pumping Rule have been suggested in the past, this wrong reference is just because the 2013-16 RRS added a new paragraph, and I didn’t notice the change.

In my time as Chairman TC, nearly all our rule changes have been clarifications or rewordings. The changes to the hull materials are more significant – some builders have to change internal stiffener materials etc. I want to record that, when discussing the matter with our builders, TC were greatly helped by their positive attitude and contributions to our work, and I am very grateful for this.

Richard Hart

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C10.3. Sail Identification

Amendment:

C.10.3 IDENTIFICATION

(a) The national letters and sail numbers shall comply with the RRS. See also G.1.4 (b), except where prescribed otherwise in these class rules. National letters and sail numbers shall be made from additional material of contrasting colour, firmly attached to the sail. National letters and sail numbers shall not be painted on.

(b) As an exception to G.1.4 (a), for winners of the Finn Gold Cup and for Olympic Gold Medalists in the Finn Class, the sail insignia waves may be coloured Gold.

(c) At the ISAF Sailing World Cup and the ISAF Sailing World Championship, or when required by the Notice of Race, a skipper’s national flag, corresponding to the national letters, of nominal size 740 x 443 mm shall be applied to each side of the sail, positioned such that the aft edge of each flag is between 50 and 100 mm from the leech and the upper edge is between 50 and 100 mm below the second lower batten pocket. The flags shall be made from additional material by an ISAF approved manufacturer as listed at http://www.sailing.org/classesandequipment/FINN.php

Permanent ink pens or similar shall not be used to make the national flags.
Carl Eichenlaub, the shipwright for the US Sailing team at every Pan Am, Goodwill and Olympic Games since 1976, passed away in the early morning of November 29, 2013 aged 83 years old. Carl's character and simple genius in boat building is legendary. At the Games, as soon as he'd finish the US boats, he'd go to work on a waiting line of other sailors' boats. Soviet competitor - no problem, it did not matter. In this way, he became a friend and mentor to thousands of people around the world. Carl was a gentleman, clever, talented, kind, and eccentric. He provided an invaluable calmness, joy and confidence to the US Team and anyone who ever met him.

The stories about him and the stories he told are many.

In Kingston during the 1976 Olympic Regatta, Finn Sailors were allowed to bring their own masts and sails. Part of the mast measurement included a flotation test that most of the masts were failing because the pop rivets holding the track to the mast worked loose as the mast flexed. Carl thought about the problem Peter Commette was having, then got on his bike and rode to a nearby gas station. When he came back, he poured boiling water and a can of radiator leak-stop into Peter's Finn mast. Everyone around watched the mixture drip out around the rivets. The dripping slowed and finally stopped. That mast became the first to pass the immersion test. There followed a massive run by Finn sailors on stop-leak at Kingston gas stations as Carl did almost everyone else’s.

In 1976 Montreal supplied Finn’s bottoms were terrible. Sailors were not allowed to even touch the hiking pads and sanding expressly not allowed. Carl said, “No matter. Rules don’t say anything about a chisel. You can do anything with a sharp chisel.” For hours, he kept sighting the bottom and working his chisel, muttering his “you can do anything with a sharp chisel” mantra. When he finished, the bottom looked gorgeous.

In 1984 in Los Angeles, Bill Buchan’s home made US Star was too narrow in the transom. Carl’s skill saw came out, cuts were made, wedges were tapped into the cuts until the hull hit the edges of the measurer’s templates, then it was glassed up and done. No stress, no fuss and the boat won the gold.

In 1992 Barcelona, the Argentine women’s 470 team had been in a really bad collision a couple of days before the Games. JJ Isler recalled that, “Carl stayed up all night not only fixing their boat but he’d taken time to march the gelcoat perfectly. You couldn’t even tell there had been a collision. He goes that extra step to make sure you’re able to put it out of your mind and see your boat as perfect.”

During the 2000 Sydney Olympics, on a really hot day Carl set up his work shop container. Carl was wearing his typical hat and suspenders. As the day progressed and the temperature was rising, Carl couldn’t take the heat any longer. He lit his acetylene torch, the same one he uses to light his cigars, and cut a large hole in the side of the container and said, “Air Conditioning”! At the end of the Olympics Carl welded the hole shut with a patch.

Cadenza? Carl loved playing classical music on a bassoon and contrabassoon with several different San Diego orchestras - sometimes every night of the week. At the Olympics, he would practice while waiting in his shop container for a boat in need of repair to come in from racing.

