Europeans – Värna
Sail for Gold – Weymouth
Silver Cup – Balatonfüred
Anniversary Regatta – Uppsala
Devoti Finn

The best partner for your maximal performance

The new 2009 model Devoti Finn is here!!
Contact us for more information
Very little is documented about Rickard Sarby before the Finn came along, but he was a fascinating person, multi-talented and self-educated with extraordinary gifts and creativity. He was born in 1912 in a small village called Pesarby, which is about 50 km north of Uppsala (which is 70 km northwest of Stockholm). The name of the village actually gave rise to the family name. He was the youngest of four brothers and one sister. His only formal education was the six years he spent at Swedish elementary school.

Rickard came from a very talented and creative family, each one being artistic or musical in some way. When the family moved to Uppsala in the 1930s, Rickard was educated as a barber. For many years he ran one of the biggest barbershops in Uppsala, which became famous because of its imaginative and prize winning Christmas window displays.

Soon after arriving in Uppsala, Rickard was also introduced to canoe sailing and skate sailing by his oldest brother Ernst, who was an enthusiast and a driving force of Uppsala Kanottförening. Uppsala Kanottförening was founded in 1916 as a sport club for elite canoe paddling by a young engineer Sven Thorell, who would later become one of Sarby’s main opponents in the design competition for the 1952 Olympics. The clubhouse is situated 9 km south of Uppsala on the shores of Lake Ekoln, the northern part of Lake Mälaren, an ideal area for small boat sailing and racing.

Uppsala Kanottförening was founded in 1916 as a sport club for elite canoe paddling by a young engineer Sven Thorell, who would later become one of Sarby’s main opponents in the design competition for the 1952 Olympics. The clubhouse is situated 9 km south of Uppsala on the shores of Lake Ekoln, the northern part of Lake Mälaren, an ideal area for small boat sailing and racing.

The club became a unique breeding ground for small boat sailing, as well as skate sailing, and it was in this environment that Rickard was in his element, designing, building and racing sailing canoes. He was an innovator in boat and sail building techniques including producing laminated waterproof paper sails at a time after World War II when sail cloth was hard to obtain. He also designed the original flap bailer that was later commercialised as the ‘Elvstrom’ bailer.

All this experience came to a head in the Finn. His approach was to sketch full size drawings while also building scale models. The first Finn was built in double diagonal planking, which proved to be fast, and suitable for amateur building, but later, boats were also built from baking layers of veneer strips over a shell, and he also built some fibreglass hulls.

Sarby’s legacy cannot be overstated. His design was so perfect that it has remained at the forefront of international and Olympic competition for six decades, while undergoing a continuous development in rules and technology. However, the hull shape, developed from the Swedish sailing canoes, and controlled by a strict set of class rules, remains untouched to this day.
FINNFARE

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Cover photo: Karel van Hellemond at Uppsala (Photo: Björn Hedin) • Insets: Dutch sailors (with Boris Jacobsson) in Uppsala; Antal Gabor talks to Jorge Zarif and Filippo Baldassari at the Silver Cup; Ivan Kjikavcic Gaspic shows his delight in winning the Europeans (photos: Robert Deaves, Júlia Dávid, Kamen Kovachev)

Next issue: April 2009

FINNSHOP: Back issues are available through the relaunched Finnshop on the IFA website at GBP 1.50 each including postage. Also available are 2009 IFA ties and copies of the 1986 book FINNLOG.
Dear Finn friends, fellow competitors,

These lines are written in Busan, Korea, venue of the sailing event at the 1988 Summer Olympics and the 2009 ISAF AGM.

As a result of the 2008 November ISAF conference in Madrid, the Finn continues its Olympic pathway as one of the most long standing Olympic sailing classes.

The year 2009 marked another great year of Finn sailing in every aspect of our class. Traditions and modernism, history and a focus on the future lived again side by side in our activities.

From the 60th year Finn Anniversary Regatta in Uppsala to the 50+ boat Junior Worlds at Balaton, from a 260+ boat Masters Worlds in Maubuisson to a 90+ entry Finn Gold Cup in Copenhagen, our events proved once again to be highly competitive, rich in tradition and at the same time they showed a great future perspective for the class. Finn sailors from the age of 14 to 80+ and a body weight of 70kg to 120kg had a chance to sail against each other in these and a large number of continental, regional, national and local Finn regattas.

The year 2009 also marked another step in the evolution of the Finn as sailing equipment. A reduced hull weight and a modern compass on board, as well as a revised course format represent the most recent actions in this field and show that the 60 year constant and well controlled equipment evolution is one of the reasons why the Finn has the most continuous Olympic appearances under its belt from all current Olympic classes.

Looking ahead at 2010 the class will face new challenges and a changing environment in the world of sailing. The IFA Executive is ready to march on and would like to thank all sailors and class supporters for contributing to a spectacular 2009 sailing season.

Wishing you all the best for your sailing and private lives for 2010.

Best regards

Dr. Balazs Hajdu
Finn HUN 1
IFA President

President’s Letter

Vice-President - Masters

Split in 2010
I hope you all have noticed that the discussions about the accommodation in Split have come to a satisfying end and that we will be sailing our Championship in Split in 2010. I am looking forward to this beautiful place like a lot of the Masters will remember it.

Message to Labud Sailing Club in Split
Maybe I have to make an apology to the people of Labud Sailing Club for having been very critical, but the job you all gave me in 2008 by appointing me as the Master’s President is to look after our Finn World Masters Championship as we like it to be. This is an important part of my task and that is the reason to visit a venue prior to the Championship. And this includes making sure that everything is the way we like it to be: good sailing with good socials and especially: good accommodation for everybody within a short distance from the club. Also for campers. I am glad the people in Split convinced me that it will be OK for 2010 and so we will sail there.

I am unhappy that some Finn sailors have been negative about Split in the past months and especially about publications they made without asking me what was going on. Most of it was based on what they heard from others and not from me. There were discussions about the accommodation as I published them in the latest Finnfare, but it is blown up by some people and that will create a negative attitude within the Masters group. I hope a large amount of Finn Masters will travel to Split for a great championship.

Venue for 2012
In August/September I visited, together with Mike Till, Pwllheli Sailing Club in North Wales, UK (2012 candidate) and you can read my report on the Master’s website.

We will vote for the 2012 venue in the Annual Master’s Meeting in Split in May 2010. Up till now Pwllheli is the only candidate, but I hope we will find a second candidate, so we will be able to make a choice.

Candidates after 2012
Also for the years after 2012 we need candidates, so if you know a venue which you think can handle the FWM and is willing to do the organisation in one of the coming years, please ask them to contact me.

Masters website
Please look at www.finnworldmaster.com frequently to avoid missing any news about the Finn World Masters.

I wish you all a good end of the season and hope to see you all in Split.

Kind regards,

Fons van Gent NED 748
(Vice) President Masters Fleet
It’s finally here. After much anticipation and a lot of work by a lot of people, the Finn’s 60th anniversary book was published in November and will be available in time for Christmas.

Stocks of this unique ‘must have’ book are limited so if you want to be sure of a copy then get your order in fast.

There are also a limited number of hardback special editions.

Copies of the softback edition are available though many National Finn Associations and local suppliers including: NED, ITA, NZL, GER, as well as through the IFA. For the full list with contact and order details go to www.finnclass.org/finnshop.htm

Otherwise, you can order a copy online from the FINNSHOP with a credit card or Paypal account at www.finnclass.org.

