NOVEMBER 2013

JORGE ZARIF WINS FINN GOLD CUP

SCOTT WINS IN LA ROCHELLE

SANTANDER TEST EVENT

VASILIJ ŽBOGAR WINS RECORD BREAKING EUROPEANS
WILKE
CH-LEISSIGEN

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

Another Finn sailing season is coming slowly to an end with the 2014 down under season starting in just a few months time.

2013 showcased wonderful major Finn regattas starting with the 285 entry Finn World Masters in La Rochelle followed by the Finn Silver Cup - Jorg Bruder Trophy (Junior Worlds) at Lake Garda, the 2013 Finn Open & Junior European Championship in Warnemünde with 103 entries and the 2013 Finn Gold Cup in Tallinn with 88 boats on the starting line. It was promising to see how young talent broke through in these events securing a bright future for Finn sailing for the next years. Congratulations to the winners and to all participants.

The 34th America’s Cup saw quite a few current and former Finn sailors in key positions on the competing multihull foiling monsters and as it looks with the growing athleticism in the Cup Finn sailors will be in high demand in the next edition of the regatta as well.

Away from the water, in the board rooms of the international sailing community there is much up for discussion. The 2013 ISAF Annual Conference will take place early November in Muscat, Oman with among others the revised format for the Sailing World Cup on the agenda. One of the main strategic matters on President Croce’s agenda is the creation of an elite sailing circuit which, between Olympic Games, provides competing sailors, ISAF and event organisers appropriate media and sponsor exposure as well as an opportunity for high class sailing and a tool in creating a professional career path for young sailors with Olympic aspirations.

Back to IFA, we held a fruitful class AGM at Tallinn with further fine tuning to our class rules, the 2015 FGC venue decision with Takapuna, New Zealand, the U23 rules for our junior events and a general exchange of views in terms of class policies.

In the last months our national fleets were also busy in hosting their championships and again strong competition for the titles as well as further growing fleet sizes show that the Finn is not only about the Olympics and world championships but it has a great depth and geographical span around the world.

On behalf of the IFA Executive may I wish you fair winds and a successful year-end holiday season.

Dr. Balazs Hajdu
HUN-1
IFA President
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Award for Luigi
Congratulations to regular Finn class PRO Peter Reggio, who was presented with the Harman Hawkins Award “for the major role he has played in the advancement of race administration.” The presentation took place at the US Sailing Annual Meeting Awards Dinner on October 18, 2013. Well done Luigi.

Masters website
The address is the same but the content is new. One of the first tasks of the new Masters President, Andy Denison, was to produce a new and updated website. It is now complete and should be the first port of call for all those looking for information on Masters events. Already he has published site reports on the 2014 and 2015 venues of Sopot, Poland and Kavala, Greece, following visits in September 2013.

Class videos
During the Europeans in Warnemünde and the Finn Gold Cup in Tallinn, we produced daily videos including interviews with the leading sailors. In addition, from the Finn Gold Cup the medal race was finally recorded on stern mounted Go-Pro cameras. [After no wind in Falmouth and Warnemünde for the medal race was finally recorded we were beginning to lose hope.]

Despite the light winds for the medal race in Tallinn, four videos have been coming events. You can find all the Finn class videos at: www.youtube.com/thefinnchannel, as well as on the Finn Class facebook page.

FINN news
Get ready for Takapuna 2015
With the 2015 Finn Gold Cup heading to New Zealand for the first time since 1980, the class there would welcome any sailors who want to train in New Zealand over the northern hemisphere winter. There are a number of regattas taking place including the Auckland Championship (Nov 30-Dec 1), Sail Auckland (Feb 1-4) and NZ Nationals (Feb 6-9), also in Auckland.

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At the opening ceremony of the Finn Gold Cup in Tallinn, Estonia, Gus Miller was awarded a Medal of Honour from the Estonian Yachting Union. Gus Miller has befriended, supported, encouraged and coached Estonian sailors for more than 30 years after first coming to Tallinn for the pre-Olympics ahead of the 1980 Moscow Olympics.

In presenting the award, Ants Väinsalu said, “There is one very special person among us right now who has done an incredible amount to help Estonian sailing and Estonian Finn sailors. For almost 40 years this man has been our friend and active promoter. Already in 1978 he wanted to bring the Gold Cup to Estonia. Politics made it impossible for 15 years, but in 1994 his dream became true. He has provided valuable help, advice and support to many Estonian Finn sailors over decades. He also had a big part of bringing this 2013 Finn Gold Cup to Tallinn. Without him Estonian Finn sailing would not be what it has become. For his outstanding contribution to Estonian sailing, the Estonian Yachting Union has decided to award him the official Badge of Honour.”

Miller said, “This morning I woke up about 4.00 am, maybe excited by the racing, but thinking back around 35 years of coming to Estonia. When I fist started travelling internationally I made a rule for myself that I would allow enough time that I would spend 50 per cent of the time away from yacht club, away from the Finn and away from the race course, getting to see new places and new people and to learn from them. When I think back to those I met in 1978 when I first came to Estonia – back then it was the Soviet Union, I did not realise Estonia was not Russian – it didn’t take long for the difference to be explained to me. The people I met and the influences from my first time here had a great impact and brought me back many times. It’s been a great adventure.”

**FIDeS Programme 2014**

The Finn Class Development Support Programme (FIDeS) has supported four sailors through 2013. These are Alejandro Foglia (URU), Agustin Zabalua (ARG), Gareth Blanckenberg (RSA) and Karim Esseghir (TUN). The Finn Class works in partnership with the Dinghy Academy in Valencia to provide training and logistics support and each of these four sailors has benefited from Finn Class funding to provide these services through the Dinghy Academy.

For 2014, IFA is again seeking to fund four sailors at the Dinghy Academy. Ideally these sailors should come from continents where IFA is trying to develop Finn sailing, but all applications are considered.

While the funding is limited, the sailors are expected to meet certain regatta and training commitments. Anyone interested in a 2014 grant should contact IFA at corinne.mckenzie@orange.fr
For the first time ever the Finn Silver Cup and the Finn Gold Cup have been won by the same sailor in the same year. Jorge Zarif from Brazil had set his eyes on a medal at his home Olympics in three years time and has certainly caused a stir in winning the 2013 Finn World Championship with a day to spare. His ability to read the tricky conditions, to make the best of the wind he was dealt and to maintain his calm composure throughout has turned him into one of the youngest winners of this fabled trophy. He previously won the Finn Silver Cup back in July for a Gold and Silver double.

Estonia holds a special place in the hearts of Finn sailors and the hosting of the 58th Finn Gold Cup in Tallinn was a momentous occasion for many people. It had been 19 years since the Finn Gold Cup was last, and first, in Estonia. In 1994 it was sailed at Pärnu, but in 2013 it was held in the country’s capital and was raced from the Tallinn Olympic Yachting Centre at Pirita, which was originally built for the 1980 Olympics. Estonia has only ever hosted four Olympic discipline world championships, and two of those have now been in the Finn.

The week was plagued by light and shifty winds, with postponements every day and two days lost with no wind at all. However seven of the 10 opening series were sailed, along with just the medal race on the final day, and even that was only just managed within the time limit.

Monday’s race winners were Oliver Tweddell and Jorge Zarif, both also winning their first Finn Gold Cup races ever. Along with most of the fleet they also picked up some high scores over the first two days. The sides of the course were clearly paying with Tweddell finding himself with a huge lead in race one from the right hand side. Zarif had a much narrower victory in race two rounding the final mark overlapped with Milan Vujasinovic.

Tuesday brought much the same conditions, rarely exceeding 10 knots, but generally 7-8 knots. Pieter-Jan Postma took a perfect

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**2013 Finn Gold Cup - Final Results**

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<td>(38)</td>
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<td>Andrew Mills</td>
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Photos: (this page) Top: Zarif; Above: Podium; Left: Beautiful backdrop of Tallinn

Opposite page (top down): Pieter-Jan Postma, Andrew Mills, Giorgio Poggi, Thomas Le Breton, Jorge Zarif; Bruno Prada, Zarif and Rafa Trujillo; Close finish; Trujillo explains to Zarif he has won
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FINFARE NOVEMBER 2013
start at the pin and soon tacked and crossed to build a substantial lead for the race three win. He rounded out the day with a 36 to add to a 2, 45 on the first day. He looked like he was in trouble, but then so did a lot of other favourites. The leader after the first day, Andrew Mills, then cemented his lead with a comfortable win in race four to sit 17 points clear of the fleet.

And that is where he sat for the next two days as the wind failed to stabilise on Tallinn Bay. The forecasts were dire whichever way you looked at it and some were predicting no more racing at all. The fleet didn’t get on the water at all on Wednesday though there was a brief hope on Thursday, which was quickly dashed as the wind deserted the bay as the fleet arrived at the race area.

Friday was not looking much better, but then an 8-10 knots breeze appeared from nowhere and three races were managed. Race five proved crucial for Zarif. Not only was it his second win, but his main opposition Ed Wright picked up an OCS after leading for most of the race.

At this point, Vujasinovic had taken a commanding lead of the championship, but it was all about to change again. Wright came back to win race six, while Zarif took the overall lead with a ninth place finish. His coach Rafa Trujillo realised what was happening but Zarif didn’t and kept his cool into race seven. With Postma winning his second race and Wright in fourth, Zarif sailed another fantastic race to take nine places on the last lap to cross in seventh and effectively win the championship with a day to spare.