For what he gave to the sport, he was awarded the 2000 Herreshoff Award, US Sailing’s highest honour.

- Gus Miller
Australian Championship 2014

The 2014 Australian Finn Class National Championships, hosted by the Royal Queensland Yacht Squadron, were held from the 8th to 12th of January, with a total of 20 competitors including an entrant from Norway.

The fleet experienced a wide variety of conditions over the four days of racing and were treated to some fantastic sailing conditions and weather. Racing was tight, tactical and physical, which brought out the best in every competitor.

After three days of racing, Australian Sailing Squad member, Jake Lilley, had wrapped up the title with a day to spare. However the battle was still on for the minor placings with only four points separating second to fifth going into the final day.

The final day greeted competitors with a tricky and fickle breeze which made for some interesting racing and a good battle for the second and third placings, as well as for all the age group placings. In the end Matt Visser finished in third place overall, beaten on count back by youngster, Joe McMillan, both on 26 points. In first was Lilley with a race win to finish the regatta and 8 points as a final score.

Lilley was the first Junior to win the title in the championships’ 57 year history and also claimed the Australian Junior title for the second year in a row.

First in the Masters Division was Matt Visser who sailed a tremendous series of consistent high performance races to claim the title over class stalwart, Rob McMillan.

In the Grand Masters, current Etchells national class president, Jake Gunther, sailed a consistent week winning the Australian Grand Masters Division.

The Great Grand Masters title went to Dirk Seret who finished the regatta on a high, saving his best race till last.

In the Legend Division, class hero Jim Ley, at 74 years of age, was able to finish every race of the tiring regatta to become the Australian Legends Champion.

The Finn Class would like to thank the Royal Queensland Yacht Squadron, its’ flag officers, staff and volunteers for hosting a tremendous regatta and all the competitors for the attendance, great spirit and fantastic racing.

Canadian Championship 2013 - Final Results

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**DENMARK**

Last race of 2013
Christian Qvist writes: Since the November issue of Finnfare, only one race was scheduled. The ‘Flæskecup’, or roast pig cup was a success. Not because of the weather, which was terrible, but because of the number of sailors (28), the roast pig and the company of your best friends.

As mentioned the weather wasn’t exactly cut out for Finn sailing, but about 10 Finnsters kitte up and went out. The committee boat measured 8-9 m/s, so it looked as if it would be possible to get a few races in the bag. However… the weather soon changed to something worse and quickly the wind rose 12-15 m/s, giant slamming waves and not exactly racing conditions. The fleet was turned around and sent back to shore, and after a few capsizes and sampling of the sea bed conditions everybody made it safely back. Back on the dry, roast pig and beer was lined up, so despite the lack of racing it ended up a nice day. For Lars Hall this meant that he was the winner of the Danish national ranking 2013 – well deserved.

Winter training
The following two weekends had some high intensity training with Michael Hestbæk (four Olympics in the Star and 49’er). Many short races, combined with acid training to keep warm, which gave the sailors some great days on the water.

Christmas Lunch
Saturday 30th November was the day for the traditional Finnjulle frokost. Snaps, beer, herring, salmon, roast pig and loads of other traditional Danish Christmas foods was wheeled into the old club house in Dragør. The festivities began at 14:12, no one is really sure what time it ended. One thing is sure; this year we will do again.

**ITALY**

Coppa Italia 2013
Marco Buglielli writes: Coppa Italia Finn 2013 concluded at the Malcesine International Finn Cup in October, where five nice races were sailed.

The Malcesine Finn Cup had a 56 strong Finn fleet participating with the Estonian Deniss Karpak dominating with four bullets. Michele Paoletti was second and won the Andrea Menoni Trophy for the best Italian in the race. The Coppa Italia leader Enrico Passoni was 16th in the event, always in control of his competitors for the final Trophy.

This is the first Coppa Italia win for Enrico who was in the International circuit in the early 90s and is now back in the Finn and always in good shape. Second place in the Coppa Italia final results was Giacomo Giovanelli, a newcomer in the Finn class who had a very good season. Third place went to Michele Paoletti, who dominated the Italian fleet in all the events where he participated.

36 races were eventually sailed in Coppa Italia 2013 during eight weekends and 90 sailors participated in the event.

