



# FINN MASTERS

MAGAZINE AND YEARBOOK



News

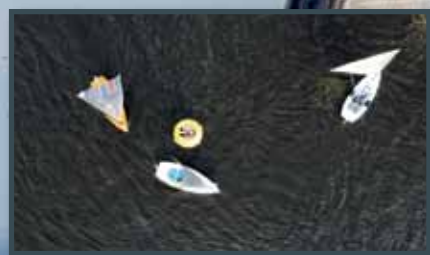


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Events

NEW RULES 2021-2024



PHILIP BAUM INTERVIEW



EUROPEAN MASTERS IN GDYNIA



2021





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**Finn Masters Magazine and Yearbook**  
- the official publication of the  
Finn World Masters

#### ISSUE NO. 8 • MARCH 2021

The Finn Masters Magazine is a non-profit publication that is distributed free of charge to all active Finn masters who are IFA members through their National Finn Association, as well as other interested parties connected to the Finn World Masters around the world. Articles, race results, photographs and reports from countries are always welcome. All advertisement enquiries should also be addressed to the Editor. A media pack is available on [www.finnworldmasters.com](http://www.finnworldmasters.com). While every effort has been made to ensure the accuracy of the information presented, neither the editor nor the contributors can assume any liability for any errors that remain.

#### SUBSCRIPTIONS

All those attending Finn Masters events in the two years prior to publication are eligible for a free copy. Extra copies available at events. To check subscription contact [media@finnworldmaster.com](mailto:media@finnworldmaster.com) with your full name and delivery address.

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#### COVER PHOTO

Greg Wilcox took third in the GGM in Gdynia

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All of the photos in this issue from the Finn World Masters and European Masters can be bought as downloads or prints here: <https://robertdeaves.smugmug.com>

## Masters President's Message

By Andy Denison, GBR 20



As I write, I'm trying to find some inspiration to put down some words, but what I don't want to do is dwell on the obvious and the negatives and prefer to remain in a positive frame of mind. So we felt a new Masters Magazine at this time would provide encouragement to everyone and keep the Masters entertained while we wait for life to get back to near normal.

Whilst we lost the 2020 championship in Port Zélande, it was great to see the many Finn sailors rallying round with donations, which effectively saved the day. I must offer huge thanks once again to the many that were involved in the organisation. I hope many of you enjoyed the online events we posted during that week.

The community of worldwide Finn Masters remains as strong as ever. In the UK the fleet is in regular contact through these difficult times and I'm sure it's the same in other national fleets. As a Masters organisation we are on hand to offer any help we can. If you are new to the fleet and need some guidance, your contact to us will always be answered.

In half a century, 2020 will go down in history as the second time the event didn't take place. In 2021 we will try again to have our 50th Finn World Masters. I remain confident that we will meet in

Medemblik and we can slowly build up the cycle once again. Entries are approaching 200 as I write this.

It's great to see that the sponsorship advertising is still strong for the Masters magazine. The internet is a marvellous thing, but nothing beats a handheld magazine that can be that can be browsed through time and time again. This year will see some changes on the Masters Committee. Rolf Elsässer and Philip Baum are retiring while Andreas Bollongino and Phil Chadwick will stand for the committee during the Annual Masters Meeting. All four have been interviewed for this magazine to reflect on what has passed, and to look forward to the future.

I'm delighted that we have had a great uptake of events for the next few years. Next year in Helsinki, Finland, will be very special before our delayed return to Puntala, Italy, in 2024. For 2023 we look likely to return to Kavala, Greece. And we have a lot of interest for future events at some great venues.

I am hugely looking forward to once again travelling to different countries and enjoying sailing and a pint with all of you soon.

Hope to see you in Medemblik.