Softback copies are £25 and the hardback edition is £60, plus postage and packing.

See later on in this issue for a full preview and some sample pages.

Balazs, Corinne and I have just come back from the ISAF Annual Conference, which this year was in Busan, Korea.

For the second time in ten years or so, somebody reported to a Committee that Finn's were not properly certificated at a major regatta (we weren't the only class under this unwelcome spotlight). On both occasions, the reason was that the Equipment Inspectors found certificates where the owner's name or sail number wasn't entered, the certificate wasn’t acceptably stamped by the certifying authority, or the Inspector couldn’t read the National Secretary's signature. We’ve been trying to get some sort of Equipment Inspection at the Grade 1 regattas for many years: now we’re starting to get it!

Please make sure that your paperwork is right. Bad publicity like this doesn’t help us. Incidentally, trying to help sort things out for various people cost me two days, and at least one national secretary also had a run-around. We would rather have been out sailing.

In the longer term, perhaps it is time to think about a website database to back up our paper certificates. An Event Organiser could simply check the Certification before accepting the Regatta Entry. A prototype database (from the Tornado Class) was shown at ISAF last year, and both ISAF and some Member National Authorities are working on the idea. From the administrative point of view, the Class would have to decide whether to do the job internally, or support an ISAF database in due course, and would have to make suitable budget and organisational provisions. From the Technical point of view, I plan to discuss with your Technical Committee what should be included. Names and addresses are probably not an option (although we might get sponsorship from Burglars International). Another question though, is whether we would actually need the whole Measurement Form to be recorded. For many years we have believed that this was necessary, but nowadays one might question whether a database would need more than the equipment identification, lead and swing test information that is on the Certificate Form for new boats. Maybe we’ll have some proposals for our AGM.

There are moves at ISAF to include some major regatta requirements in a new section of the Standard Class Rules. One candidate for inclusion would be the Equipment Limitation currently 2 masts, 2 sails, 2 rudders, 2 booms, (and I’ve been told that we should include 1 hull in the list!). At the Sailing World Cup Events, one organiser decided to impose his own different limitations, and the proposed new section of the SCR is intended to prevent this sort of situation from arising.

Last year AGM authorised me to make housekeeping changes to our rules, so we may ask to change a few typos etc for the 2010 Editions: ISAF seems to be happier with a new edition each year.

AGM also instructed me to talk with a working group about preventing competitors spending Megabucks on specialised development of dramatically faster Equipment for the Olympic Games, to which other competitors would not have access. It was suggested that this had happened in another class last time around. I have discussed the matter with various individuals and propose to discuss it within the Technical Committee, but for the moment it seems to me that there is not a problem with hulls or sails, and it seems highly unlikely that there is any permitted development with masts that would make the boat dramatically faster. We should remember that the Olympic Games Regatta is ideal ground for rumour-mongers, and coaches are well aware of the possibilities for psyching-out the opposition.

Of course one reason for the investigation is to see if we can limit campaign costs for the hotshots, and sailing costs for the rest of us. Maybe we could save something if we revisited the Equipment Limitations for our major regattas: if only one mast were allowed then we wouldn’t have the option of a stiffer and a softer mast for different conditions.

Richard Hart

New scoring and Format for Finn World Masters Championship

Fons van Gent writes: The Annual Masters Meeting in Maubuisson last May asked Richard Hart and a few other Masters to create proposals for a new scoring system for The Finn World Masters Championship. Richard came with two final proposals:

1: Each day re-allocation into 2 or 3 flights of equal standard, with Gold, Silver and Bronze on the last day.
2: Age grouping, where the sailors will be divided in groups by age, i.e. 40–49, 50–59, 60–upwards.

For alternative 2 there was a lot of resistance because this would really influence the original idea of the Masters. The FWM Committee took the decision and has chosen for alternative 1. The complete text of this system can be found on www.finnworldmaster.com.

Finn Archive Depositary

During the compilation of ‘Photo FINNish’ it became all too obvious that large volumes of important archives were lost forever. Too many times the answer came back, “It all got thrown away,” “It was put into storage and lost,” or “No idea where that is.”
Andrei Balashov died on 21 October, aged 63. He was one of the great Russian Finn sailors, twice medalist at the European Finn Championship, twice medalist in the Olympic Games in the Finn class, seven times USSR Finn Champion, was awarded the title ‘Honoured Master of Sports’. Andrei Balashov was born in Leningrad on March 22, 1946.

As a teenager Andrei tried a variety of sports, but in 1956 he saw a poster for the yacht club on the door of his school and decided to go in for sailing. In the spring of the following year he was invited to crew a sailing boat, the “M” class. Later in 1959, he started in the Finn class, which determined his future. At that time Andrei set the targets for himself – the first target was to get to the Olympics, and later – to win them. From 15 years old he worked at marine plant “Nevsky” as an electrician, ship fitter, and in the evening after work, he fled to the yacht club “Trud” to go training.

The first significant success came in 1967 in Leningrad at Spartakiada competition of the USSR (the equivalent of an internal Olympic Games inside of USSR). He won the bronze medal, and lost the gold only due to a lack of experience, but he really had every chance of winning. At this point in his life he has already won at the junior competition, won the regatta in Leningrad and three times became the adult champion of Leningrad. He drove in the winter to the Sukhumi training camp, and participated in his first competition in Tallinn – at the International Baltic Regatta – all out of his own pocket.

In 1969 he graduated from secondary school and later moved to Moscow. Travel restrictions at that time prevented him from achieving his goal of gold medals internationally, but from 1973 to 1976 he won the USSR Finn championship four times in a row, and later also won it in 1978 and 1980.

In 1976 Andrei won the silver medal at the European Championship. At the 1976 Olympics in Canada, he fought for gold until the last race, and only then he yielded because of his physique to his German rival Jochen Schumann. In 1980, he won the bronze medal at the European Championship, as well as the bronze medal at the Olympic Games. And again until the last race he had a real chance for the gold.

Andrei considered his main weaknesses was insufficient height and weight, and moving to the Star class in 1980, he was finally in his element. He quickly mastered this difficult class, and finally broke into the world elite and regularly achieved his cherished goal – victory in regattas at world level. But in 1984 the USSR team did not participate in the Olympics Games, and, as one of the strongest helmsmen in the world, he had to leave to continue his duties in the Navy at Kamchatka (Far East).

After retiring from the Navy, Andrei returned to Moscow in 1991 and participated in the America’s Cup programme. He also worked as a coach in China.

In 2008 and 2009 Andrei was connected to the work of the Moscow Finn Association. He participated in training, training athletes, helping committees, and in 2009 was connected to the preparation of the national team in the Finn class, and even sailed the Finn again, taking part in a number of regattas in Moscow – including the Open Russian Championship.

Andrei’s last years were among his friends, Finn sailors – and he shared his experience and attitude to sport with the younger athletes. He also performed well in the final races in the 2009 Russian Finn Championship, which we consider was a rare stroke of luck for all of us. Andrei will continue to live in our hearts.

Vasily Kravchenko

Shortly before he died, Andrei completed a lengthy and frank interview for the IFA, with the help of Vasily Kravchenko. Part of this interview is included in “Photo FINNish”. The full interview will be published at a later date.

Top left: At the 1977 Finn Gold Cup in Palamos
Top right: In 1979 at the Baltic Championships
Right: With the bronze meal he won in Tallinn at the 1980 Olympic Games
Where it all started....