The medal race day again started with no wind. However the fleet was sent out on time to wait for the breeze, and it took its time in coming, nearly to the time limit, which meant that the final race for the rest was cancelled.

Postma was the only sailor other than Zarif to win two races so far but also had two high scores, which kept things tense until the end. Desperate to break a run of fourth places in recent events, he went into the medal race with determination and confidence. He took the lead on the second upwind to win his third race and the bronze medal. And then he promptly took Zarif for an impromptu celebratory swim to the delight of the assembled media.

Second placed Wright stepped onto the podium for the fourth time in four years. But for starting over the line in race five, it may have been one step higher. He slipped up slightly on day two, but otherwise was never out of the top six across the finish line. After a week of very difficult winds, he was pretty happy with the silver.

It was always going to be a high scoring regatta and this played in Zarif’s favour with his fewer mistakes determining the eventual outcome. At just 20 years old, Zarif had never even been inside the top 20 overall at a Finn Gold Cup. In 2004 the young Zarif watched his father, who sailed in the Finn in the Olympics in 1984 and 1988, win a race at the 2004 Finn Gold Cup in Rio. Zarif decided that this was what he wanted to do.

The rest of the results speak for themselves of the week in Tallinn. Random is not the right word, but the winds played havoc with any established pecking order and caused more than a few upsets. There were six sailors inside the top ten overall, including Zarif himself, who had never made it that high before. European Champion Vasilij Žbogar could only manage 13th and only two sailors out of the ISAF World top 10 rankings made the top ten. It was certainly a mixed bag, but those who maintained their coolness, sailed consistently and kept it all in perspective were the ones collecting prizes come the end of the week.

The beauty and hospitality of Estonia and its people eclipsed any disappointment of the uncharacteristic light and shifty winds. No stone was left unturned by the Kalev Yacht Club and all the volunteers to make the Finn sailors welcome and create a very special Finn Gold Cup.

Photos: Left: Pieter-Jan Postma; Ed Wright; Junior podium; Zarif and Postma; Close finish to medal race; Medal race first beat. Top: Zsombor Berecz; Below: Jorge Zarif
The 2014 ISAF Sailing World Championships will take place in Santander, Spain next September. This important event is the first country qualification regatta for the 2016 Olympic Games.

The test event - the Ciudad de Santander Trophy was held in September 2013 and while it didn’t attract a large number of Finns, gave everyone an idea of what can be expected in 2014.

With seven wins from 10 races Josh Junior took a well-deserved gold medal after a second in the Medal Race. He took an early lead which he maintained for a large portion of the race, but as he approached the finish Eduard Skornyakov, who had trailed him all race long, found something from nothing as a shift pushed the Russian ahead of Junior, gaining 100 metres in the process to win.

“It was tricky,” said the Kiwi after racing. “There were big shifts coming down the course and big pressure differences as well and there’s a lot of tide. Again I think people are going to have to practice to get used to it so it’s going to be hard next year. It’s been good practice to learn the conditions but there’s a lot of work to be done for next year.”

The photos on this page give an insight into what looks like a spectacular venue but with tricky conditions. Photos by the excellent Jesús Renedo.
The Finn European Championship returned to Warnemünde, Germany in 2013 for the third time in the event’s history and it attracted a record entry of 103 boats. The marina at Warnemünde was originally built for the first Finn Europeans there in 1961. The second event was held shortly afterwards in 1969, so the third visit to the former East German sailing centre was long overdue.

However, the conditions didn’t quite turn out as expected with only eight of the 11 races sailed. A massive entry of 103 boats from 29 nations and five continents entered, making it not only the largest entry ever for the Finn Europeans but also the largest entry for a Finn senior championship for 30 years. From the very first race it was clear that Vasilij Žbogar had an agenda in Warnemünde. He was by far the most consistent sailor and would have won by a even larger points difference but for two obscure gear failures that left him fighting for recovery. On Tuesday his halyard lock broke, dropping the sail at the windward mark and on Wednesday his mainsheet hanger broke, leaving him to sail the final beat with no purchase on the sail. He recovered to seventh and 13th in those races.

Though there was no racing on the first day with a lack of wind, on Tuesday and Wednesday the fleet got in six fantastic races in near perfect Warnemünde conditions with sea breezes up to 15 knots. There were also seven different winners during the week keeping it very tight at the top.

Žbogar took the early lead after the first three races on Tuesday. Ivan Kljakovic Gaspic was second after winning the first race while Andrew Murdoch was third. The first race was the lightest which Žbogar led initially, but after various lead changes, including to Zsombor Berecz, it was Kljakovic Gaspic first across the line. Race two had to be restarted after a major shift on the first downwind, but then a solid sea breeze came in. Karpak led the restart from start to finish, while Pieter-Jan Postma and Ed Wright worked up to second and third. In the final race of the day Josh Junior took the lead from Karpak on the first downwind and sailed away to win from Murdoch, while Jonathan Lobert recovered on the final downwind to cross third.
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... (remaining entries)
and round first, never to be threatened. On the second upwind, Postma misjudged the moved windward mark to overstand while Žbogar suffered his second gear breakage which cost them each 10 places each. Max Salminen had a great final beat to close on and then pass second placed Tomas Vika.

In the 16 boat Junior fleet Peter McCoy was sailing an excellent series in 22nd overall, while second placed Jake Lilley was in 35th, some 57 points behind. Arkadiy Kistanov was third in 45th overall, 40 points back.

Over the next two days only one was sailed each day as wind failed to build into anything stable. Žbogar won both, sailing away from the fleet for a sizeable victory in both.

On day four the fleet was held on shore all morning after a change in the weather brought rain and cloud. Just as everyone was giving up hope the cloud cleared the sun came out and a light sea breeze began to establish. Race seven turned into a game of snakes and ladders with some large shifts and tricky conditions, especially on the second upwind. Žbogar rounded the top mark in fourth and took the lead downwind to sail away from the fleet for a big win.

Oliver Tweddell rounded the top mark first and managed to stay out of trouble to finish in third. Thomas Le Breton was back in 37th, but struck out to the right on the final upwind, found new wind and made big gains to finish second. The race team tried valiantly to start race eight, but after around half a dozen attempts with the sea breeze starting to clock round they sent the fleet back to harbour. After seven races, Žbogar had a six-point lead from Wright and Junior. Žbogar

Day five dawned windless again and the sailors waited ashore until 14.00, when there was a sea breeze of 8-9 knots. It took an age to get the fleet away, as they gave the race team the run-around with early starts being postponed. Eventually a start was let run and 16 boats were black flagged on a general recall. On the restart another eight were black flagged, including many in the top 10.

The race was very similar to Thursday’s race with the leading pair of Žbogar and Wright up the front for a 1, 2 finish. Žbogar destroyed the fleet on the first downwind to round with a gap on Wright, who had led at the top. Wright closed up on the next upwind and rounded on Žbogar’s stern. However Žbogar soon built another gap downwind and while Klijakovic Gaspic passed Postma, it was Postma who picked up third place, with the Croatia black flagged. Tweddell ended up third with Murdoch fifth, enough to move into the bronze medal position. The second race of the day was abandoned as the wind started to drop and shift.

In the Juniors Jake Lilley placed sixth to close the gap on McCoy to just 17 points, while Lennart Luttkus was up to third.

The week ended how it began with no wind, so no racing. The results from Friday stood. In taking the title, Vasilij Žbogar won his first major championship in the Finn class. He was clearly the best sailor and fully deserved to lift the trophy. In spite of two breakages which cost him valuable points he kept his usual cool and consistency to remain in control and win the last two races.

He said, “The week was quite hard but I like these sort of conditions, and I took advantage of it and sailed really conservative all the time. Straight from the beginning I was trying to be conservative and not make big mistakes and that paid off and I just continued like that. My boatspeed was really good so I didn’t want to mess around that much. We’ve been working really hard during the winter in Valencia, so all this training is now paying off. Myself and Luca Devoli and all the rest of the team, the physio, the fitness coach, I think they are all pretty happy now, and so am I.”

Ed Wright was also on top form all week. He said, “I am very happy to have come away with the silver. It was a pretty tricky week with a lot of light winds and some medium stuff. Downwind in a couple of races was really great out there. The waves can be amazing, especially in the Finn. Vasco sailed slightly better with good starts and probably was a bit faster throughout the week, especially downwind.”

For third placed Andrew Murdoch it was only his third major Finn regatta and, along with Josh Junior in fifth, are the sailors on perhaps the fastest learning curve at the moment. He said, “Obviously I am really happy to get the bronze in my first season in the Finn and it’s actually better than I have done in the Laser Europeans.”

In the Juniors Peter McCoy led the 16 boat fleet all week. After finishing just outside the medals at the 2013 Silver Cup a few weeks previously, this week proved he can handle the extra challenge of the senior fleet. Jake Lilley closed the gap in the last few days, but could not reduce the points gap enough to pass McCoy. Lennart Luttkus takes the host’s country’s only medal at this event with the junior bronze.
Rent a Pata Finn for the great European events!

info@patafinn.hu
Jüri Saraskin was born in 1938 in Pärnu, Estonia. In 1963 he graduated from Tallinn Polytechnic Institute and moved to Leningrad (now St Petersburg) to do his Ph.D at the Leningrad Institute of Fine Mechanics and Optics, which he was awarded in 1971.