Coppa Italia is supported by a pool of sponsors which offer their products for the final prizegiving: Grappa Bertagnolli, Quantum Sail Design Group, SFL Saildesign, HitechSailing.com, Gill-Tomasoni Fittings, Bertacca Sail Equipment, Essemarine,
Residence Ca’ del Lago, Azienda agricola Valpanera, Hotel Piccolo Malcesine.

1  ITA 6  Enrico Passoni  608
2  ITA 202 Giacomo Giovannelli  573
3  ITA 146 Michele Paoletti  527
4  ITA 988 Matteo Savio  490
5  ITA 52 Franco Martinelli  470
6  ITA 11 Paolo Cisbani  442
7  ITA 4 Francesco Faggiani  402
8  ITA 917 Ettore Thermes  398
9  ITA 1000 Francesco Grigolon  396
10 ITA 214 Riccardo Bevilacqua  395

Trofeo Bertacca
The 2013 season in Italy ended as usual with the 11th edition of Trofeo Bertacca Sail Equipment, which took place at the beginning of November in Viareggio.

On the first day two races were sailed in a warm and sunny day with a very light breeze, while the second day the weather was cloudy and rainy but after a long wait a nice breeze developed which allowed two more races.

Walter Riosa - the builder of HiTechSailing Finns - returned to racing after a long break and won the event with a one point margin from Marco Buglielli. Third was the Coppa Italia winner Enrico Passoni.

The organisation was very good, with a nice Saturday night dinner where the Coppa Italia 2013 prizegiving was celebrated, with lots of prizes including one Finn sail offered by 3FL Sails.

The Trofeo Bertacca prizegiving was also very rich, as usual for this regatta, with prizes offered by sponsors and regatta organiser Italo Bertacca, owner of the Bertacca Sail Equipment in Viareggio.

1  ITA 55 Walter Riosa  5
2  ITA 2 Marco Buglielli  6
3  ITA 6 Enrico Passoni  8
4  ITA 872 Nicola Menoni  10
5  ITA 975 Alessandro Vongher  13
6  ITA 1028 Matteo Savio  16
7  ITA 19 Italo Bertacca  18
8  ITA 4 Francesco Faggiani  21
9  ITA 19 Simone Mancini  22
10 ITA 23 Umberto Grumelli  27

Anzio Winter Series
Finn activity never stops in Italy, particularly in Anzio - 60 km south of Rome - where a strong fleet organises every year a Winter championship which allows Finn sailors from Rome to keep fit and have some fun all year round.

This winter was very mild and sailing conditions were good, allowing 14 races to be sailed before the last weekend of racing which will take place after Finnfare closing time.

At the time of writing there is a fierce battle for the final victory among Marco Buglielli, Emanuele Vaccari and Francesco Cinque who are separated by a two points margin, but all the 20 Finns participating are having a very good time.

Photos: Marina Prinzivalli, Marisa Bruckner, Capobianco
Ronald Ruiter writes: Long, long time ago, the winters in Holland were freezing cold. From November until late March all canals, lakes, and even the rivers were completely frozen. In our long and rich history we have proven to be very good at adjusting to every situation. So we just skipped sailing and walking and started ice skating. And you can think it is coincidence, but why else did we win 24 Olympic skating medals in Sochi? Tadaaa.

So, you’re asking: what do I have to do with? Well since a few years our winters aren’t that cold any more. And ice skating is being minimised to the artificial indoorovals. And what do we do in the winter nowadays…? Yeah right: Sailing, especially Finn Sailing! So be aware of the Dutch, because within a few years, Olympic sailing is being dominated by the Dutch like we dominated iceskating in Sochi!!!

Ok, maybe a bit long introduction for the fact that we sailed a lot this winter. In Lelystad, Hellevoetsluis and especially Nijkerk, winter sailing is very popular. In Nijkerk there are 22 Finns in the winter and that is even more than in the summer. Every Sunday more than 10 boats on the water, the whole winter through. We love CO2.

But now to our races. The last one we reported was the Boerenkool Cup. Just one week later Fons van Gent hosted the ‘Sluitingswedstrijden’ in Roermond. There were 17 Finns on the starting line, but Chris Frijdal won every race. Chiel Barends came in second followed by Fons van Gent. We sure hope to see Fons back on the water again.

Three races were sailed and Hein Bloemers won his first Finn regatta ever. Congratulations. Strange to notice is that almost all competitors are from WV Randmeer in Harderwijk. The locals were not even there.