For three days in August, Uppsala in Sweden was the centre of the universe for Finn sailors. Sixty years ago in 1949 the first Finn was launched there by its designer Rickard Sarby, in his attempt to win a design competition to select the monotype dinghy for the 1952 Olympics in Helsinki. This year, 56 sailors from 10 nations returned to the same club over the weekend of 14-16 August for three days of sailing and celebration. It was also combined with the 2009 Swedish Championship, which was won for the third time by local sailor Mikael Brandt.

It said on the t-shirts “Where it all started...” and for the 56 sailors who made it to Uppsala, despite the horrible forecast, that is what it was all about. This was where it all started and the club, looking much the same as when the first Finn was launched in 1949, is steeped in Finn history. The famous portrait of the boat’s designer, Rickard Sarby adorns the clubhouse wall, while old Bruder wooden masts are still stored in the roof of the boatshed.

Rickard Sarby died in 1977, but his nephew Bert Sarby, and the original owner of Finn No 2 put in an appearance, while the original Finn No 1 (below), preserved and looked after by the local maritime museum, was on display all weekend.

Friday night was the practice race. Ominous black clouds put off some, but 15 hardy sailors ventured out in light winds. By the time the race started, the sailors were rewarded with heavy rain, 20 knot winds, and a thunder and lightning show on all sides. The drop rate was high and only six boats finished. Fittingly the race win went to event organiser Sverker Hard after finding a large shift on lap two to take the lead to the finish.

Friday dawned sunny and warm with a good forecast. The racing was held at the other end of the lake to get the best conditions and four excellent but ‘difficult’ races were completed. Starting in 4-5 knots and maxing out at 15-18 knots the day ended with another thunderstorm.

Day one belonged to the large Dutch team sailing. Karel van Hellemond took four race wins in a shifty but increasing wind to lead overnight. Thierry van Vierssen, Cees Scheurwater, Jan Willem Kok and Henk de Jager filled out the top five spots after a day of consistent sailing in very inconsistent conditions.

Lighter winds were a welcome relief to some on day two with three more races completed after a short delay to allow the wind to fill in. The Dutch team continued to dominate, with van Hellemond winning two races to maintain the overall lead, while Torsten Jarnstam won the first race of the day, after the early leader Mikael Brandt forgot about the final leeward mark and sailed straight to the finish, throwing away a sure race win.

The final day ended on a high, with 30 knot winds and spectacular sailing conditions. Only about half the fleet ventured out, but these conditions are what the Finn was made for. Very few sailors had problems and the fleet put on a great display of seamanship and skill in the extreme conditions. Even Gus Miller managed to complete the race without incident.

Jan Willem Kok won his first race of the weekend with Thierry van Vierssen in second and Karel van Hellemond securing the series in third. Top junior Ross Hamilton posted his best result of the series with a fourth.

The final race was abandoned on the first downwind as the wind gusted 30-35 knots and the rescue fleet was fully occupied with the Two-Crown class, with which the regatta was shared.

In the end, the Dutch team took a clean sweep of the medals, while Mikael Brandt took his third Swedish championship and the 50+ prize. Brandt is a local legend who started sailing Finns at Uppsala Kanotförening while Rickard Sarby was still active in the club.

The prizes were presented by Boris Jacobsson (centre), European Champion in 1962 and 1963.

Photos by Björn Hedén, Torsten Jarnstam and Robert Deaves.
He previously won the title in 1995 and 1997, and also took the Finn World Masters title back in 1990. He said, “I am really surprised to win here, but it is fantastic. There were four guys who I thought were in with a chance, so I am really pleased to beat them. The light winds earlier helped me a lot.”

The historical perspective of the regatta was immense. Many of those sailing the regatta, came for no other reason than to celebrate all that the Finn has been and is now and the class they love in the place where it all started. All went home having made new friends both from overseas and at the very friendly club. There is something about this class that inspires a loyalty and a dedication of purpose that no other class can match. That is what makes the Finn class so great.

Top to bottom: Uppsala Kanottförening, where it all started; coming ashore on Saturday; Robert Deaves; Daniel Vinkl; Håkan Olsson; new Swedish Champion Mikael Brandt; Martin Pluto learns the hard way.
The first ever major Finn championship in Bulgaria was also the first major championship win for Croatian Ivan Kljakovic Gaspic, who put together a very impressive series, only once finishing outside the top eight and winning three races to take the 2009 AGB Finance Finn European Championship by an impressive points margin. Finland’s Tapio Nirkko put together his best series ever to take his first major podium place, while Britain’s Ed Wright finished one point back to take bronze. The junior title went to Ioannis Mitakis from Greece, from an encouraging number of new young sailors sailing their first Finn championship. Reports by Corinne McKenzie. Photos by Kamen Kovachev.

A total of 75 sailors from 21 nations arrived in Värna for the first ever major championship on the Black Sea. Bulgarian Finn sailor, Mihail Kopanov who has raced on the Finn circuit for many years said, “This is very good for Bulgarian Sailing. This is the biggest Olympic class event ever organised in Bulgaria and I think it will bring good experience and confidence for future events.”

The Bulgarian Federation worked hard to provide the event with the best organisation and services and secured the participation of main sponsor AGB Finance and the Municipality of Värna. The President of the Bulgarian Sailing Federation, Mr. Chavdar Alexandrov Stoylov expressed his content that such an event was held in the Black Sea Region, “The ambition of the new management of the Federation is to organise even bigger and prestigious events which would bring a positive image not only to sailing in Bulgaria but also to the country as a touristic destination.”

Day one – Perfect Finn racing
What could be better? Wind, sun, waves, good racing. The Finn sailors truly enjoyed their first day on the Black Sea. Racing started with a north-easterly breeze averaging 10 knots. The race committee, under the guidance of Finn Olympic PRO Peter Reggio, set a windward leeward course.

The left side of the beat proved favoured with more pressure and better angle provided by the proximity of the coast. Tapio Nirkko led the fleet to the top mark followed by Marin Misura, Mihail Kopanov and Ivan Kljakovic Gaspic. Gaspic moved to the front on the run to win the first race. It was a tight race among the juniors, Lauri Vainsalu, Filippo Baldassari to win the first race. It was a tight race among the juniors, Lauri Vainsalu, Filippo Baldassari and Josip Oluvic finished top three juniors in 23rd, 24th and 25th positions.

The wind increased to 14 knots for the second race with the Oscar flag displayed. Once again, Nirkko was first at the top mark, making his gains upwind, but seemed to lose some ground on the run. He was closely followed by Jonathan Lobert, and Giles Scott. Nirkko was still in front at the top mark just behind Haris Papadopoulos. I was second at the end of the second beat, but Scott passed him on the run to take the race.

Day 2 – Victory for Andrew Mills
Race 3 started with a 10 knot northerly breeze on the third start. Andrew Mills started close to the pin end and chose the left side along the coast looking for more pressure. His move paid off when he reached the top mark with a big lead over the rest of the fleet. Only Mark Andrews was on his tail, but was soon signalled OCS by the racing committee.

“I gained more ground on the first run,” explained Mills, who rounded the bottom mark 40 seconds ahead of Nirkko. “On the second beat I covered the fleet but still had a decent lead. I lost some on the last run with the dying breeze.” Nirkko took second place in the race and the overall results, five points behind Gaspic.

Milosz Wojewski was the best Junior, in 17th place, but the overall lead remained with Baldassari who has steadily improved with the help of coach Valentin Mankin.

After an hour wait for the wind, further racing was cancelled racing for the day.