Jüri started sailing in 1952, and since 1962 his life has been connected to the Finn, initially as a sailor and since 1967 also as a measurer. Twice he has been the Finn Champion of Estonia, in 1968 and 1970. Since 1992, Jüri has been the Chief Measurer of the Finn. His experience and knowledge helped him to develop and refine a lot of tools and methods of measurement for full and accurate measurement of dinghies.

As the chief measurer of the Finn class Jüri works very closely with all Finn manufacturers, and manages to bring their work to the point where athletes are more and more guided by their own knowledge and skills rather than any advantage a particular boat gives them. In essence, a large database of almost each and every Finn is in his hands. We can rest reassured that the class is in safe hands.

Regarding rivals - we were all friends. I never considered myself a real rival to them. I sailed the Finn for two years and during this period I was lucky to sail against a number of gifted Finn sailors. I specifically remember Viktor Kozlov and Alexander Chuchelov.

Jüri is actually a keeper of tradition, history and culture of the Finn Class as well as culture of the art of measurement.

How did you get into sailing? Who was your first coach? What was your first boat?

It all started by a lucky coincidence. My uncle was a sailor and a member of the Ust-Orozhsk Sailing Club. During the Second World War his boat was sunken to be used as a pontoon bridge for the retreating Soviet troops. It was my uncle who presented to me a model yacht, which impressed me and hooked me into this ‘tomfoolery’. My first boat was a French-built ‘Valerie’ which formed part of reparation assets provided to the USSR after the Second World War. The first boat I sailed on my own was an ‘Olympic’ which took part in the 1936 Olympic Games in Berlin (the regatta was held in Kiel). My first yacht with a crew was the ‘M’ (a Russian national class). Mind you, that was after Stalin died because prior to that one could only sail a boat over the age of 16, and it was virtually impossible to get somebody ‘infected with sailing’ at that age.

When and under what circumstances did you come to the Finn class?

At some point I was the member of the Olympic squad sailing the 5.5 class boat. When this class was excluded from all major competitions, it happened that I moved into the Finn. I do not remember precisely, but to the best of my recollection, Alexander Chuchelov invited me to sail the Finn.

We know that you became the champion of Tallinn (in 1 and 10, respectively) in the Finn. Can you please tell us about your successes in the Finn, what boat did you sail then, who were your main rivals at the time?

I was not particularly eager to win the Championship in Tallinn. But it happened somehow. As a general comment, I was not a very successful racer in the Finn. I started sailing the Finn at a relatively senior age and at that time I had already been a scientist and did not have a great deal of time for sailing. It goes without saying that in order to succeed in any activity you should spend enough time doing this. I did not have enough time on the water. However, I once took eighth place overall and second place among the Soviet sailors in the Baltic regatta.

At that time the USSR Olympic squad (two sailors) was not participating due to travelling abroad but I had enormous speed. I still don’t know why. I remember that the mast, similar to a Bruder, I had built myself while the Raudaschl sail I had traded for some ice-sailing blades. This, of course, was crucial. Brain remained the same as before.
How did you become a measurer? What prompted you to embark upon it?
That was in 1967, in Hanko, where we were sailing. We came there courtesy of Peter Dalberu who paid all the travel costs of three Estonian sailors (Dyrdyra, Kos Walter and I). It appeared that my Finn did not comply with the class rules. I had no idea what was wrong and Vernon Foster kindly explained to me what was the problem and what I should do to fix it. I liked it and found all this measurement stuff very interesting. Moreover, the Finn is very nicely designed boat. For example, when Luca Devoti engaged a few professionals to improve the shape and design of the rudder, they all came to the conclusion that there was nothing to improve – the rudder is still at a fairly advanced level. So, I started measuring the boats since then. I thought there should be somebody to do that job.

Did your undergraduate and postgraduate degrees in technical sphere helped you in your sailing career, both as a sailor and a measurer?
The only impact my academic activity had on my sailing career was lack of available time for sailing. Had I had a benefit of hindsight, I would have spent more time on the water.

Being a measurer is more like a hobby than a real job. Do you mind telling us whether you had a job not connected to sailing?
This is a hobby indeed. I hold a Ph.D in Computer Sciences. I worked in this sphere permanently and headed programming departments at various places. Some time later my worked also included computer management systems. I was rather successful in what I was doing. Although my first education was not in computer sciences but in gas turbines. Mind you at that time no university had computer education. But I was lucky enough to be one of 100 specialists in Estonia who were sent to Leningrad to study computers.

Who were your tutors who helped you to acquire relevant skills in order to become a measurer of the Finn class?
We have always had a few good measurers here in Tallinn. Even now you can find extremely good measurers in Tallinn such as Paul Bhutto, Heno Huanage and Arve Tetsman. They have never been about having the power to punish or indulge somebody. We have always believed that our task is to make sure that all boats are more or less equal. If a boat complies with the class rules and do not fall out of admissible variations, then everything is fine.

In general, it is not about desperately searching somebody to punish but more about educating sailors. Even now, having been the Finn class measurer of the Finn class for 20 years, I am still pursuing this goal. I am always to happy to answer a sailor’s questions. But if a sailor asks no questions, there is no point in explaining something because you will be treated as a bad teacher, i.e. nobody will listen to you.

How did you become the chief measurer of the International Finn Association?
I think that there were better candidates but simply nobody voted against me. I guess other candidates may have had enemies or just people who disliked them. But I was recommended by sailors.

What was the situation at that time you became the chief measurer of the Finn class? What was the philosophy of measurement? What kind of problems did you face?
The three last measurers before I assumed the post, each had died around one year after their appointment. It seemed that they had neither a desire nor a will to change anything dramatically.

When I attended my first measurement assignment in Kingston, each measurement for all sorts of reasons lasted two hours longer than was intended. One of the main reasons was the fact that all the boats were in rather poor condition. In particular, the rudders were thicker than prescribed; centreboards were not fixed as prescribed. One quarter of all boats had the centreboard bolt in a wrong place; similar problems were with deck mast bearing rings.

Strictly speaking, a half of the boats were not compliant to class rules. So I had to fight a lot at the beginning. And now, in my view, the Finn has already become more monotypic than the Laser. I can give you facts if necessary to prove this. But that was not my goal. It used to be believed that if you wanted to be fast, you needed to cheat. Now, it is no longer considered acceptable behaviour. Now sailors have realised that you can still be extremely fast even if your boat is within the class rules.

What, in your opinion, have brought to the Finn class as the chief measurer? What have you changed?
Perhaps this was the way the measurer should work. In this class all new developments are coming from sailors, not even from their coaches. I remember one instance where 12 participants held Ph.D and one was Doctor of Chemistry (the latter was Arest Popov from Leningrad). That shows you why the Soviet Finn sailors were at a high level – it was more about their education and mental abilities than total training policies. I remember Yura Zubkov’s designing a mast similar to that of Bruder but in fact he had never meet him before and could not possibly have learnt it from him.

Is there anything else you would like to change?
Well, I have got some ideas. First, I see no reason to attach a pound of lead to the mast. All new masts weigh 7 kg without a corrector. Secondly, I see Allen booms bend quite a lot, so I like the proposal to make carbon booms, which would be half the weight. There are some other thoughts, various bits and pieces. For instance, nowadays it should not be a problem to build a Finn weighing 80 kg but we would then have to attach weight to achieve required 116 kg. But it is not prudent to do such leap-frogs taking into account how many sailors there are in the class. In the Masters World Championship, for example, 280 Finns sailed. If we do a leap-frog, a lot of them will not be able to continue sailing their boats successfully. This is the problem, so we should be moving forward at a reasonable pace.

What, in your opinion, is the reason that the Finn is able to remain in the Olympic programme?
I think there are only three classes left in which the design and work of a sailor remained as it was before. As far as other
dinghies are concerned, it was suggested at the beginning that any sailor can sail them. It's proven to be not entirely correct. I remember being in Switzerland where the 49er sailed for the first time. It was mentioned that anybody could sail the 49er. However, it was subsequently proven that should one wish to be successful in this class, the crew must weight 160 kg +/- 1 kg. In the Laser, the weight is also of paramount importance and the sailor should not be more than 80 kg. The 470 requires a tall crew and a small helm (both women and men). Well, if you look the Laser, Laser Radial, windsurfing, 49er, all these have such a strict weight dependence. In other words not any sailor can sail these classes successfully as it was suggested at the very beginning.

What do you now see as the main mission / philosophy for a measurer in the Finn class?

Just to support the progress and to simplify the process of measurement. As they say, it is very easy to come up with a sophisticated tool but it is difficult to create a tool which is as simple as a hammer. It is difficult to make a good hammer, it is an art of sorts. Every locksmith will understand that. The main thing is that progress keeps going but not at the expense of the physics of the boat. It is all coming from experience, nobody has got the money to pay for lengthy and expensive experiments to be able to find out whether it is worth doing something. It happens from time to time. There must be somebody who can gather all information and experience so that the outcomes are not based on some sort of magic. Magic is everywhere, in the governance of states, in techniques, at home. For instance a cook does not know the chemistry but he cooks delicious food. We often do not know why we have achieved this outcome. This is life.

Do you still sail, participate in regattas these today?

I am crewing on big yachts, including in offshore regattas. In some cases I even steer them. I also organise ice-sailing events in the winter. Last year my friend and I organised 14 regattas. All of them required a lot of work. You need to spend time in the boat. The more time you spend sailing, the better. Great success that does not come immediately, it can only come after several years.

What would you tell young sailors who have just started sailing the Finn?