The 2014 season (which is already two months old) starts for real on the second of March with the first FCH training in Nijkerk. The weekend after that there is the traditional Winterweekend in Nijkerk. And after some more training in Harderwijk and Hellevoetsluis, the fleet moves to Loosdrecht for more training and two great events on the Loosdrechtsse plassen, which always is a guarantee for honest and fair sailing...

We hope to see you all in the Netherlands or elsewhere on the water. Have a great sailing season.

Oceanbridge Sail Auckland 2014
February 1-4, Royal Akarana Yacht Club
Josh Junior took the early lead with six race wins out of the first seven races and looked to be heading for a nice win, but Andrew Murdoch turned it around in the lighter second half to get five race wins, including the final deciding race to snatch victory from Junior.

NZL Sailing Team Finn Coach John Cutler said: “It’s been really close racing between the two of them and they’ve each had phases where one of them has been more dominant. You know it’s a pity in the end that one of them has to win and naturally one has to lose. It came down to the final mark of the final race and that’s as close as you are going to get.”

1 NZL 16 Andrew Murdoch 15
2 NZL 24 Josh Junior 16
3 NZL 111 Karl Purdie 31
4 NZL 2 Ray Hall 40
5 NZL 88 Tom Brien 49
6 NZL 9 Rob Coutts 51
7 ESP 315 Santiago Reyero 67

Auckland Champs 2013
December 7-8, Takapuna
Excellent sailing conditions greeted the 12 Finn sailors for the Auckland Finn Champs. While not the sea breeze that was hoped for the Norwest winds varying between 5 and 25 knots gave the fleet a solid workout at the venue for the 2015 Finn Gold Cup.
Ray Hall took the early lead winning three out of the four races sailed on Saturday. Mark Perrow took the fourth race after picking up a 30 degree right hander. There was great drama on the line when Dawson pipped Anderson and Hall for fourth. Brett Graham sailing for the first time in his new/old Finn showed great speed and consistency all day.

Day 2 was a gusty and shifty north-westerly under 8 knots which increased to 12 knots. Wester settled in and immediately increased to 20 to 30 knots shifting 10-20 degrees. Several boats had already had enough by an hour of sailing in circles with the wind gusts were recorded at 38 knots. NZL 13 wasn’t so lucky and ended upside down for a good three hours. The rescue crew had to unrig her at sea before she sank. Thanks to Andrew Murdoch and the rescue team, they managed to beach her on a sand bar and drain her out before towing her home.

Sundays forecast had the fleet sailing in 20-28 knots. Slowly the older boys started heading home as the races progressed. But those that stuck it out all deserved medals. Those that stuck it out all deserved medals. On shore those watching Rafa and Andrew go toe to toe experienced Finn sailing at its best. Upwind Rafa was quickest, but on the runs Andrew was a rocket and impressed us all with his fearless approach in those conditions.

The new North Island champ is Andrew Murdoch after winning a close battle with Rafa Trujillo. Most first beats were hotly contested by all sailing over the two days, but the flat runs sorted the placings out. Karl, Ray, Dave, Dennis and Tom all had their moments with Karl finishing third overall.

In race 6 Purdie again beat Hall for the pin but Hall held on to the port layline and the two had a hiking contest to the top mark. Hall chased Purdie for the rest of the race. Purdie again led the final race in 18 knats but a missed offset mark and broken vang saw him retire. Hall rounded in fifth but was soon back in front for a fourth race win to round out a great series.

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Piotr Pajor writes: It has been another consecutive year of a significant growth of Finn class in Poland. Nine events were selected for the Polish Cup, amongst which seven best were counted to the overall ranking of the 2013 sailing season.

**Polish Yachting Association Cup**
15-17 May, Puck
14 competitors gathered for the first event of the sailing season. This is one of the two mandatory events for the National Team (apart from the National Championship) making it one of the most difficult regattas to compete. Rough wind conditions and rather sunny weather made racing even more demanding, but pleasant as well.

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<th>Name</th>
<th>Points</th>
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**Gdynia’s President Trophy**
7-9 June, Gdynia
The second event of the season was sailed on Gdańsk Bay. Three days of nice racing with breeze and sun.