**Andy Denison**  
President - Finn Masters



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Photo by Robert Deaves

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## PAST PRESIDENTS

1978-1992	Georg Oser
1992-2008	Rolf Lehnert
2008-2013	Fons van Gent
2013-present	Andy Denison

\*Please note that there may be changes in the committee at the AMM



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# Events calendar 2021

## 2021

21-28/5	FINN WORLD MASTERS	Medemblik	NED
18-20/6	Italian Masters	Viareggio	ITA
26-27/6	UK Masters	Mengeham Rythe	GBR
4-6/7	Nordics (2022 FWM venue)	Helsinki	FIN
13-15/8	Polish Masters	Zegrze	POL
25-30/8	Open Russian	Moscow	RUS
8-11/9	FINN EUROPEAN MASTERS	Tihany	HUN
9-12/9	North American Masters	San Diego	USA
18-19/9	Swedish Masters	Karlstad	SWE
18-19/9	Dutch Masters	Medemblik	NED

## 2022

1-8/7	FINN WORLD MASTERS	Helsinki	FIN
tbc	FINN EUROPEAN MASTERS	tbc	tbc

Please check local websites for latest details and information.  
Further updates also at [www.finnworldmasters.com/calendar](http://www.finnworldmasters.com/calendar)

# Supplier directory

## BOATBUILDERS AND SUPPLIERS

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Jorge Rodrigues	<a href="mailto:jrsilva@gmail.com">jrsilva@gmail.com</a>	BRA
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Suntouched	<a href="http://www.suntouched.co.uk">www.suntouched.co.uk</a>	GBR
Wilke	<a href="http://www.wilke.ch">www.wilke.ch</a>	SUI

## MASTS & BOOMS

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HIT Masts	<a href="http://www.dinghyracingcentre.nl">www.dinghyracingcentre.nl</a>	NED
Pata	<a href="http://www.patafinn.hu">www.patafinn.hu</a>	HUN
Pata Finns Africa	<a href="http://www.patafinnsafrica.com">www.patafinnsafrica.com</a>	RSA
Suntouched	<a href="http://www.suntouched.co.uk">www.suntouched.co.uk</a>	GBR
Wilke	<a href="http://www.wilke.ch">www.wilke.ch</a>	SUI

## SAILS

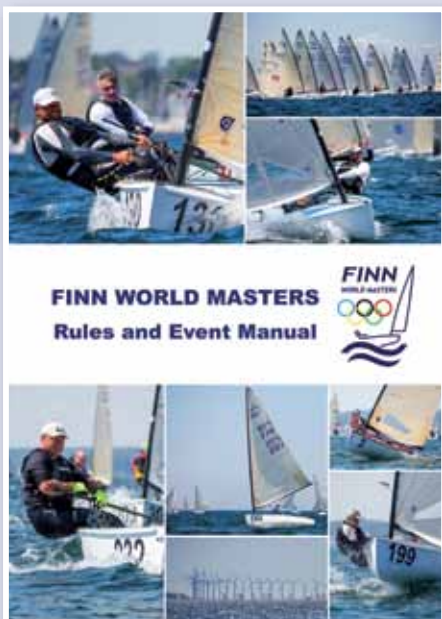
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## OTHER

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Zhik	<a href="http://www.zhik.com">www.zhik.com</a>	AUS







In 2019 the Finn Masters were kindly presented with the **GODET CHALLENGE TROPHY**. Godet is a producer of fine Cognacs in La Rochelle, France. It was presented to Richard Hart for winning the Super Legends, but as this was a duplication, it was decided to widen its scope to recognise exceptional contribution.

2017 Richard Hart - early development of randomised fleet controls

2018 Vasilis Pigadas - organising the Finn World Masters in 2015

2019 Ray New - work on randomised fleets  
2020 Jan Zetzema & FWM2020 OC, NED



### UPDATED EVENT MANUAL

The Finn Masters Rules and Event Manual has been updated and produced again in a nice ring bound booklet form. It can also be downloaded from the Finn Masters website at [www.finnworldmaster.com](http://www.finnworldmaster.com).