Day 3 – Gaspic holds onto top place
On day 3, three races were sailed in light to medium winds. Races victories went to young Polish sailor Jakub Pasik, Ed Wright and Pieter-Jan Postma.

The winner of race 4 was a real surprise. Jakub Pasik said, “I took a good start at the committee boat and crossed all the fleet to go up the left side. I was second at the top mark just behind Haris Papadopoulos. I passed him on the run and could control the fleet until the finish.”

From 7 knots the wind slightly increased in the second race but was unstable in direction. Considered as the most difficult race of the day, Race 5 was won by Wright, when he could discard his OCS to climb to second overall.

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| 11 | GBR 88 | Mark Andrews | 19 | 9 | (ocs) | 16 | 4 | 6 | 11 | 11 | 35 | 1 | 112 |
| 12 | AUT 16 | Florian Raudaschl | 12 | 16 | (34) | 9 | 15 | 9 | 8 | 21 | 2 | 2113 |
| 13 | POL 17 | Piotr Kula | 7 | 14 | 5 | (45) | 12 | 8 | 6 | 16 | 36 | 10 | 114 |
| 14 | SWE 6 | Bjorn Allansson | 8 | 10 | 13 | (27) | 19 | 12 | 7 | 26 | 16 | 124 |
| 15 | UKR 1 | Oleksiy Borysov | 18 | 19 | 11 | 6 | (38) | 10 | 31 | 19 | 7 | 5 | 126 |
| 16 | RUS 9 | Eduard Skornyakov | 14 | 15 | 18 | 23 | (33) | 16 | 13 | 10 | 9 | 129 |
| 17 | FRA 11 | Thomas Le Breton | 20 | 11 | 7 | 14 | 16 | 13 | 14 | (48) | 32 | 25 | 152 |
| 18 | ITA 10 | Riccardo Cordovani | 21 | 17 | 15 | 20 | 18 | 22 | 14 | 18 | (45) | 39 | 208 |
| 19 | CYP 19 | Haris Papadopoulos | 17 | 23 | 9 | 2 | 14 | 28 | 15 | 37 | (41) | 32 | 177 |
| 20 | CZE 1 | Michael Maijer | 16 | 13 | 21 | 28 | 21 | 21 | 23 | 18 | (35) | 18 |
| 21 | GREE 77 | Ioannis Mitakis | 37 | 31 | (40) | 7 | 17 | 40 | 30 | 14 | 5 | 192 |
| 22 | ITA 115 | Thomas Le Breton | 20 | 11 | 7 | 14 | 16 | 13 | 14 | (48) | 32 | 25 | 152 |
| 23 | ITA 101 | Giorgio Poggi | 22 | 12 | 32 | 20 | 18 | 18 | (45) | 39 | 208 |
| 24 | CZE 18 | Haris Papadopoulos | 17 | 23 | 9 | 2 | 14 | 28 | 15 | 37 | (41) | 32 | 177 |
| 25 | CZE 1 | Michael Maijer | 16 | 13 | 21 | 28 | 21 | 21 | 23 | 18 | (35) | 18 |
| 26 | GREE 77 | Ioannis Mitakis | 37 | 31 | (40) | 7 | 17 | 40 | 30 | 14 | 5 | 192 |
| 27 | ITA 115 | Thomas Le Breton | 20 | 11 | 7 | 14 | 16 | 13 | 14 | (48) | 32 | 25 | 152 |
| 28 | ITA 101 | Giorgio Poggi | 22 | 12 | 32 | 20 | 18 | 18 | (45) | 39 | 208 |
| 29 | CZE 1 | Michael Maijer | 16 | 13 | 21 | 28 | 21 | 21 | 23 | 18 | (35) | 18 |
| 30 | GREE 77 | Ioannis Mitakis | 37 | 31 | (40) | 7 | 17 | 40 | 30 | 14 | 5 | 192 |
| 31 | ITA 115 | Thomas Le Breton | 20 | 11 | 7 | 14 | 16 | 13 | 14 | (48) | 32 | 25 | 152 |
| 32 | ITA 101 | Giorgio Poggi | 22 | 12 | 32 | 20 | 18 | 18 | (45) | 39 | 208 |
| 33 | CZE 1 | Michael Maijer | 16 | 13 | 21 | 28 | 21 | 21 | 23 | 18 | (35) | 18 |
| 34 | GREE 77 | Ioannis Mitakis | 37 | 31 | (40) | 7 | 17 | 40 | 30 | 14 | 5 | 192 |
The wind strengthened for the third and last race of the day reaching 14 knots and allowing for free downwind pumping. Pieter-Jan Postma enjoyed these conditions taking the race in front of the two Croatians Gaspic and Misura. “It was a great job from the racing committee to get these three races in today,” said Postma. “The runs were difficult, but I was able to put a safe distance on the fleet.” Regatta leader, Kljakovic Gaspic said, “I was 7th at the top mark and made huge gains on the run. I love sailing downwind when Oscar is up. I just focus on the waves and wind and forget about the rest. It is just pure pleasure.”

The Junior fleet remained close. Tomas Vika was leading in 24th, seven points ahead of Baldassari in 25th, while in third was Josip Olujic in 26th. Jakub Pasik was 27th on equal points with Ioannis Mitakis.

Day 4 – Croatian sails away
Two victories by Ivan Kljakovic Gaspic on the fourth day gave the Croat a safe 21 point lead. The wind was light to medium and shifty, but provided good racing. “I had a good start on the left of the line and went to the middle,” he explained. “Marin Misura was first, just in front of me. I was very fast on the run and passed Misura. Giles Scott moved up to second, in front of Misura and Mills.

Kljakovic Gaspic also took the second race by an impressive margin. “It was very tactical, I sailed up the middle again and could see half of the fleet on the left with more pressure, but I had clear wind and great speed. I decided to control the sailors on the right and keep an eye on the left. I was very patient, until I could see I was clearly in front. When I got fresh wind from the right, I increased my lead to 70 meters by the top mark.”

Tomas Vika remained at the top of the Juniors, closely followed by Baldassari and Ionnis Mitakis.

Day 5 – Kljakovic Gaspic secures title
The fifth day tested the nerves of sailors and racing committee. Very light and fluky, the wind provided two challenging races, won by Tapio Nirkko and Mark Andrews. Kljakovic Gaspic sailed confidently in these tricky conditions, scoring a second and a sixth and increased his lead to 29 points to take the title with a day to spare. Nirkko maintained a one point lead over Wright, while Giles Scott lost ground over the top three, adding 17 points to his score.

Winning the last race was not enough to bring back Mark Andrews into the top ten after a 35th in race 9. He was 11th place, missing out on the medal race for the third regatta in a row. He said, “I had a bad feeling this would happen.”

Final day – no racing
Light and very unstable wind on the last day forced the racing committee to cancel the Medal Race and the final race.

So Ivan Klijakovic Gaspsic took his first major Finn title. The new European champion came into the event as a hot favourite as Number 1 in the World, “I am of course very happy with my result. I know I had great speed and I was confident I could do well. To win this first major title means a lot for me.”

He faced strong competition all week, especially from Tapio Nirkko, who raced his best regatta ever, finishing second. Ed Wright who was among the pre-regatta favourites took the bronze.

The Juniors had pushed themselves hard all week, but also to showed the seniors where they stand. After a slow start in the event Ioannis Mitakis enjoyed the light conditions to move ahead and take the title. At the age of 19, he not only took the Nikos Kouklelis trophy in a talented fleet of 22 juniors but also sailed at high level among the seniors, finishing 21st overall. Tomas Vika took the silver and Jakub Pasik the bronze.