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<th>Name</th>
<th>Points</th>
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**Warsaw Cup**
8-9 June, Warsaw
This was the first inshore regatta of the season. 13 entries on a start line, everyone willing to take over the trophy won last year by Piotr Mazur. Lack of wind on the first day of regattas meant that the race committee could only run only two races. The Cup was once again won by Piotr Mazur. Results:

<table>
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**Nord Cup**
29 June-1 July, Gdańsk
This is the biggest sailing event in Poland, gathering annually more that 700 competitors in most of the dinghy and offshore sailing classes. This year it became a part of the Baltic Sail, connecting cities around the Baltic Sea within one big sailing festival. Finns race within this event since 2012. 18 competitors arrived, making a very spectacular fleet with our nylon sails among the Dacron sails, still used in many classes.

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<td>18</td>
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**Polish Finn Masters Championship**
9-11 August, Sopot
In June 2014 the World Masters Championship will be performed in Sopot, Poland. One year before that event the National Masters Championship were performed, also as a test event for the organising authority to check what already works fine, and what could be done better. 22 competitors arrived, with guests from Germany and Lithuania. The event was open to all competitors, though even few juniors and seniors arrived. Three days of racing in very shifty and strong wind verified clearly who was the best.

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<td>Top three masters:</td>
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<td>Bogusław Nowakowski</td>
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**Sopot Finn Cup**
23-25, August, Sopot
As there were too many regattas to choose from, Sopot Finn Cup was not included in the Polish Cup calendar. Though 10 competitors arrived for the event, held next to the largest wooden pier in Europe. Five races were sailed.

<table>
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<tr>
<th>Position</th>
<th>Name</th>
<th>Points</th>
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<tr>
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<td>Jakub Marciniak</td>
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<td>Bogusław Nowakowski</td>
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<td>Mateusz Kobyliński</td>
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**Academic National Championship**
13-15 September, Gdańsk
This event is open to all competitors, not only students. As it is always held one week ahead
of the National Championship on the same venue (Gdansk Bay at the estuary of the Dead Vistula river), most of the competitors arrive at the venue earlier to participate in the academic regattas for training purposes before the most important event of the season.

1 POL 1 Milosz Wojewski 12
2 POL 13 Michal Jodlowski 17
3 POL 7 Jakub Marciniak 18

Warsaw Championship
5-6 October, Warsaw
This was the last event that counted to the Polish Cup, and also one of the two events held inshore. 20 Finns arrived for the regattas, making a splendid two days (six races) of competition. The weather conditions were rather sunny with light wind, making it very pleasant to stay on the water at this rather cold period of year.

1 POL 1 Milosz Wojewski 9
2 POL 13 Michal Jodlowski 16
3 POL 16 Mikołaj Lahn 20
4 POL 99 Włodzimierz Radwaniecki 26
5 POL 26 Bogusław Nowakowski 27
6 POL 11 Grzegorz Czarkowski 27
7 POL 17 Tomasz Gaj 28
8 POL 14 Piotr Mazur 34
9 POL 71 Marek Jarocki 35
10 POL 23 Piotr Pajor 38
11 POL 18 Bartosz Ptak 40
12 POL 21 Jacek Binkowski 50
13 POL 111 Kacper Jarocki 52
14 POL 22 Dariusz Czapski 64
15 POL 6 Jakub Reszka 66
16 POL 117 Tomasz Wieteska 71
17 POL 24 Wojciech Jankowski 86
18 POL 3 Jan Okulicz Kozaryn 88
19 POL 34 Stanisław Wieteska 89
20 POL 4 Janusz Marek Taber 102

The Warsaw Championship was also the last event of the Polish Cup. During the whole season 43 competitors participated in nine events, out of which the best seven were counted to the ranking. The Polish Cup was won (second time in a row) by Milosz Wojewski. The defender of the Cup is honoured to engrave his name on the Cup. As this is a new tradition, Milosz is the only competitor whose name is engraved on the Cup (twice, in 2012 and 2013) so far.

Match Racing National Championship
18-20 October, Puck
This event is only for selected competitors – winner of the National Championship, runner up and 8 best junior competitors of the National Cup. Eventually 10 competitors arrived in Puck for the only match racing competition of the year. One-on-one races were held during three cold and windy days.