Any club or body wishing to organise any of the major Finn Masters championships can request a copy from the President at [president@finnworldmaster.com](mailto:president@finnworldmaster.com).

Please note that applications to organise a Finn World or European Masters must be received by the President by February 1, two years before the proposed year.

### FINN WORLD MASTERS BOOK

It is proposed to publish a book about the Finn World Masters, about the people and the races that have defined this amazing event for half a century. Fifty years of the Finn World Masters is a milestone that should be recognised and recorded.

There was some history of the Masters in FINNatics, but very few photos exist from the early days.

Please send any photos, stories ideas and other information to [media@finnworldmaster.com](mailto:media@finnworldmaster.com)

We need:

- Photos of races and people from 1970 onwards. There are very few in the IFA archive before 2008.
- Stories of the people and the races. Profiles and interviews.
- Race reports. Minutes of Annual Meetings. The only material we have is printed in Finnfare and Finnatics
- Any full results sheets from early events will also be useful.

## DREAMING.....

That is what we do as Finn sailors during the winter time. Dreaming of coming races in summer; especially now during the COVID situation. Will it be possible to sail our Finn World Masters 2021 in Medemblik? writes *Chris Frijdal*.

We hope YES!

Following this dream a great number of enthusiastic Dutch Finn sailors, spread over the Finn fleets of Loosdrecht (70) , De Kaag (50), Alkmaar (10), Harderwijk (40) en Huizen (22) are training on their home waters.

Due to the friendly weather this winter, more sailors are choosing a one person sailing dinghy and start sailing in the Finn. Fleets are growing, especially the ages from Masters and up are well represented.

On a sunny December weekend we counted that in Holland around 70 Finns were training.

All under the COVID regulations of course: a minimum of 1.5m distance when ashore (and naturally on the water.....)

Around 24th January, the guys on Loosdrecht had a special experience: the training was supported with radiographic buoys who keep in place using GPS settings: the MarkSetBuoy.

A Loosdrecht member, Michiel van Dis, introduced these buoys in the Netherlands; he also used them successfully in club races at Muiden. It is a very practical solution: only one rib out from which everything is controlled by two persons: four buoys, and a starting raft with all the signalling.



Photos: Wietze Zetzema



## STILL WAITING FOR 50TH ANNIVERSARY WORLD MASTERS

Following the cancellation of the 2020 Finn World Masters at Port Zélande, and then the postponement of the 2021 Finn World Masters in Puntala, the Dutch Finn class immediately began to work on finding a venue for 2021 to complete their commitment to host the Finn World Masters.

In the end, the International Finn Masters Committee was delighted to accept the offer to host the 2021 Finn World Masters in Medemblik, The Netherlands.

It will take place 13 years after the last time the Finn World Masters was held in Medemblik. In 2008, many Finn Masters will remember a week of amazing tropical weather, great racing and wonderful hospitality.

President of the Finn Masters, Andy Denison, said: "We are very happy that Finn Club Holland has stepped up and made this great offer in these uncertain times. We know we can rely on their enthusiasm and the experience of the Royal Yacht Club Hollandia to put on another great event for us. We have to wait longer to visit Puntala again, but I also know that will be well worth the wait."

The 2020 Finn World Masters was supposed to be the 50th Anniversary event, but all the celebrations have now been put back to 2021. So 2021 will also be the 50th Anniversary Finn World Masters

### ORGANISATION

Medemblik is of course famous as the venue for past SPA, Delta Lloyd and other major regattas for the Finn class and has a huge experience in running big events. The 2008 Masters was the largest up to that point in time with 230 entries. As this magazine goes to print there are 180 entries so far, but many more expected.

### FROM THE ORGANISERS

The FWM2021 is in full preparation. Although we really do not know what the COVID-19 related situation will be in a couple of months, we are going full steam ahead.

We prepare for a 'full' event as if COVID-19 does not exist at all. In the first half of April we will decide, in close consultation with the International Finn Masters Committee, if and how we will run the event. Of course we love the socials, but if we have to cut down on them, we have to do it.