They should go to school and be strong. Everybody is strong. I remember Andrei Chuchelov who was an uncle of a famous Finn sailor Alexander Chuchelov. When I started ice-sailing, he told me that success in ice-sailing comes from your brain, not from your wallet or muscles. This is true. By way of an example, today we witnessed that a lot of sailors lost their steam by the third race while all of them were still strong. If all your energy is spent on hiking and nothing on thinking – it is not sailing, it is just a way to kill your flesh.

...finally...

When I was appointed the chief measurer, someone warned me that all previous measurers passed away about one year following the appointment. I promised them that I would leave the position in a different fashion.
More than 170 sailors participated in the 2013 edition of the Finn Alpen Cup. It was held over four regattas in four countries from April to August: Lago di Caldero, Italy; Wolfgansee, Austria; Thunersee, Switzerland and Rottachsee, Germany.

Unfortunately at the final regatta at Rottachsee, no races were completed due to lack of wind.

For the calculation of the final ranking only sailors taking part in at least two events were included. The series winner was Gerhard Weinreich, who won CHF 1000 of Wilke products, followed by the Florian Demetz, who won a carbon rudder from Devoti Sailing. In third place was Alfons Huber. A Finn sail offered by Elvström Sails went to Horst Klein in 13th place.

The Finn Alpen Cup is proudly sponsored by: Wilke Masts, Devoti Sailing And Elvstrom Sails.

Final results:

1. AUT 333 Gerhard Weinreich 420
2. ITA 89 Florian Demetz 360
3. GER 82 Alfons Huber 274
4. GER 63 Michael Pandler 267
5. AUT 7 Michael Gubi 264
6. SUI 55 Heinz Beat 209
7. SUI 3 Carlo Lazzari 205
8. ITA 93 Nikolaus Mair 200

The first event for 2014 will again be at Lago de Caldero. More information at: http://finnalpencup.wordpress.com/
2013 European Masters

**2013 European Masters - Final results**

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<td>38</td>
<td>HUN 9</td>
<td>Tam-s Beliczay</td>
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The first was sailed in light winds and sunshine, which proved to be a perfect cocktail for Jørgen Svendsen, who took first in both races. Day two started with 18-20 knots from south east, which produced epic conditions in Køge Bugt. Strong wind and big round waves set the perfect scene for one of the best days of sailing so far in this season. Luckily the Danish Finn Association had hired a professional photographer to join in, and he took some excellent photos and best of all cut a super 2-minute video. If you haven’t already seen the video, you should check it out right now: [http://finnjolle.dk/danmarks-mesterskaber/regattas/video-dm-2013](http://finnjolle.dk/danmarks-mesterskaber/regattas/video-dm-2013).

We had four great races, where Max Salminen came out as the winner of all. Yes, dedicated training does pay off. Max was closely followed by Karel van Hellemond and Mads Bendix. At the end of the day it was 35 tired Finnsters who enjoyed their after-sailing beer. Day three was a bit of a nightmare for the race committee. Light winds from all directions made it very difficult to get the races going. But the committee...
managed to get two more races on the score board, first race was won by Max Salminen followed by Karel van Hellemond and Jørgen Svendsen. The last race of the Championships was won by Jørgen Svendsen with Max Salminen second and Mads Bendix third.

So after eight races Max Salminen was the winner of the series, with Mads Bendix as the new Danish Champion. Not bad at 25 years and his first season in the Finn. Third overall was Karel van Hellemond, fourth Jørgen Svendsen, fifth Thomas Mørup Petersen. Saturday night we had a great party. Spit roast pig, plenty of wine and beer and the company of your best friends. What’s not to like?

Results (top 10 from 38)

1. SWE 33 Max Salminen 9
2. DEN 2 Mads Bendix 21
3. NED 41 Karel van Hellemond 25
4. DEN 3 Jørgen Svendsen 27
5. DEN 9 Thomas Morup Petersen 32
6. DEN 231 Kenneth Bøggild 50
7. DEN 6 Lars Hall 60
8. NED 29 Bas de Waal 60
9. DEN 23 Martin Bodin 62
10. DEN 5 Jakob Stachelhaus 62

Top: Prizegiving. Left to right: Jørgen Svendsen, Mads Bendix, Thomas Morup Petersen
Left: Winner Max Salminen (SWE) holding an exact replica of Paul Eivstrom’s left hand.
Right: Peter Malm

2013 Böklunder Aarhus Sailing Week
31 August-1 September

Next event was the Aarhus Sailing Week. Actually it is not a week, but still a really nice event. The second largest town in Denmark, Aarhus has the traditional Aarhus Fest Uge, or Party Week. This means that the city itself is full of live entertainment, super models, music, beer and good spirits. Sailing Aarhus uses the opportunity to host a weekend of dinghy sailing, for among other classes the Finn. Sailing Aarhus has been hosting some major international events over the years, and they really have their act together. Perfect race management, excellent after sailing and the city with all the partying within 500 metres of the harbour.

The racing itself was as always good. Plenty of off-shore wind with some interesting short waves. The local young guns Jacob Martens, Philipp Kasjiske and Max Kolhoff are trained by the DSV Finn trainer Per Baagøe. They have already shown some impressive results in their first regattas.

But there is more to say about the public relationship works here in Germany: it was really bad timing that the EC and the Travemünde Woche, one of the great sailing Weeks in the German Baltic were held parallel just about 150 km apart.

But nevertheless Travemünde Woche attracted 22 sailors for a great event. The Finn Regatta was held with a huge media effort – almost Gold-Cup like – with Live-Trackers, and live commentators at the on-shore sailing arena – attracting thousands of visitors. There was even a Finn race right in front of the ‘Mile’ in the Harbour, allowing visitors to see the regatta in action just meters away of their beer and bratwurst.

The German Championships in August were held in Steinhueide at the SLSV, the club with probably the most Finn tradition in Germany. The difficult wind conditions were mastered with excellence by the responsible regatta team, and the catering of the 70 competitors with spouses. After a exciting race series, our Junior Lennart Luttkus finally took the honours of the International German Champion 2013. Great job Lennart.
John Heyes writes: After recent cold and windy weather, 38 Finns were greeted by glorious sun and temperatures in the late 20s when they arrived in Torquay for the 2013 UK National Championships, from July 5-7. Torbay has hosted the Finn fleet before and once again provided excellent facilities and race management under PRO Robert Llewellyn in the challenging conditions.

Two races were completed on Friday in a steady 8-9 knots south-easterly breeze on a race course in the middle of the bay, just a short sail out from the harbour. Neil Robinson hit the right-hand side of the track and rounded the windward mark first, chased hard by Allen Burrell, Mike de Courcy and Howard Sellars.

The wind on Sunday was even lighter, with a windward - leeward course with Burrell switching on to the tidal advantage on the right as the east going flood tide circled around the bay, creating a foul tide on the left of the beat but a positive lift for those on the right. With the light breeze dying away in the late afternoon, the race officer made a welcome call to shorten the race after the second upwind leg, to give Burrell the win, Robinson second and Marc Allain Des Beauvais third.

The order of the first two was reversed for the second race, this time a windward - leeward course with Burrell switching on to the tidal advantage on the right as the east going flood tide circled around the bay, creating a foul tide on the left of the beat but a positive lift for those on the right. With the light breeze dying away in the late afternoon, the race officer made a welcome call to shorten the race after the second upwind leg, to give Burrell the win, Robinson second and Marc Allain Des Beauvais third.

The wind on Sunday was even lighter, with crews forced to sit in the middle of the boat at times but the full schedule of three races was successful achieved. With a similar tidal situation to the previous day, most of the fleet had now picked up on the ‘right is good’ strategy despite the PRO tempting boats down to the pin end of the line with port-end bias. Time and time again sailors were drawn left by the prospect of more wind in-shore or a ‘left must pay some time’ strategy but predominately the leaders all came from the right.

Sunday dawned very hot and very light, with a north-easterly gradient breeze fighting a fickle south-easterly sea breeze. The fleet put to sea at 10.30 am with a promise of 6 knots at the windward mark but Torbay’s unique microclimate conspired to thwart the sea breeze developing. By 1 pm it was clear nothing was going to happen and Robert Llewellyn fired off the abandonment signal to a grateful and sweltering fleet, gently roasting in the sun.

The most grateful was Allen Burrell, an acknowledged master in the breeze; he was particularly pleased to overcome the tricky light airs to win the prestigious national title. He now adds his name to the illustrious trophy that dates back to 1956. Allen had in fact won the National Championship trophy two years previously at Christchurch, but was beaten by a couple of overseas entrants in the Open event and felt the title a little hollow. Burrell said, “I am especially pleased to win the event outright on the water this time, ahead of all the international sailors."

At the prize giving he thanked the club for their great hospitality with the championship dinner and excellent organisation – principally orchestrated by Paul Hiles.

George Cooper showed his light airs expertise and the benefits of European experience last year to claim his first win, followed by a fantastic result for Great Grand Master and long time Finn supporter Anthony Walker with third place going to Irish sailor Robert O’Leary. Burrell was one of those tempted to the left and was rewarded with an 11th place, whilst Robinson was more conservative and pulled up to 6th.

Robinson made no errors in the third race, banging right and working hard to keep his speed up in the fitful and patchy breezy, with Burrell never far away on his heels to come in second, ahead of the lightweight Cooper who was clearly on a roll.