All the sailors and officials enjoyed being in Värna, racing on the Black Sea and most of all the great hospitality from the organisers, club members and the Bulgarian Federation who provided a high standard regatta.
60th Anniversary Regatta
Uppsala

"...where it all started..."
All started...”

60th Anniversary Regatta
Uppsala
sala
A NEW book about the Finn

To celebrate the 60th anniversary of the Finn, the International Finn Association has published *Photo FINNish*, an extensive collection of photographs complemented by personal memories from many of the sailors that have passed through the class over the past six decades.

This unique book is presented as a chronological photographic history, with a gallery of images for each and every year from the earliest beginnings of the class in 1949 (as well as a special chapter on the Finn’s designer Rickard Sarby) right through to 2009, and covers most of the races and events that have defined the history of the ultimate singlehanded racing dinghy.

Order your copy NOW to make sure you don’t miss out.

More information on www.finnclass.org or email robertdeaves@yahoo.co.uk

Compiled and edited by Robert Deaves with a Foreword by Jacques Rogge, *Photo FINNish* also includes an extensive introduction as well as an Appendix containing results from the Finn Gold Cup, the Olympics and other useful information.

Contributors include: Paul Elvstrøm, Jacques Rogge, Paul Henderson, John Bertrand, Hubert Raudaschl, Hans Fogh, Valentin Mankin, Jochen Schümann, Cam Lewis, Peter Harken, Peter Holmberg, Stig Westergaard, Luca Devoti, Iain Percy, Ben Ainslie and many, many more.

‘Photo FINNish’ includes hundreds of previously unpublished photos taken from the archives of the International Finn Association and from the work of many of the world’s leading yachting photographers over the past 60 years.

HOW TO ORDER
Copies of *Photo FINNish* can be ordered through many National Finn Associations or online.

See www.finnclass.org for details

Softback edition: GBP 25 plus postage
Hardback edition: GBP 60 plus postage
The 2009 Skandia Sail for Gold Regatta was the first major Finn event held at the 2012 Olympic venue and the sailors gave it an all-round thumbs up. On the water the conditions were challenging and off the water the visitors were impressed with the facilities. Fresh from his success at the Europeans, Ivan Kljakovic Gaspic was the most consistent in the windy and shifty conditions in Weymouth Bay to take the final event of the 2009 ISAF Sailing World Cup by a decisive margin.

The final event in the 2009 ISAF Sailing World Cup opened with winds from 12 to 16 knots from the north-east, sunny skies and great sailing conditions. This uncharacteristic wind off the Dorset coast produced very shifty conditions and stayed in place for most of the week. The wind increased mid-week with some classes kept ashore on Tuesday, and increased further on Wednesday when racing for the Finns was abandoned.

Ed Wright led after day one, but slipped up on the windy day two. Fellow Brit Giles Scott then took the lead, but the consistency of Ivan Kljakovic Gaspic paid off and he moved ahead on Thursday. He picked up a high score on Friday before winning the next to go into the medal race with a nine point lead.

But it wasn’t to be. The final day was set to be a spectacular finale with TV cameras on the water and in the sky and live online tracking – the only thing missing was the wind. By 12.00 four classes had been abandoned, including the Finns. A change in the weather had brought soaring temperatures, sunny skies and light winds in the early morning and then a postponement as what wind there was fizzled away. After a week of strong winds, and despite a massive media presence, nature had the last laugh.

This meant that Ivan Kljakovic Gaspic had won his second ISAF Sailing World Cup event of the year, while runner-up Ed Wright had to be content in the knowledge that he had already done enough to take the Sailing World Cup for Finns.

Summing up, Kljakovic Gaspic said, “For me it was a bit tricky because as I am the lightest guy in the fleet (at 92kg), so I had a big fight with these guys. At the moment the Finn is a really demanding boat to sail as the fleet is getting better and better, and we really need to be really fit and strong guys.”
Ten years ago the first ever Junior Finn World Championship took place in Melbourne combined with the senior Finn Gold Cup. At the Finn Gold Cup in 2004 in Rio de Janeiro, the Brazilian Olympic Committee presented the IFA with the Jörg Bruder Silver Cup, to be presented to the Junior Finn World Champion. In 2007 in Moscow the Silver Cup became an independent event for the first time with 50 sailors taking part. In 2009 the Pata Boats Junior Finn World Championship took place at Balatonfüred, on the shores of Lake Balaton in Hungary. With 51 entries from 18 nations it was the largest Junior Finn World Championship ever, and underlines the growing interest in the class by a new generation of young, tall, fit, heavyweight sailors.

The weather wasn’t at its best on Balaton during the Pata Boats Junior Finn World Championship. Only six races out of the scheduled 10 were sailed, with generally light and fitful winds providing a challenging week’s sailing. However as well as the title, also up for grabs was the main prize of a brand new Pata Boats Finn. The week started with a postponement through a lack of wind and then two fine races in 8-10 knots won by Jorge Zarif and Alican Kaynar. Then on day two there was no racing. Several attempts were made to get the fleet away, but each time the wind all but disappeared leading to abandonment.

After light winds kept the sailors on shore again in the morning, two more races were held on day three with wins for Egor Larionov and Andriy Gusenko. Zarif made his only slip-up of the championship with a 34th and dropped to sixth, with no discard yet allowable. Larionov took the overall lead while Gusenko climbed to second, and Filippo Baldassari to third.

Although two starts were attempted, only one race was completed on the penultimate day. Richard Hirschler was the early leader, but Zarif was keen to make up for race four and soon took the lead to win by a large margin. He went into the medal race with a six point lead over Larionov and Gusenko.

In the medal race, Zarif took his third race win of the week to emphatically take the Pata Boats Junior Finn World Championship title, just a few weeks after being the leading junior at the Finn Gold Cup in Copenhagen.

Egor Larionov and Andriy Gusenko placed sixth and eighth to hang onto to silver and bronze. The final race for the rest began in an easterly 8 knots. The winner of the race was Artur Poniczynski followed by Ian Cook and Christoph Froh.

The best Hungarian Róbert Bakóczy in 9th position overall received a special prize from Balatonfüred city, a precious crystal vase.

After, Zarif spoke with cheerful nostalgia: “I have sailed since I was seven years old. First, I began with an Optimist, but I did not succeed very much. My father said it was
not important which class I sailed, just to learn how to handle a boat and that results would come only at the age of 13-14. In the Laser I was much more successful, and I won the junior Brazil championship."

"But the real success came with the Finn class. Apart from the Brazilian championship, I won the South-American Championship too. I would like to be a professional sailor. Naturally, I am very happy to win the world championship. Maybe you did not notice, but I was very nervous before the medal race, because the wind blew chaotically shifting at least 30 degrees. But after the start I calmed down and I could race well."

Gábor Antal Hungarian manufacturer of Pata Boats said, “It is fantastic for us to see the bright faces of young Finn sailors. It reminds me of my own youth and the time when I started to build Finn boats. I did not think that this dream could ever come true. I am very proud to be the main sponsor of the World Championship. It makes me especially happy to see how much young sailors are interested in the main prize of the Silver Cup and I am also glad that I can show them the innovations I applied in this boat."