1 POL 17 Piotr Kula (12) 9 10 12 8 11 9 10 11 10 100
2 POL 3 Rafal Szukiel 2 2 3 (4) 1 1 5 3 4 2 38
3 POL 1 Milosz Wojewski 1 (6) 1 5 3 3 4 2 36
4 POL 13 Michal Jodlowski 5 4 3 6 5 4 (8) 5 2 40
5 POL 8 Łukasz Lesiński 6 3 7 1 7 (8) 7 5 4 50
6 POL 7 Jakub Marciniak 3 (8) 8 6 5 2 5 8 7 54
7 POL 9 Tomasz Kośmicki 7 5 9 (11) 6 6 6 7 4 59
8 POL 16 Mikołaj Lahn (8) 7 6 7 2 7 8 6 8 66
9 POL 14 Piotr Mazur 9 (14) 12 11 10 10 9 9 9 98
10 POL 99 Włodzimierz Radwaniecki 11 9 10 12 8 11 9 10 11 100

The Most important sailing event in Poland is always held at the end of September, gathering 22 competitors in 2013 - the whole National Team and all others wishing to finish at the top. One of the special guest stars was Rafał Szukiel – that was his first appearance on Finn since the National Championship in 2012. This event is always highly ranked in terms of the Polish Cup. As the end of September is the end of both – summer and sailing season in Poland, everybody was giving their best. During the first three days nine races were held in moderate wind conditions with high, open sea waves, making it very crucial to pump hard during downwinds. The last day of regattas was left for the medal race. It was held on the Vistula river, inshore. The title was won by Piotr Kula for the third consecutive time, with Rafal Szukiel and Milosz Wojewski as runners up.

1 Piotr Kula; 2 Jakub Marciniak; 3 Michał Jodlowski; 4 Mikołaj Lahn; 5 Milosz Wojewski; 6 Jeremi Zimny; 7 Bartosz Ptak; 8 Kacper Jarocki; 9 Michal Gaj; 10 Jakub Reszka

Plans for 2014
Between 6-13 June 2014 Poland will host the Finn World Masters Championship. Sopot will be the venue of this splendid regatta gathering hundreds of Finn sailors every year. Apart from that, the Polish Finn Sailing Association will continue its work to promote Finn sailing in Poland. We hope that next year most of the regattas will attract even more boats, with overall more than 50 members of competitors in all Polish Cup events. The Polish Finn Sailing Association will be present on boat fares, will organise sailing clinics for its members and will help National Team in their fight during important international events. We invite everyone to join us during competitions in Poland. The calendar of the events is available at www.finnclass.pl.

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RUSSIA

During 2014 Moscow will hold three international Finn events.

- Moscow International Traditional Regatta (Finn, Snipe, Laser, Optimist) - June 25-July 5
- International University Sailing Cup (IUSC) 2014 (Finn, Snipe), August 19–25
- Open Russian (Open Russian Finn Association Championship) 2014 (Finn class only) August 26–31

All regattas will take place at the Moscow Sailing School (MSS) (www.sailingschool.ru) with racing on the Pirogovo part of Klyazminskoye lake. There are very good and convenient conditions for accommodation, charter boats and logistics to make the trip easy and comfortable on a small budget.

Open Russian
One of the biggest European Finn regattas. It attracts more than 70 sailors every year. Due to the fact that the regatta is after the IUSC, it is expected that bigger number of worldwide sailors will take part in the event. There will be overall, masters (M, GM, GGM, L) and Juniors fleets.

International University Sailing Cup
This is second time this is being held in Moscow under the endorsement of the International University Sport Federation (FISU) after the first IUSC took place in 2013. This time the competition will be held in two classes – Finn (men) and Snipe (mixed).

Moscow International Traditional Regatta
Held for the 18th time this year, and usually attracts more than 30 Finn sailors from Russia and other countries.

Conditions for sailors:
- Accommodation: Sailors and accompanying persons can stay at Moscow Sailing School hotel for about 30 Euro per night per person (including three meals per day).
- Charter boats: 50 fully equipped Finn (Devoti 2004, built for the Gold Cup 2005) and 20 Snipe (including sails), EUR 400 damage deposit. You are invited to bring your sails (for Finn class) and personal equipment only.
- Charter charges: Open Russian - 150 Euro for senior, free of charge for juniors; IUSC and Moscow regatta: free of charge.
- Logistics: Moscow Sailing School is 12 km from Sheremetyevo airport. A pick up service can be provided on request.

Russian Finn Association, Russian Students Sailing League and Moscow Sailing School will be glad to see you at these regattas.

SPAIN

The 2013 European Champion Vasilij Zbogar had a very successful winter season picking up the 38th GAES Christmas Race in Palamos before winning the Aldalusian Olympic Week in Cádiz in March.

At the 38 GAES Christmas Race he took a narrow victory from Deniss Karpak after a tight week of racing. While the week was generally sailed in light to moderate winds, the medal race was sailed in an excellent south-westerly Garbi wind, averaging 15 to 20 knots. Zbogar claimed the race win to take the week by one point from Karpak.