In race 5 Allen Burrell sailed back from the favoured pin end with seconds to go, determined to start at the unfavoured Committee Boat end to take the right-hand side. This time it was Robinson’s turn to be tempted left – never one to give up a port-end bias. Rounding the windward mark in the 20s, he smashed left again under the Torquay cliffs in a desperate search for more wind. His speed pulled him up to 12th but it was not enough to stop Burrell’s march to the top of the leaderboard. George Cooper capped off a great day with a second to catapult him to third overall with French Finn Class President Marc Allain Des Beauvais completing a consistent day of 8, 4, 4 to climb to fourth place.

Sunday was a great day for all and the Finn fleet returned to the Royal Torbay Yacht Club, July 5-7, for the 2013 British National Championships Royal Torbay Yacht Club, July 5-7.
It is a long time ago when big names of the Finn Class were visiting Lake Balaton but they always came at least to sail a European Championship. In the last few years there were no good reasons to travel there for an international top sailor. Today there are already two arguments to convince even the best Finn sailors on the participation. Out of the top quality Pata Finns moreover the Pata Carbon Masts (also used by Bambi and Maier) built in Hungary, the finally strong local concurrence by Zsombor Berecz are the good reasons to take part.

Zsombor Berecz finished seventh in the World Championship in Tallinn and second in the Medal Race. His result is the first ever Hungarian top 10 finish in a Finn Gold Cup.

The 57th Hungarian Finn Championship — sponsored by the MVM the Hungarian Electricity Company — was an interesting and good competition thanks to the participation of Vasilij Žbogar, Ivan Kljakovic-Gaspic and Michael Maier.

55 boats represented seven nations on Lake Balaton from 18-22 September. The Finn sailors have enjoyed the hospitality of the MVM Club in Balatonfüred as well as the good and surprisingly strong wind. The competition was fierce among the top sailors. After five races Berecz was leading Žbogar with equal points but Bambi and Maier were also close within three and four points of the leaders.

On the third day the European Champion Žbogar found the groove (2, 1, 1) and made a huge step towards the gold medal. On the last day he could easily secure his win in the only light wind race of the championship by finishing ahead of Berecz.

The bronze medal was won by Kljakovic-Gaspic while the five times Masters World Champion, five times Olympic sailor, Michael Maier finished fourth.

It is worth thinking seriously about participation in the Hungarian Championship next September. Mainly for the Masters as the European Masters Championship is sailed one week before the nationals. The two competitions are promoted by Pata Marine with the slogan of 2in1 as two fine regattas can be sailed in one trip.

The European Masters Championship (5 nations, 48 boats) was won by the Russian Igor Frolov who has also earned the right to use a brand new Pata C-Flex Finn for one year with the full technical support of the Pata Marine company.

So next year 2in1 again in September: European Masters Championship in Tihany followed by the Hungarian Championship in Keszthely both on Lake Balaton. Hopefully again with Finn stars in the fleet.
Photos by: Marisa Bruckner and Fabio Taccola

10 ITA 213 Umberto De Luca        352
9 ITA 917 Ettore Thermes         365
8 ITA 11   Paolo Cisbani          391
7 ITA 146 Michele Paoletti       393
6 ITA 214 Riccardo Bevilacqua    32
5 ITA 52   Franco Martinelli     411
4 ITA 5    Francesco Faggiani     23
3 ITA 988 Matteo Savio           43
2 ITA 6    Enrico Passoni       5
1 ITA 5    Cinque Francesco     5
2 ITA 6    Passoni Enrico       5
3 ITA 111 Catalan Bruno         11
4 RUS 41  Deniakiev Felix       12
5 ITA 9    Dazzi Franco         15
6 RUS 51  Petriga Mikhail       23
7 ITA 4    Faggiani Francesco   23
8 ITA 85   Heufler Klaus        23
9 ITA 52   Martelli Franco      23
10 ITA 50  Felici Norberto      25

Italian Championship
Perfect conditions with winds from light to strong at the Italian Open Championship which took place in Loano from 13 to 16 of September. Only 17 Finn were present but competition was fierce and the level at the top positions was high.

The provisional leaderboard before the final event is:

1 ITA 6  Enrico Passoni       543
2 ITA 202 Giacomo Giovannelli  511
3 ITA 988 Matteo Savio         420
4 ITA 52 Franco Martinelli     411
5 ITA 4 Francesco Faggiani     402
6 ITA 214 Riccardo Bevilacqua 396
7 ITA 146 Michele Paoletti     393
8 ITA 11 Paolo Cisbani         391
9 ITA 917 Ettore Thermes       365
10 ITA 213 Umberto De Luca     352

Italian Masters Championship
A record fleet of 51 Masters (including two from Russia) gathered in Bracciano Lake for the Italian Master Championship. The weather was nice with warm sun but the wind didn’t cooperate and allowed only two races sailed on the first day. The following two days after long wait ashore and afloat racing was abandoned, just in time to allow the wind to appear on the lake.

The new Italian Master Championship was Francesco Cinque, who at last managed to win after two consecutive second places in the last two years. Second place went to defending champion Enrico Passoni and third to Bruno Catalan, who was back in the Finn after a long absence and who won the Grand Grand Master title. Four Legends were present and the winner was Pietro Piram.

1 ITA 117 Giorgio Poggi        16
2 ITA 66 Enrico Voltolini      18
3 ITA 123 Filippo Baldassari  24
4 ITA 213 Umberto De Luca      28
5 ITA 214 Riccardo Bevilacqua 32
6 EST 11 Lauri Vainsalu        39
7 ITA 988 Matteo Savio         43
8 ITA 2 Marco Buglieli         51
9 ITA 975 Alessandro Vongher   60
10 ITA 857 Daniel Piculini     69

The new Italian Master Championship was Francesco Cinque, who at last managed to win after two consecutive second places in the last two years. Second place went to defending champion Enrico Passoni and third to Bruno Catalan, who was back in the Finn after a long absence and who won the Grand Grand Master title. Four Legends were present and the winner was Pietro Piram.
Norwegian Championship
17-18 August, Hankoe (Hanko)

Tom Guthormsen writes: The first Open Norwegian Championship in many years was successfully completed over the weekend of August 17-18 at the beautiful venue of Hankoe, and organised by Fredrikstad Sailing Club (Fredrikstad Seilforening) and the Royal Norwegian Yacht Club (KNS).

12 boats had signed up for the races, and nine turned up for the races including four of the newest club members. As the Sunday forecast was for severe winds, the race committee took precautions and decided to run four races the first day. This proved to be a wise decision as the forecast proved to be right and no boats were sent out on the water. The conditions were very windy also on Saturday with big swells coming in, and this took its toll on the fleet and some had to throw in the towel in the hardest races.

It was a demonstration of skills and power from our professional member Anders Pedersen, who never left a chance for the rest and won all four races. Anders is a regular participant in international events and is a strong contestant for the Olympics. Second place was taken by 18 year old Lars Johan Brodtkorb who participated in a chartered boat, and who is also this year’s European Champion in the Europe class, and. One of our best Masters, Petter Fjeld, enjoyed the tough conditions and beat Kristoffer Spone to the bronze medal.

NORWAY

And then it was time for our highlight of the season. The Open Dutch Championships. With eight great races in Medemblik on one of the best sailing spots of the Netherlands, Pieter Jan Postma proved he is by far the best. After a fourth place at the Europeans, and a beautiful third at the Gold Cup, he won the first seven races. The last one was won by Timo Hagoort, who claimed second place overall. Stefan de Vries was third. We are very proud of our Dutch Champ.

And than, as promised our last race up to now: the Boerenkool Cup, well known in Europe for its great meals of Broodje Unox, Erwtensoep and Boerenkool. For recipes, you can contact us. But apart from the great hospitality, it was a disappointing sailing experience. Saturday was difficult because of very light wind, which appeared only in places where only other Finn sailors where. Windshifts could cost or gain you 30 places in five minutes, but as said, the meals made the bad feeling disappear within seconds. On Sunday the forecasts mentioned lighting and 39 knots gusts. So the wise committee decided that it was over. And the 2013 Boerenkool Cup was won by Timo Hagoort, followed by Karel van Hellemonde and Sander Willems.

So for now, we would really like to invite you all for our winter series. Maybe it’s global warming, or we Dutch Finn sailors are getting tougher every year, but winter sailing is booming in our warm country. There are fleets in Lelystad, Hellevoetsluis and Nijkerk, where at least 8-10 boats are sailing each weekend. So join us and stay strong during the winter.
2013 Open Russian

Vasiliy Kravchenko writes…The fifth Open Russian international regatta took place in Moscow from 3-8 September. As usual this regatta attracted a big number of sailors with five nations represented, as well as sailors from different areas of Russia. It has become one of the largest national Finn regattas each year and one that is growing in popularity due to its easy logistics with ample charter boats available for visiting sailors.

The opening ceremony was supported by Russian Yachting Federation and by Russian Students Sports Union (The Open Russian includes the Russian Students Sport Union championship for sailing.) Oleg Matytsin, President of Russian Students Sport Union and vice-president of the International Federation of University Sports (FISU) noted the very high level of organisation and high enthusiasm of the Finn sailors in the organisation of such a big event. He promised full support in promotion of sailing inside the University Sports Federation.

The regatta was very lucky with the wind, if perhaps not with the weather. The temperature of 10°C and strong rain during first three days were compensated by strong and shifty wind up to 20 knots.

The racing committee managed to carry out nine good races during first three days. Michele Paoletti demonstrated perfect tactics and took a commanding leader in such tricky conditions. The second and third positions were occupied by Giorgio Poggi and Konstantin Lashuk on equal points.