In 2010 the Finn Junior World Championship is scheduled to take place in San Francisco just before the senior’s Finn Gold Cup. Zarif has five years left as a junior and it may not be long before he is making his mark in the senior fleet as well, just like his father before him.
Open Belgian Championship 2009
The Open Belgian Championship was sailed in Ostend on 3-4 October in heavy weather. Conditions varied from force 5 on Saturday morning to force 7-8 in the afternoon, then going again to force 3-5 on Sunday. Nine races were sailed. Jan-Tjeerd Van Der Meulen and Jan Bourgois were both tied in first after 7 races. Both of them also proved that they can swim as good as they can sail. Jan-Tjeerd finally won the last races and so the title. Jan Bourgois was second and first Belgian. Yves Verhofstede, miraculously recovered from back pain, and finished third. Newcomer Joel Glady did surprisingly well and to finish 4th. Luc Vermeech won the ‘Classic’ prize and the ‘Turtle’ prize (finishing all races) and so proved that you can also survive stormy conditions with a classic boat. In summary this was a championship to remember, the champion deserved the title fully and the organisation was perfect.
**International German Championship**

15-18 October, 2009, Duemmer Lake

Christoph Froh writes: The German championship took place this year on the Duemmer Lake, near to Osnabrück. It began with the compulsory measurement on Wednesday, which was finished with a few controls in the boats for everybody in the morning. Later some sailors went out training to be ready for everything.

The first race on Thursday started on time with 11 knots of wind, which later increased, allowing the first three races to be sailed. Race wins went to Christoph Froh, Florian Raudaschl and Jan Kurfeld. In contrast to Thursday, the weather on Friday looked completely different. Storm gusts and rain meant the racing was postponed until the following day. However, a huge number of good proposals were made in the evening at the Finn-class meeting.

The next morning the fleet again went out on the water, with temperature of -2°. Because the race management was as cold, they sent the Finn Sailors in after two hours of warming up they went for the last two races again on the water. Christoph Froh won the first race of the day, and Jan Kurfeld won the remaining three.

The final races should have been sailed on the Sunday, but after a two hour wait for the wind, it was called off. Shortly after the winners were announced, with Kurfeld taking the regatta again by a decisive margin. Finally it has to be said that the German Championship on Duemmer Lake was a real success, marked by a happy cooperation and fun sailing, in spite of the cold.

**Results (top 10)**

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<td>10</td>
<td>GER 500</td>
<td>Philipe Fischer</td>
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**Márton Beliczay writes:** This year the Hungarian Championship was held 16-19 of September, as usual, but at a different venue. On the northern coast of Balaton, in the western basin, Révfülöp was the host for the first time in the history of the Finn class. 43 boats were entered with four boats from abroad, two from Slovakia, one from Serbia and one from South Africa.

The start of the first race was in an easterly 8 knots, with some chops and small shifts. The first race was won by Balázs Hajdu followed by Gaszton Pál. For the next race, the wind dropped to 5 knots, which resulted in quite a long race. Balázs confidently won this race also, followed by Ian Ainslie. The third race was abandoned on the first downwind due to the low wind speed.

On the next day the weather was pretty cloudy with some rain early morning and very small wind, so the day began with a postponement, but later four races were held in 4-6 knots north-easterly in the morning. The first race was won by Ian. Gasztos took two bullets after that and Balazs won the last one of the day in 10 knots. Gasztos was leading after 2 days of sailing in front of Balazs and Ian.

Friday started with some very light air and a postponement, until the wind stabilised. The wind dropped to 4 knots in the end, which resulted in a very long race for most of the boats. After finishing, the organisers postponed ashore. Around 16:00, a south-westerly wind came, so the fleet went out and had a nice race in 6 knots. After a very good start and tactics in the first upwind Tibor Pallay won the race from Géza Huszár.

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Only one race was remaining for the last day of the regatta. The north-easterly wind was blowing with 11 knots, which made a very thrilling competition for the top 10. No place was sure in the top ten. After the start, Balazs was leading from the right side, second was Ian and third was Gasztos. Downwind the positions didn’t change, only Balazs gained a bigger lead compared to Gasztos. On the second beat Gasztos passed Ian and after that nothing changed until the finish.

So, Balazs won his 10th national title, Gasztos was second for the fifth time. Ian Ainslie, who came back to the class this year sailed a very good regatta and finished third. In the masters fleet Antal Székely was the third. In the masters fleet Antal Székely was
the champion finishing seventh overall with Péter Haidekker second and Péter Sipos third. In the junior fleet, Róbert Bakóczy won the competition with Elemér Haidekker second and Richard Hirschler third. The oldest competitor was the legend László Zsindely and the youngest was Elemér Haidekker, who is just 14 years old.

All in all, this was a good regatta again, with some light winds and 10 races. After the prizegiving ceremony, the competitors received a gift, which was a cake celebrating the 60th anniversary of the Finn. Next year, the nationals will be the same dates at Balatonlelle, which is on the Southern coast of Lake Balaton on the western basin. We hope to see you there.

On the first day a strong south-westerly with big waves prevented racing. The following day in the morning the wind was lighter but going out to sea was still not possible because of huge waves. Only in the afternoon did the sea state improve and the fleet was called out for a race in light wind which was won by Marco Buglielli followed by Italo Bertacca and Paolo Visonà.

The final day the weather was finally stable and after a first race in light wind which was again won by Marco, a stable 10 knots westerly breeze filled in and allowed two more perfect races, in which Francesco Cinque dominated.

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Malcesine Finn Cup
The classic International Finn Cup was organised as usual by Fraglia Vela Malcesine on the first weekend of October. 48 Finns from nine nations completed all the six scheduled races over three warm and sunny days.

Five races were run with a typical Ora between 10 and 16 knots and race wins went to Riccardo Cordovani, Giorgio Poggi, Michael Maier and Anian Schreiber. On the final day starting signal was at 8 am with the northerly Peler that was lighter and less stable than usual, causing some bad placings from the top guys. The Greek Alexandros Dragoutis was at ease in the conditions and won the race.

In the pre start there was an interesting match race between Michael Maier and Giorgio Poggi who were close at the top of the leaderboard. They both eventually retired from the race, allowing Giorgio to win the Finn Cup together with the Andrea Menoni Trophy for the best Italian. This year the Lucio Nodari Trophy was also assigned for the first time, in memory of the great Dutch Master who recently passed away and was very attached to Malcesine. The Trophy went to Michael Maier as the top Master.

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

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Vrijbuiten
Siebe Ekels: It was a typical Loosdreacht weekend, starting with light wind and shifting a lot. In the first race Erik Bakker, Thierry van Viersen, Jan–Jaap Lamme, Luuk Kuipier and Albert Kroon managed to skip the gaps in the wind that grounded a large portion of the fleet. Too bad Erik had an OCS. So Luuk took first. The second race was the same; light winds, only a little bit of hiking and a lot of shifts. Erik came in first again, Thierry, Albert and Fred Richter close on his tail. The final day was a nice race until the first mark. On the reach the wind collapsed and for a lot of people this was too much, so they retired.

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Loosdreacht Week
Lucas-Jan Groenhou: 23 boats on the line and light winds heading for the first mark. After a short tack left almost everyone behind, except Pieter de Gouwier. I stayed in that position till the last run when Henk de Jager passed me. I tried everything to get him back, but it didn’t work. The rest of the series I sailed at my comfortable place, but it was great to be in front. Second race more wind, Bas de Waal won this one. Saturday was strong wind and a long race with Bas de Waal again in the lead and Albert Kroon second. In race number 4 Cees Scheurwater was first with Bas de Waal second. Erik Bakker had great speed on the run and managed to take five boats at the mark. Wind increased and rain started, hard conditions but great sailing. Bas de Waal won this one again. Although I didn’t reach the podium, I sailed my best race ever.