Spanish sailor Alejandro Muscat took fourth in the medal race and climbed up to third overall to take his place on the podium.

38th GAES Christmas Race 2013 - Final Results

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Andalusian Olympic Week 2014 - Final Results

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<th>Name</th>
<th>Points</th>
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<tbody>
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28 FINNFARE MARCH 2014
Then from February 27 to March 2, Zbogar won six of the 12 races at the Andalusian Olympic Week - XIV Trofeo de Carnaval in the Bay of Cadiz. It was also used as the Spanish National Championships. 26 Finns competed for the various titles. For Zbogar it was his fourth regatta win in six events.

The week was characterised by moderate to strong winds and testing currents, but Zbogar mastered the conditions to win with a race to spare. Zsombor Berecz took silver while Alican Kaynar won the bronze. The Spanish Championship went to Alejandro Muscat.


Below: Andalusian Olympic Week. Photos: Mara Escassi

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Switzerland

Swiss Championship 2013
September 18-22
The 2013 Swiss Championship was sailed on Lake Zug in late September in very demanding light wind conditions. After five tricky races Christoph Christen had secured his fourth national title followed by Peter Kilchenmann and Christoph Burger.

Mémorial Marc Lambelet
October 19-20 2013
The 2013 edition of the Marc Lambelet memorial regatta on Lake Neuchatel proved to be rather nerve wrecking as the wind only filled in on Sunday afternoon. But the sailors were rewarded with two perfect races in a fresh south-westerly wind. The battle was on between Christoph Christen, Piet Eckert and Peter Theurer who finished the two races in exactly this order.

Swiss Championship 2013 - Final Results
1 SUI 5 Christoph Christen 2 4 4 2 12
2 SUI 13 Peter Kilchenmann 1 4 1 14 10 16
3 SUI 7 Christoph Burger 8 1 7 8 1 17
4 SUI 63 Thomas Gautschi 2 11 13 1 3 17
5 SUI 57 Rudolf Baumann 3 6 15 6 4 19
6 SUI 93 Beat Steffen 4 13 2 10 5 21
7 SUI 3 Carlo Lazzari dns 9 3 11 6 29
8 SUI 94 Andreas Friderich 13 3 10 7 9 29
9 FRA 40 Joseph Rochet 6 5 6 13 17 30
10 SUI 50 Hannes Eugster 11 15 19 3 7 36

Wilke Cup 2013
The Wilke Cup, sponsored by Wilke Swiss Marine Composites, rewards the winner with a half price Wilke mast. All national regattas and the Swiss Championship are taken into account. Therefore participation on many national regattas and consistent sailing are key. The cup can only be won once every three years by the same sailor. The winner of the 2013 edition was Thomas Gautschi.

Swiss Championship 2013
L-R: Christoph Burger, Christoph Christen, Peter Kilchenmann

Gingerbread Regatta 2013
November 2-3
The November classic on Lake Thun attracted 33 Finns from Switzerland, Germany and France. It was a difficult weekend especially for the race committee as the wind was going around the clock all the time. To keep the eyes open and anticipate the next big wind shift was essential. The two Christophs were unchallenged in these conditions with Christen winning one point ahead of Burger. Thomas Gautschi came in third. As usual Saturday night was spent with good food and music and all the stories about another great Swiss Finn season were told.

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Piet Eckert, Christoph Christen, Peter Theurer
1 SUI 5 Christoph Christen 2
2 SUI 86 Piet Eckert 4
3 SUI 67 Peter Theurer 6
4 SUI 57 Rudolf Baumann 9
5 SUI 1 Hans Fatzer 11
6 SUI 63 Thomas Gautschi 11
7 SUI 13 Peter Kilchenmann 13
8 SUI 23 Rolf Megert 18
9 FRA 40 Joseph Rochet 18
10 SUI 4 Jiri Huracek 18

1 SUI 5 Christoph Christen 2
2 SUI 13 Peter Kilchenmann 4
3 SUI 7 Christoph Burger 5
4 SUI 63 Thomas Gautschi 9
5 SUI 57 Rudolf Baumann 21
6 SUI 93 Beat Steffen 22
7 SUI 3 Carlo Lazzari dns 23
8 SUI 94 Andreas Friderich 23
9 SUI 62 Lukas Schenk 24
10 SUI 55 Beat Heinz 25