The fourth day brought nice sunny weather for sailors and organisers but with less wind at the same time. Another two difficult and tricky races changed the ranking with top three positions occupied by Italians Paoletti, Poggi and Filippo Baldassari, while Arkady Kistanov moved up to fourth, just two points behind Baldassari. Lashuk dropped to fifth.

The medal race was very easy for Paoletti, but quite difficult for Russian, Ukrainian and Belarus sailors since six Italians were in the top ten. Kistanov was pushed out from a good starting position at the very beginning of the race, but he managed to pass Baldassari just before the finish of the medal race to end up third overall. Poggi won the medal race, to maintain his second position.
The Open Russian regatta was also the final stage of Andrey Balashov Cup (which included 19 regattas in Russia in the Finn, and attracted 130 participants in 2013). The 2013 Andrey Balashov Cup was won by Konstantun Lashuk.

Michele Paoletti said, "We have had very good and interesting races with different wind conditions and shifts. It is nice to have such strong fleet here. The logistics is very easy and quite cheap. I will advise all my friends to come to the Open Russian next time."

Francesco Faggiani, president of Italian Finn Association, said, "We have had very good experience of joint training camps and regattas together with Russian sailors in Italy in the frame of Fantastica Finn Academy. Russian sailors participated actively in our masters and Coppa Italia regattas and have shown good class."

Andrey Gusenko, “The regatta was organised at a very high level, and attracts many interesting sailors and opens good initiatives like promotion of sailing and the Finn class among students. Our Finn class is growing following the example of our Russian friends, and we have had a very good Ukraine Finn championship this year with 20 boats in the fleet. Thanks to our Russian friends for their hospitality and constantly high professional level of regatta organisation."

"We think that it is important to extend this experience over Eastern Europe, and it is high time to organise a CIS championship or Eastern European Finn championship. We want our Russian friends to come to Ukraine (Sevastopol and Odessa) to participate in our events. As good step towards this direction we can consider the idea of CIS Finn-masters championship, which is intended by Russian and Ukrainian Finn Associations to be held in Sevastopol from October 10-12, 2014."

Other results:
Top 3 Juniors: 1: Kistanov Arkadiy, 2: Umberto De Luca, 3: Bevilacqua Riccardo
Top 3 Students: 1: Kistanov Arkadiy, 2: Umberto De Luca, 3: Filippov Victor

2013 South African National Championship
Mossel Bay

Philip Baum writes: The 2013 Finn Nationals were hotly contested by a quality fleet in Mossel Bay over the September long weekend. Gareth Blankenbenk, who has twice represented South Africa at the Olympic Games and has ranked Top 10 in the world in the Laser class, successfully defended his National title.

He beat Greg Davis, 28th at this year’s World Finn Masters championships, and Paul Allardice who has been sailing Finns from the beginning of the year having previously successfully campaigned in the Laser fleet. In a fantastic fourth place was Allistair Keytel, one of the current on the money Laser sailors, sailing a Finn for the first time ever.

In an amazing act of generosity Alan Tucker, several times a National champion in both the Finn and Flying Dutchmen classes as well as the winner of the 2004 Great Grand Masters title at the Cannes Finn Masters, has donated his new Pata Finn to be used in the interests of promoting South African Finn sailing. Allistair is the first beneficiary of this gift.

An idea being worked on is to use the boat to bring one of the current international Gold fleet sailors to train in the country over the northern Hemisphere winter so affording local Finn sailors especially the youth competitors the opportunity to pace themselves against and learn from the best. In time the ambition is to have a small fleet of such boats on offer so as to make South Africa a destination of winter training of choice.

This is a further step in the programme started in 2010 with special kick off donation by the International Finn Association to get Finns more actively sailed in Africa by setting up a boat building facility in Cape Town.

A fleet of 15 boats competed in a range of conditions with winds from 8 knots to in excess of 20 knots. On the first day with racing scheduled to start at 14h00 there was a postponement to allow the morning’s 30 knot north westerly to abate. In the late afternoon one race was held in 18 knots. This was won by Greg from Gareth after some confusion around a last minute course change to the final buoy rounding before sailing to the finishing line. Ali Serritslev came charging through from the back of the fleet relishing the breeze to finish 3rd.

The following day four fabulous races were held in 8 to 14 knots. Paul sneaked a first in the first race of the day with Gareth taking the other three. Greg was consistently top three establishing these three sailors as the front of the fleet contenders.

On the Monday after a slow start due to the breeze the wind filled in for the heaviest race of the series with winds in excess of 20 knots gusting 30 knots. Greg flew around the course for a convincing win from Gareth followed by Philip courtesy of a last leg capsize by Paul.

On the final day two races were held before the 12h00 cut off. The first was led by Philip for two thirds of the distance before been beaten over the line by Gareth with Allistair third.

The final race had a confused first round as the wind direction changed and settled from a different quarter. Gareth once again emerged from the melee in first place followed by Greg. Dudley Isaac finished with a fine 3rd for a strong last day in the regatta following a 5th in the previous race.

Top 3 Masters: 1: Dmitry Tereshkin, 2: Dmitry Petrov, 3: Vasily Kravchenko
Top 3 Grand-Masters: 1: Marco Buglielli, 2: Alexander Kasatov, 3: Michail Petriga
Grand-Masters: 1: Yuri Polovinkin
Legend: 1: Victor Kozlov, 2: Valentin Danilov

1 RSA 11 Gareth Blankenbenk 9
2 RSA 1 Greg Davis 15
3 RSA 111 Paul Allardice 23
4 RSA 12 Allistair Keytel 28
5 RSA 51 Philip Baum 31
6 RSA 571 Andreas Bohnsack 45
7 RSA 2 Ali Serritslev 49
8 RSA 574 Dave Kitchen 51
9 RSA 3473 Dudley Isaac 54
10 RSA 538 Chris Moreton 64
11 RSA 576 Ken Reynolds 65
12 RSA 769 Stefan Falcon 86
13 RSA 575 Paul den Boer 89
14 RSA 5 Rob Clark 93
15 RSA 55 A Fraser 97
The sailing season of 2013 in Sweden is slowly coming to an end but it has been a great season in many ways with good regattas and very nice social atmosphere surrounding the venues. The level of the sailors and the equipment is also increasing every year. The big challenge for the Swedish Finn Class is to attract more new and younger sailors into the class, any ideas out there? Lastly, the Swedish Finn Community would like to invite all sailors to next years nationals which is going to be held in August in Lerkil on the Swedish west coast, south of Gothenburg. Any questions can be put the new chairman of the board, David Berg. davidberg81@live.se

SOLA CUP in Karlstad is by tradition held in mid September and is also the last regatta in the Swedish Cup. This year offered two days of lighter winds in very moderate conditions and after Björn Allansson, who finished first in all of the races, there was very high competition and fighting among the amateurs. Again there was Stefan Fagerlund who had the best score followed by Johan Wijk, Stefan Nordstrom and Christoffer Finnsård.

After the first day of the regatta, the Swedish Finn Community thanked Torsten Jarnstam for his years as chairman of the board of the national Swedish Finn Association. His very dedicated work has been very appreciated from all Finn sailors in Sweden and we hope that he will continue to be involved within the association.
ABYC Olympic Classes Regatta
14-15 September, Long Beach, CA

Eight Boats. On Saturday the Finns were sent to the edge of the breakwater and held waiting for the dense fog to clear. Never happened. Back to the dock and racing cancelled that day at 14:30.

Sunday, more fog. After a few hours the fleet was sent out in 10 knots and building. Current National Champion Erik Lidecis won the first race in a windward leeward course. Never really challenged, Erik had all around good boat speed.

Race 2 the fog was back with 75 yard visibility and white cap conditions beginning. Everyone guessed the weather mark correctly dodging large motor yachts coming out of nowhere with horns blaring. Henry Sprague beat Erik this time with Andy Kern finishing third. Many were a bit off in the downwind finish trying to locate the line.

Race 3. Clearing sky and lots of wind. Erik took control again to win handily. The fleet had a lot of fun with open pumping and waves to catch that provided long rides.

The Alamitos Bay Yacht Club was a great host with well run races.

1 USA 505 Erik Lidecis 4
2 USA 74 Henry Sprague 10
3 USA 691 Andre Skarka 11
4 USA 1214 Peter Connally 13
5 USA 741 Andrew Kern 15
6 USA 32 Charles Heimler 15
7 USA 11 Santiago Reyero 21
8 USA 1066 Glenn Selvin 21

Other news
The USA Finn Association has purchased an additional Finn for up and coming youths to help develop the class and help in the training of future world class sailors.

Currently most of the training activity is taking place in Southern California and the south-east region.

The US Gulf Coast Finn Fleet also took part in the Leukemia and Lymphoma Society regatta at Pass Christian Yacht Club in Mississippi. There were six boats sailing from four states. Dr. Jim Hunter of Buccaneer Yacht Club in Mobile Alabama won the regatta on a tie breaker over David Beyers from Houston Texas. It was Hunters first Finn regatta victory after six years in the class.
2013 IFA AGM and ACCOUNTS

INTERNATIONAL FINN ASSOCIATION
2013 ANNUAL GENERAL MEETING
Tallinn, Estonia

MINUTES
24th of August 2013 - 6 pm

1. National Class Associations
36 voting countries and Executive were present. The AGM had the appropriate quorum.

2. Minutes from the last meeting
The minutes from the 2012 IFA AGM (previously circulated on IFA website, secretaries) were approved.