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ONK Masters/Randmeerace
Joos Bos: A lot is possible with limited resources, again proven by WV Randmeer. Weather conditions were excellent, south-westerly wind 10-12 kts. On the first day Karel van Hellemond and Timo Hagoort each won a race. The second day was just as nice. Ewout Meijer took two first places and a fourth. However Cees Scheurwater was just ahead. On the final day the first beat was decision time. Cees went right and Ewout left. The wind shifted left giving Ewout the advantage. Cees finished 13th, Ewout left. The wind shifted left giving Ewout the advantage. Cees Scheurwater was first with Bas de Waal second. Erik Bakker had great speed on the run and managed to take five boats at the mark. Wind increased and rain started, hard conditions but great sailing. Bas de Waal won this one again. Although I didn’t reach the podium, I sailed my best race ever.

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Najaarsweekend, Loosdreacht
Wouter Molenaar: With 25 competitors, the first member of HWH becomes the club champion. The first start I was late, but, Albert Kroon won. In the second race the wind dropped. Hennie van de Brink, Pieter Risseeuw and I competed for the first three places. Hennie won. Christiaan Scheen rounded the mark first in race 3, but he dropped back. The lead went between Bas Proper, Jan Jaap Lamme, Albert Kroon and me. I rounded the final mark first, but this wasn’t enough as Jan Jaap got me on the final run. In race four Albert Kroon and Jan Jaap took the lead, but they got passed by Leo Meiaard with Hennie van de Brink just behind him. Hennie rounded the final mark first with Leo just behind him. During a 3km long run in force 7, strange things happened and Lamme finished first, Henrie second and Albert third.

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Benelux regatta
Paul Goossens: The postponement of the deepening of the Westerschelde (a delicate issue over the last years between the Dutch and Belgians) by the Dutch led to a call for boycott by the Antwerp people for the Zeeuwse mussel. This is probably the reason why only three Belgians had the guts to show on Dutch soil. Even Frankske Van Looy, who can hardly cover his Antwerp accent, was brave enough to show up. Fear was unnecessary as the welcome was warm as always. Sander Willems won with ease all races from Paul Kamphorst.

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There is also a group of sailors at Napier Sailing Club looking for boats. We have an excellent mast available in New Zealand built by C-Tech at a very competitive price, and our national champion Roger Hall is making nice fast sails, so rigs are good but we do have a shortage of hulls which is hampering growth of the class. The Finn secretary is organising a Finn clinic. Roger Hall will be tutoring on good mast sail combinations and also time will be spent getting newcomers up to speed.

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Above: National champion Roger Hall (right) and Alan Dawson 2nd (left)
Left: Sailors at 2009 NZ National Championship
The 2009 Russian open championship took place in Moscow at the end of September. The promotion efforts taken by the Russian Finn Association and the Moscow Finn Association led to an unprecedented 60 entries.

The hospitality of the Moscow Sailing School, and its generous offer to charter its modern Finn made it possible to bring many famous Finnsters back to the class: Andrei Balashov (Silver at 1976 and Bronze at the 1980 Olympic Games), Henry Sprague, USA (Gold in 1974 Gold Cup), Nicolay Koryachkin, Estonia (1977 USSR Champion), Valeriy Zakovorotny (3-times bronze at USSR championships), Victor Kozlov (twice USSR Champion) and many others. The strong Masters fleet was supported by talented young sportsmen – Eduard Skornyakov (2007 European Champion), Egor Larionov (Silver in 2009 Silver Cup), and by several newcomers. The youngest participant was 14 year old Denis Kotlyarov, while Victor Kozlov celebrated his 75th birthday right after the regatta.

On the first day, Eduard Skornyakov immediately took the lead winning all three races. The second day brought stronger wind, and Henry Sprague was the hero of the day, giving his younger competitors an impressive masterclass with a third and then a first, though he capsized just before the start of the third race.

The third day brought a shifty, light and unpredictable wind. Even the top sailors got caught: Henry Sprague picked up a BFD, Skornyakov failed to find his luck, and retired, but Andrei Balashov showed some form of old with a third place finish. The wind returned on day four, allowing for two interesting races, both won by Eduard Skornyakov. Andrei Balashov and Henry Sprague demonstrated their evergreen spirit and skills again, finishing among the top ten.

On the last day the final regular race was followed by the medal race for the top ten. It took place in front of the Moscow Sailing School, to the amusement of numerous regatta guests. Igor Khoroshilov caught a good shift and some breeze to win while Skornyakov struggled. Andrei Balashov and Henry Sprague demonstrated their evergreen spirit and skills again, finishing among the top ten.

The closing ceremony turned into the Finn Anniversary festival. A lively 4-hour event was packed with entertainment, live music, food and drinks. The Association gave many awards including a new sail to the best junior. Everybody was happy to see the IFA president Balazs Hajdu, and welcomed his speech, translated perfectly by his wife Erika.

Photos: Masha Novoselova

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**Russian Open Championship**

**Spanish National Championship & Masters**

Victor Serrano writes: It has taken him five years, but Diego Fructuoso is again the Spanish Champion after last winning the title in 2004. The fight for the title was marked by the absence of last year’s champion Rafa Trujillo who was coaching some sailors.

The fight was then among five sailors, Alejandro Muscat, Ero Pons, Jano Toro, Miguel Fernandez and Diego Fructuoso. Six races were run through the three days of the Championship, with very light winds and a very complicated race area because of the continuous change of wind pressure and direction.

With these difficult conditions, the places constantly changed, but Diego used his exceptional knowledge of the area to finish first of the 18 competitors.
Although the race was the same, the Masters were involved in a parallel fight where Emilio Plagaro took the opportunity to brilliantly win, followed by Victor Serrano and Antonio Candela. It wasn’t until the last race that the final ranking was decided, with Emilio finishing fourth and teaching some sailors how to run in light winds.

During the prizegiving ceremony, the Spanish Finn Class presented the organising club, Club Nautico Islas Menores, with a class flag signed by all the sailors.

1. Diego Fructuoso Pérez
2. Ero Pons Penín
3. Miguel Fernández Vasco
4. Alejandro Muscat Díaz
5. Federico Pinheiro De Mélo
6. Jano Toro Prieto-Puga
7. Orotz Iturralde
8. Mauricio Luque Díaz
9. Emilio Plagado Pérez (Master)
10. Miguel Jimenez Galeote
11. Victor Serrano Conesa (Master)
12. Antonio Candela Domingo (Master)
13. Jorge Pinheiro De Mélo (Master)
14. Javier García Múra (Master)
15. José Manuel Lorenzo Viejo (Master)
16. José Juan Jimenez Buendía (Master)
17. Pablo López Baldán (Master)
18. Antonio Gallardo Fernández (Master)

Second, Johan Wijk third, Mikael Brand was fourth and Håkan Olsson was fifth.

The Sweden Cup for this year included GKSS Olympic Regatta in May, Forsberg Memorial in Uppsala in June, Danish championships in Naestved August, Swedish championship in Uppsala in August, and the Sweden Cup final in Karlstad. In total there were 43 participants in the 2009 Sweden Cup, which was won by Sverker Hard.