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4 SUI 57 Rudolf Baumann 9
5 SUI 1 Hans Fatzer 11
6 SUI 63 Thomas Gautschi 11
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6 SUI 93 Beat Steffen 22
7 SUI 3 Carlo Lazzari dns 23
8 SUI 94 Andreas Friderich 23
9 SUI 62 Lukas Schenk 24
10 SUI 55 Beat Heinz 25

1 SUI 6 Thomas Gauthi 563
2 SUI 5 Christoph Christen 516
3 SUI 86 Piet Eckert 494
4 SUI 67 Peter Theurer 356
5 SUI 57 Rudolf Baumann 348
6 SUI 93 Beat Steffen 340
7 SUI 3 Carlo Lazzari 309
8 SUI 13 Peter Kilchenmann 287
9 SUI 7 Christoph Burger 275
10 SUI 1 Hans Fatzer 269

Swiss Championship 2013
L-R: Christoph Burger, Christoph Christen, Peter Kilchenmann

Gingerbread Regatta 2013: Andreas Friderich in front of the majestic Bernese Alps
The US Finn class continues to stay active and grow. Much training has been taking place in Florida and also the South-east fleet continues to thrive. San Diego has continued to grow their fleet. Many new people are entering the class and also veterans returning from around the country. The class now has available a few good boats for charter for anyone travelling from distant areas.

The North American Finn Class is raffling off a new SeaFlight Coach Boat, complete with motor and road trailer. Details and tickets can be found at http://www.nafinn.org

The California Finn schedule will be very busy everywhere for the remainder of the year. Many new regattas have been added. SCYA midwinter regatta in Long Beach was won by Henry Sprague, while the Middiwinters in Lauderdale was won by Greg Douglas.

**2014 LYC Olympic Class Ocean Regatta**

- **1** CAN 5 Greg Douglas 3 3 1 1 5 1 1 10
- **2** USA 6 Caleb Paine 1 1 2 2 2 4 3 11
- **3** AUS 41 Jake Lilley 2 4 3 4 4 3 2 18
- **4** AUS 261 Oliver Tweddell 7 9 5 5 1 2 5 25
- **5** BRA 109 Jorge Zarif 5 7 8 3 3 5 6 29
- **6** CAN 9 Rob Hemmings 4 5 11 10 9 8 8 44
- **7** BRA 1 Bruno Prada 16 6 10 6 10 4 48
- **8** CAN 110 Martin Robitaille 9 15 6 9 8 7 10 49
- **9** USA 69 John F Dane 6 8 10 8 15 14 9 55
- **10** USA 21 Gordon Lamphere 10 11 9 7 7 11 14 55

**2015**

- **22-29/5** ISAF Sailing World Cup Mallorca Palma de Majorca, Spain
- **11-15/6** Split Olympic Sailing Week Split, Croatia
- **19-26/6** ISAF Sailing World Cup Hyeres Hyeres, France
- **22-29/7** Bourgas Sailing Week Bourgas, Bulgaria
- **2-4/8** GKSS Olympic Class Regatta Gothenburg, Sweden
- **2-4/8** Palavská Regatta Pavlov, Czech Republic
- **2-10/8** EUROPEAN CHAMPIONSHIP La Rochelle, France
- **13-15/9** garda and Trentino Olympic Week Riva del Garda, Italy
- **20-24/9** Delta Lloyd Regatta Medemblik, Netherlands
- **6-13/10** FINN WORLD MASTERS Sopot, Poland
- **7-12/10** Sail for Gold Weymouth & Portland, UK
- **4-11/10** SILVER CUP Hoorn, Netherlands
- **11-13/11** UK Nationals West Kirby, UK
- **18-27/11** Travemunde Woche Travemunde, Germany
- **20-0/12** FINN GOLD CUP Takapuna, New Zealand
- **17-22/12** Palamos Christmas Race Palamos, Spain

**2016**

- **4-8/5** Regatta Port Bourgas Bourgas, Bulgaria
- **6-10/6** Sail for Gold Weymouth, UK
- **8-18/8** 2016 Rio Olympic Games Rio de Janeiro, Brazil

For online ordering, payment and more product information please go to: www.finnclass.org/shop
MAXX Your Performance

Congrats to Jorge Zarif for winning the 2013 Gold Cup in Tallinn! WB-sails ended up 1st, 3rd, 5th, 6th and 8th. Proven performance at top level combined with exceptional durability.

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