3. Accounts
a. Treasurer’s report
b. The summary of the 2012 accounts (previously circulated and available on website) was approved
c. The budget for 2013/2014 (previously circulated) was approved.

4. Executive Committee Reports (previously circulated and on website)
a. the President
b. the Vice-President Sailing
c. the Vice-President Development
d. the Vice-President Masters
e. the Treasurer (item 3)
f. the Chairman of the Technical Committee (item 8)
The reports were approved.

5. Elections of Members to IFA Committees
a. The members of the Executive Committee were approved with Jonathan Lober

6. IFAs End</p>
and the 2013 Finn Gold Cup in Tallinn looks to be another monster Finn event as well.

Although we are doing very well at Olympic level and in terms of fifth edition class as well as national fleets in the traditional Finn countries, the main challenge for the future years will be the strengthening of the Finn’s global presence including Asia, Oceania, Africa and South America. Through the IFA assisted boat production in South Africa and Brazil, we already have strongholds in Africa and South America. With the next Olympics in Rio we have a great opportunity to support national Finn fleets in South America. Another great development tool in our hands is the Valencia based Dinghy Academy led by Luca Devoti in the framework of which sailors from developing Finn sailing countries have an unparalleled chance to improve and join the high profile international Finn fleet.

One of the reasons for our strength compared to other Olympic classes has been equipment control and evolution. The Finn has managed to move smoothly on a battlefield where many other Olympic classes fell victim. Hull builders are now checked whenever a new mould is brought into operation, the Class Measurement Database is now up and running and further technicalities have been introduced to fine tune our class rules. I would take here the opportunity and express my thanks to Richard Hart and his IFA Technical Committee as well as to Jüri Saraskin and all Finn equipment producers for the continuous work and effort in order to make the Finn a better and well controlled one design boat.

On behalf of the IFA Executive I may wish you all the best for the sailing season and especially the above major regattas ahead and wish you fair winds.

**Development report**

Almost exactly a year ago Finn class was on spotlight of the Olympics when the duel between Ben and Jonas reached the climax in the medal race off the Games in Weymouth. Actually Finn was on spotlight during the whole week mostly because of Ben, sailing to be the most successful sailor in the Olympic history. Special but not a new thing happening in Finn class, this is the class of legends. The interest in Finn racing was facing was giving a great opportunity for the class to show what Finn sailing is all about, and it did. Finn guys working hard through the week in great conditions with great broadcasting was nothing but success.

The new Olympiad is again on its way and Finn is one of the classes in Rio 2016 Games. Biggest changes generally in Olympic sailing for this Olympiad has been among class changes the increased need to change the racing formats. It was last autumn when different classes could give their own opinions about this matter and ISAF has been tested different variations of formats in World Cup regattas. The format reforms are aiming for shorter regattas where the reward of consistent sailing in same format could give their own opinions about this matter and ISAF has been tested different variations of formats in World Cup regattas. The format reforms are aiming for shorter regattas where the reward of consistent sailing in same format and “the reward of consistent sailing” in same series is as challenging as it was expected to be. In practice the new formats have changed our one fleet to split fleets with opening and final series and one to two medal races.

Different variations have weighted the opening series different ways in points. Finn as a class have tried reasonably conservative formats compared to other classes but still the new formats have divided opinions. The main concern is losing one of the fundamental elements of sailing: being good in diversity of condition during the whole regatta week. On the other hand we have to be open for the opportunities that new technologies and medias enable but there might be need to adjust our content to have good fit. I hope we can keep on getting more feedback from sailors from personal experiences but also ideas how to combine these different inner and outside requirements and needs.

Country flag for sail was a new thing this year as well as ISAF world cups. The intention and direction were good but the implementation was not perfect, mainly the high price was not meeting the expected one. This is an issue of ISAF but Finn class has been and will be putting in effort to make this a positive and rewarding thing for the sailors.

I started to sail Finn over 10 years when I was still 16-17 years old. From those times to this day it’s great to see that the class is attracting much young guys, may be more than ever. 28 young guys in Finn Silver Cup in our physically demanding class is something to be proud of. And other remarkable change is that new guys coming to the class are not just big but also looking like real athletes. Finn has been the king of physical demands in Olympic sailing but the future profile of Finn sailor really is looking more and more athletic. That should be a strong argument towards SAF and IOC to keep us part of the Olympic family in future as well.

In order to achieve this objective, IFA has formed a partnership with the Dinghy Academy in Valencia, as part of the FIDE’s programme. The Finn class is contributing to the coaching and hosting of four Finn sailors taking part in the Dinghy Academy. These sailors should come from continents where we need to develop the Finn. Sailors sponsored by IFA this year include Alejandro Foglia from Uruguay, Agustín Zabalua from Argentina, Gareth Blanckenberg from South Africa and Karim Esseghir from Tunisia.

IFAF will continue in the next year either with the same or different sailors. Juniors: Paul McKenzie conducted a five days IFA clinic prior to the Silver Cup. Among the participants were sailors from Russia and Bulgaria. The Silver Cup attracted 27 sailors from four continents and 14 countries. There is a nice spread but we need to encourage more juniors to take part in the future.

**Treasurer’s report (Tim Carver)**

**Key messages**

- Revenue is stable, which is good given the current global financial climate.
- Costs increased in 2012 as a result of the decision at the 2011 AGM to increase Executive remuneration.
- Our profit in 2012 of €14154 was in line with the budgeted figure of €16528.

**Revenue**

Revenue in 2012 is roughly comparable to 2011 which was an exceptional year because we received significant income from the organisers of the ISAF World Cup which was not repeated in 2012. If you ignore that contribution to the 2011 figures then Revenue is stable at €103981.

FINNFARE NOVEMBER 2013
**2012 IFA ACCOUNTS**

**Expenses**

- Payroll (Exec Dir) 36600
- Payroll (Exec Dir 13th month) 3000
- Payroll PR 8097
- Office expenses 3515
- Regatta & IM expenses 7282
- Bank charges 200
- Finnshop expenses 10762
- Postage 700
- Stickers (mast, sail, IFA mem.) 0
- IFA Clinic 900
- Development 0
- Promotion 7498
- Masters Admin 2500
- Website hosting and technical support 196
- ISAF meetings 8813
- PhoFinn Printing/Mailing 200
- PhoFinn Royalty 1225
- Finn Shop 1038
- Forex Loss 0

**Total Expenses 89827**

**Revenue**

- Memberships 37801
- Sail labels 26852
- Mast labels 5020
- ISAF Plaques for New Boats 17231
- Interest 12
- Advertising 6352
- Finn Shop 1774
- ISAF Worlds & EURO entries 0
- PhotoFINNish Sales 6754
- PhotoFINNish Advertising 0
- Forex Gain 2185

**Total 103981**

**Assets**

- Petty cash 58
- Accounts receivable 0
- GBP Working Account 51109
- GBP Capital Account 29540
- FRA Working Account 31806

**Total 112513**

**Liabilities**

- Amount Payable 0
- Salaries owing 500

**Total 500**

**Capital 112013**

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**Technical Committee Chairman interim report (Richard Hart)**

In accordance with AGM Instructions last year Measurement requirements for the corner reinforcement of sails have been removed; Builders of GRP Hulls are now required to have their hulls checked whenever a new mould is brought into service; Measurers should enter scans of Measurement Forms for new boats on the Class Measurement Database.

The main identifier for a boat is now the ISAF Sticker Number, and a National Sail Number is not required for a boat kept for chartering. We expect that charter boats will sail under the Helmsman’s National Letters and Personal Sail Number.

The basic work is in place, but progress has been disappointingly slow, particularly with the database. Firstly we have had troubles to organise a suitable website host, and secondly we have had little response to a request for information about Class Measurers in the various Finn countries, so we can’t brief them about how to enter information on the Database. Rome wasn’t built in a day.

**Nation flags on sails**

The issue of Nation Flags on sails was discussed at AGM last year, and Council decided not to progress the matter. In November ISAF decided to require Flags for the Sailing World Cup Events and the Sailing World Championship (next edition incorporates Finn Gold Cup 2014). Without Class Rules about Flag Position and Size we would have had no control on these matters, so I was authorised “as a case of urgency” by Executive to prepare a suitable Rule Submission, under Class Rule H.4.2. IFA Council are asked to endorse this action.

Jüri and I worked with the 470 and Laser Classes with the aim of presenting a united and unified proposal to ISAF. We were partly successful in that we believe the agreed Flag Size to be reasonable. A majority of the parties (at the time) thought that materials specifications should be incorporated. It transpired that the manufacturers specifications may be confidential, so a system of ISAF Licensed Manufacturers was agreed. Unfortunately, due to the time constraints ISAF were only able to approve one manufacturer. Andy Yeomans of Grapefruit Graphics was very helpful when we were considering the size of the Flags, and has provided for our website a guide to attachment and removal procedures.

The price of Flags in March was £20 each, total per sail £40 plus £10 for putting the flags on.

**Recommendations:**

We discuss the options for flags and possible alterations to the supply situation before we make any decisions about extending the Flag Requirement to other regattas.

We make a Submission to remove from the Rule “The flags shall be made by an ISAF approved manufacturer as listed at http://www.sailing.org/classesandequipment/FINN.php.” This would allow market forces to help us develop good and cost-effective equipment. Any extension of the Flag Requirement should depend on a satisfactory supply situation.