At the Saturday night social the Swedish Finn class thanked Johan Wijk, who had been class chairman since 2001. Johan was presented with a photo – an image of him sailing at Uppsala with a clear lead.

Right top: Christofer Finnsgård, Mikael Brandt, Torsten Jarnstam, Ulf Bjuréus, Sverker Härd, Johan Wijk and Olof Lundqvist.

Right bottom: Torsten Jarnstam wins race five at the Swedish Championship in Uppsala

Swiss Championship 2009
September 2-6, Lake of Neuchâtel

The 2009 Swiss Championship was sailed from September 2-6 on the Lake of Neuchâtel with 28 sailors from Switzerland, Germany, Austria and France.

Already during the skipper’s meeting on Thursday a strong westerly wind was blowing and the waves on the lake were impressive. While most boats were about to leave the harbour, the wind got stronger and stronger forcing the first boats to return while others enjoyed a bath. Only about ten boats made it finally to the starting line and took off in a gusting force 6-7. The race committee ended the survival mode on the second beat as security became a problem. Sooner or later everybody made it back to shore.

Friday again had a strong westerly wind and there was even a storm warning. The race committee decided to send the boats out to sail a morning race. The wind increased during the race and everybody was immediately sent back in after crossing the finishing line. The winner was Peter Theurer followed by Swiss laser sailor Silvan Hofer who sailed the Swiss Finn Association boat for the championship. Later in the day the
storm came in with force and a gust of about 50 knots blew some boats right from their trolleys damaging some of them.

Saturday, ‘the day after’, brought light southerly winds with holes and shifts. Three races were sailed and Silvan Hofer showed to all the Finn specialists that he had very quickly adapted to the new boat. Thanks to his ongoing campaign in the Laser for the 2012 Olympics he showed a great feeling for speed and sailed tactically better than anybody else.

A fourth race was sailed in the later afternoon in a medium ‘Joran’, a northerly wind which was blowing down from the mountains. Silvan Hofer also won this race and established himself as the intermediate leader after five races.

On Sunday three more races were sailed in a light to medium easterly wind. A score of 1-2-1 for Silvan Hofer made it clear and secured his second national title of the year – after the Laser now also the Finn. Defending champion Christoph Christen had to settle for second place followed by Peter Theurer in third place.

1 SUI 11 Silvan Hofer 10
2 SUI 5 Christoph Christen 19
3 SUI 67 Peter Theurer 28
4 GER 146 Friedrich Müller 47
5 SUI 17 Frederik Huck 50
6 SUI 496 Thomas Gautsch 52
7 SUI 13 Peter Kilchenmann 54
8 GER 121 Thomas Finke 67
9 SUI 94 Andreas Friderich 71
10 SUI 18 Christof Wilke 73
11 GER 19 Andreas Bollongino 76
12 SUI 70 Andreas Fuerer 79
13 SUI 1 Christoph Burger 82
14 GER 137 Karl Schmid 87
15 SUI 57 Rudolf Baumann 91
16 FRA 40 Joseph Rochet 91
17 SUI 3 Carlo Lazzari 104
18 SUI 7 Jiri Huracek 114
19 FRA 72 Philippe Le Frapper 114
20 SUI 12 Franz Buergi 118
21 SUI 21 Bernhard Krienbühl 120
22 SUI 29 Hans Althaus 133
23 SUI 10 Roland Schneider 161
24 SUI 2 Helmut Klummer 162
25 SUI 64 Hans-Rudolf Ostenwander 177
26 FRA 7 Stéphane Alexis 179
27 SUI 27 Michel Herrn 182
28 AUT 292 Freddy Wachter 194

Major Finn regattas 2009-12

26-29/11/2009 Sail Brisbane Australia
4-8/12/2009 Canarian Sailing Olympic Week Spain
5-9/12/2009 Sydney International Regatta Australia
14-19/12/2009 Sail Melbourne (SWC) Australia
17-22/12/2009 Christmas Race Spain
10-13/01/2010 Palamós Christmas Race Spain
26-30/01/2010 Rolex Miami OCR (SWC) USA
5-7/02/2010 Finn Midwinter Championship Ft. Lauderdale, USA
13-15/02/2010 International Carnival Sailing Week Portugal
16-19/02/2010 Semaine Internationale Cannes France
22-25/02/2010 Andalusian Olympic Week Cadiz, Spain
10-13/04/2010 Athens Eurolymp Week Greece
17-20/03/2010 Split Olympic Sailing Week Croatia
27/03-2/04/2010 Trofeo SAR Princess Sofia (SWC) Palma, Spain
23-30/04/2010 Semaine Olympique Francaise (SWC)Hyères, France
5-9/05/2010 Regatta Port Bourgas Bulgaria
8-16/05/2010 Finn European Championship Split, Croatia
12-16/05/2010 Expert Olympic Garda - Eurolymp Italy
23-28/05/2010 Finn World Masters Championship Split, Croatia
24-25/05/2010 Goldscher Jollen Regatta Switzerland
26-30/05/2010 Delta Lloyd Regatta (SWC) Medemblik, Netherlands
19-23/06/2010 Kieler Woche (SWC) Germany
23-27/06/2010 International Swiss Championship Thunnersee
3-11/07/2010 Warnemunder Woche Germany
7-10/07/2010 Intervela Riva del Garda, Italy
16-19/07/2010 North American Championship San Francisco, USA
23-27/08/2010 Travemunder Woche Germany
9-14/08/2010 Sail For Gold Regatta (SWC) Weymouth, UK
14-21/8/2010 Finn Silver Cup San Francisco, USA
27-30/08/2010 Finn World Masters Championship Split, Croatia
5-9/09/2010 Finn World Masters Championship Riva del Garda, Italy
20-24/09/2010 Finn Gold Cup San Francisco, USA
27/08-4/09/2010 Finn Gold Cup San Francisco, USA
2-5/09/2010 Lipno Regatta Czech Republic
14-19/09/2010 Open Dutch Championships Medemblik, Netherlands
1-3/10/2010 International Finn Cup Malcesine, Italy
19-21/11/2010 Cup Opatija Opatija, Croatia
14-19/12/2010 Sail Melbourne (SWC) Australia
17-22/12/2010 Palamós Christmas Race Spain
2-3/10/2010 KSSS Olympic Regatta Saltsjobaden, Sweden
22-25/04/2010 Trofeo SAR Princess Sofia (SWC) Palma, Spain
26-30/04/2010 Semaine Olympique Francaise (SWC)Hyères, France
27/08-4/09/2010 Finn Gold Cup San Francisco, USA
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17-22/12/2010 Palamós Christmas Race Spain

Future Championships
12-16/05/2010 Expert Olympic Garda - Eurolymp Italy
23-28/05/2010 Finn World Masters Championship Split, Croatia
24-25/05/2010 Goldscher Jollen Regatta Switzerland
26-30/05/2010 Delta Lloyd Regatta (SWC) Medemblik, Netherlands
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17-22/12/2010 Palamós Christmas Race Spain

Editorial: It is great when events overtake you and the reality becomes so much better than the intention. It had been my intention to use this issue as a celebration of 60 years of Finn sailing. However, so much material was received that even this brief editorial had to be drastically cut to fit it into a packed and extended issue. I always try to use everything that is sent in, but even so the reports here are all briefer than they should really be. However it does highlight the clear fact that the Finn class is active and healthy worldwide and it’s great to read everyone’s enthusiasm for the class and the sport. Long may it continue. Robert
• Thinking about a new Finn?

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  ➞ B4-

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