**Sail panel width**

Last Year I raised this matter and was told to report back. I have again consulted sailmakers and TC. It turns out that one company still has a patent on mould cut sails with continuous thread crossing the seams. One sailmaker feels that the rule unfairly targets a particular method of construction. There were concerns within TC that we should not remove the current rule because to do so would introduce a monopoly situation. It seems likely that the price of the string sails might be rather higher than for current sails, although some suggest that they might last longer.

Recommendation: No change.

**Basalt fibre**

For several years one of our leading builders has been making test panels from Basalt Fibre. The main difference between Basalt and Glass Fibres is that the Glass Fibres (such as E-Glass and S-Glass) are mixed from purified components whereas the source material for Basalt Fibre is a suitable quarry.

- The price of Basalt Fibre is similar to that of E-Glass (that’s the usual material).
- The mechanical properties of Basalt are similar to those of S-Glass (stronger and more expensive).
- Basalt Fibre is Black and therefore looks like Carbon Fibre.

I have contacted ISAF about whether they consider Basalt to be a Type of Glass Fibre – for the moment they do not. Should we seek to add basalt-reinforced plastic to the permitted hull materials (currently wood and glass-reinforced plastic)?

TC members made the following comments:

- How do we measure or note the difference between Basalt, Black Glass and Carbon Fibres?
- Would possible widespread use of this stronger, stiffer material lead to pressure to reduce the Hull Weight? We have made reductions in the past, but any further reduction would outclass many good existing boats.

Recommendations:

- AGM to consider the addition of a builder’s statement on the Certificate, stating that he has built the boat in accordance with the Finn Rules (including materials). See below.

**Reinforcement**

Our Rule D.3.1 is: “The hull shell and structural panels including tank sides, decks, floorboard or inner bottom, thwart, centreboard case and bulkheads shall be made from wood or glass reinforced plastic, except that additional stiffening and local reinforcement may be of any material”.

This Rule is vague: What is “additional stiffening” and what is “local reinforcement”? Some builders have felt disadvantaged by different ideas about what is permitted.

One possible way ahead is to specify exactly where specific materials may be used in the hull. For instance we could allow Glass Fibre, then remove the remarks about stiffening and reinforcement and say something like “Carbon and Basalt Fibres may be used in the Thwart and Centreboard Case Capping, etc.”

The permissions could include the whole Deck if wanted. Because we have Closed Class Rules the use of these materials elsewhere in the hull would be prohibited.

Another option is to remove restrictions on the construction materials. Happily the weight and weight distribution of our boats is such that they can easily be made stiff enough by using good standard materials. TC members noted that carbon fibre etc. is usually there for cosmetic purposes, but were uneasy about the possibility of somebody building a hugely expensive boat completely from Carbon Fibre.

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**FINNFARE NOVEMBER 2013**

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Recommendation: Submit a Rule Change allowing the use of Basalt and Carbon Fibre in specified places, such as “Carbon and Basalt Fibres may be used within 100mm of the Deck Ring, on Thwart and Centreboard Case Capping, on and within 50 mm of a cockpit breakwater and knuckles in the deck, and in not more than three strips max 100mm wide in the deck.”

Enforcement
For many years we had a weakness in our system in that we had vigorous measurement at the Finn Gold Cup and Europeans, but little Equipment Inspection at other major regattas. Our Equipment Inspectors now carry out this task, and we should be thankful for their work. They report their findings to Jüri after each regatta, so that there is a proper continuity in the process.

In addition to our Chief Measurer Jüri Saraskin, we have August Atz (ITA), Alain Bujeaud (FRA), Andrê Blasse (AUS), Vladimir Burkalov (RUS), Dimitris Dimou (GRE), Kevin Farrar (USA), Peter Hinrichsen (CAN) and Vasily Kravchenko (RUS). Please support them, for a start by making sure your paperwork is right so that they can concentrate on the boats!

The Technical Committee
As ever, various members of the Technical Committee have been very helpful during the year, and I will propose them for re-election next year. They are Andrê Blasse (AUS), Andrê Budzien (GER), Robert Carlen (USA), Rodney Cobb (GBR), Robert Deaves (GBR), John Driscoll (IRL), Guillaume Florent (FRA), Jan van der Horst (NED), David Howlett (GBR), Gilbert Lambourne (FRA), Larry Lemiux (CAN), Walter Mai (GER), Gus Miller (USA), Míldis Németh (HUN), Jüri Saraskin (EST), Tim Tavinor (GBR), Clifton Webb (NZL). We seek new members from among our active sailors.

TC Chairman
I hope to race at the Finn Gold Cup this year, but I will be for the last time. I am now aged 74+, and a replacement TC Chairman should be installed. Ideally my successor should come from within the Technical Committee, but having tried for some years to find a replacement, we need to look anywhere and everywhere. If my replacement cannot be found this year, then I am prepared to carry on until AGM 2014 (D.v.).

At the Annual masters meeting in La Rochelle this year, I took over the Presidency of the Masters fleet, I admit I was apprehensive at first as Fons Van Gent is a tough act to follow; however, slowly I am getting to grips with it.

On September 19th I’m due to fly to Sopot, Poland, to have a two day meeting with the OA, to begin the preparations for the Finn Masters Gold Cup in June 2014. I will then fly from Poland to Kavala Greece to report on the facilities in readiness for the Masters 2015.

Later this year I will unveil a New Masters website, the old one has done us well but it is now time for a fresh start with better technology. I ask that the IFA can help push the masters’ facebook page, as this is a valuable platform for me to be able to keep in touch with the masters’ fleet, or indeed, anybody that’s interested in the masters.

La Rochelle saw the biggest Finn event ever with 285 boats, this demonstrated to me what a large part the masters have within the Finn organisation and why it is important to me, to do the best I can for this area of the association to flourish and attract new blood. I will keep you informed throughout the year as and when developments occur.

In May 2013 we had our Finn World Masters Championship in La Rochelle, France, with 285 competitors. A record!

In September 2012 I made a second visit to La Rochelle for another discussion about the Guidelines. Not everything appeared to be clear and unfortunately this remained the case until the end of the Masters 2013. Communication was rather difficult and there were many misunderstandings. But, apart from the weather, the sailing was good and the competition was tough. No presents were given to other competitors. The top guys had to fight hard for their medals and, in my opinion, this is how it has to be.

Of course there was discussion again about the format, but we are getting used to this. The format this year was like it was agreed in Punta Ala in 2011.

In February 2013 I visited Bracciano and heard their plans for the Masters 2015, for which they were a candidate. A second candidate for 2015 came from Kavala, Greece.

For 2016 a candidate was already THE in Tíhany, Balaton, Hungary but Cascais, Portugal and Cadiz, Spain, came in as new candidates.

In the Annual Masters Meeting on May 22nd, 2013 the sailors voted for Kavala, Greece, in 2015. Including Bracciano there can be 4 candidates for 2016.

In this Annual Masters Meeting I stepped down as Vice-President Masters and was followed up by Andy Denison. I was touched by the long standing ovation, the Finn half model and the kind words. I am sure that Andy will be a very good Masters President for the coming years and I wish him all the best in his new position. I will support him as much as I can and will remain a member of the Masters Committee until the AMM 2014 in Sopot, where the Masters 2014 will be sailed.

End of June Andy and I met in Christchurch, UK, for the handing over of the Vice-President’s Masters tasks, paperwork and other necessary things.

Again I thank everybody for his or her support during the last 5 years and I hope the Finn World Masters will be a great event for many years.

More details and regatta links can be found on www.sailing.org or on www.finnclass.org. Please check all details before travelling as dates can change at short notice.

Major Finn regattas 2013-2016

<table>
<thead>
<tr>
<th>Year</th>
<th>Regatta Name</th>
<th>City/Country</th>
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<tbody>
<tr>
<td>2013</td>
<td>1-7/12 ISAF Sailing World Cup Melbourne</td>
<td>Melbourne, Australia</td>
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<td>12-15/12 Sail Sydney</td>
<td>Wooloahra, Australia</td>
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<td>18-23/12 Palamos Christmas Race</td>
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<td>2014</td>
<td>3/11-4/2 Oceanbridge Sail Auckland Regatta</td>
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<td></td>
<td>25/01-1/2 ISAF Sailing World Cup Miami</td>
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<td>6/9-2 NZ Nationals</td>
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<td></td>
<td>10/14-2 Semaine Internationale De Cannes</td>
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<td>29/3-5/4 ISAF Sailing World Cup Palma</td>
<td>Cannes, France</td>
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<td>11-15/4 Split Olympic Sailing Week</td>
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<td>19-29/4 ISAF Sailing World Cup Hyeres</td>
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<td>30/4/4/5 Bourgas Sailing Week</td>
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<td>7-11/5 Garda And Trentino Olympic Week</td>
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<td>2-10/5 EUROPEAN CHAMPIONSHIP</td>
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<td>20-24/5 Split Olympic Sailing Week</td>
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<td>2016</td>
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<td>7-12/6 Sail for Gold</td>
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<td>28-31/8 Lipno Regatta Lake</td>
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<td>2015</td>
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<td>22-25/9 Semaine Olympique Francaise</td>
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<td>3-5/10 KSSS Olympic Class Regatta</td>
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<td>2016</td>
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<td>17-22/12 Palamos Christmas Race</td>
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<td></td>
<td>5-21/8 2016 Rio Olympic Games</td>
<td>Rio de Janeiro, Brazil</td>
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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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