One thing is sure, first priority is the quality of the races. In that aspect we will have one inner-outer loop course if we have less than 200 competitors. If we have more than 200 we will have two courses as we do not want more than 100 boats on the line. As it looks now (the end of January) we will need two courses as we already have 177 entries and I know of at least 25 Dutch sailors who will join but still seem to be in hibernation.

We have the commitment of a team of experienced International Jury members and a lot of volunteers are standby.

So....let's hope we can all meet in May in Medemblik to enjoy perfect sailing and great camaraderie.

**Chris Frijdal**



### DECISION

At the latest during the first half of April 2021, the organizing committee of the FWM2021 will take a decision, in close consultation with the IFA Masters, whether the FWM2021 in Medemblik will happen. Since there is no possibility to postpone the FWM2021 to a date later in the year, the decision will be a Go / No-Go decision.

Let's keep our fingers crossed that the Covid-19 pandemic soon will come under control, allowing us to meet each other by the end of May for a fair week of Finn racing.

More info, updates and accommodation details can be found on the event website at <https://fwm2021.com>.





# VUJASINOVIC WINS EURO MASTERS IN GDYNIA



Combined with the senior European Championship for the first time, the 2020 Finn European Masters was a triumph over adversity for the 29 Masters that made it to Gdynia, Poland, despite COVID-19, travel restrictions and bad weather.

In the end, the majority of entries came from eastern Europe, with only a handful from the westernmost countries. Many needed special paperwork to travel and it was unsure until they arrived whether it would be possible, but it was great to see so many Russians make the effort.

After weeks of summer conditions, the first day of the regatta was windy and wet and gradually got colder during the week until the final day when the sun finally reappeared. The wind conditions were challenging with shifty, and at times fickle, keeping everyone busy. In Race 6 the wind died completely, meaning every master except Milan Vujasinovic, from Croatia, and Włodzimierz Radwaniecki, from Poland, ran out of time.

The defending champion was Filipe Silva, from Portugal, and when the decision was taken to combine the fleets, he knew he would have a hard time defending against Vujasinovic, who was

always the favourite for the overall Masters title.

Vujasinovic placed 13th overall against 37th for Silva. Silva had a great final day to take second, with Olof Lundqvist, from Sweden in third

Vujasinovic commented, "The years pass, I am getting old, I joined a new category now, but I don't feel that old. I didn't really plan to sail the Masters, they just happened to be together."

"Since corona I don't have a Finn. I organised to have a Finn only until July, but then they postponed the Olympics and I am stuck with no boat, so I borrowed a boat from the Japanese to sail this regatta. Otherwise I wouldn't be here. I need to find a boat to sail next year."

"I live in Valencia now and with the very strong quarantine we could not sail or go to the gym for 2-3 months. Considering all that and no training, I was OK I think, in 13th. I had hoped for a bit better, but not bad."





Pos	Ranking			R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	Total
1	13	CRO 369	Milan Vujasinovic - M	7	(29)	16	9	28	16	10	2	16	21	125
2	37	POR 51	Filipe Silva - M	34	47	47	30	45	tie	(bfd)	28	30	27	319
3	38	RUS 41	Felix Denikaev - GM	(45)	44	36	21	44	tie	23	45	36	43	323
4	39	POL 73	Andrzej Romanowski - GM	36	42	42	(50)	32	tie	34	36	38	35	326
5	40	SWE 32	Olof Lundqvist - M	37	35	38	(53)	41	tie	33	43	39	32	329
6	41	FRA 99	Marc Allain Des Beauvais - GGM	40	38	45	(55)	38	tie	50	42	40	45	369
7	42	CZE 75	Vladimir Skalicky - GGM	46	(48)	41	44	43	tie	32	48	46	39	370
8	44	SWE 12	Stefan Sandahl - GM	43	39	(65)	37	53	tie	41	53	44	36	377
9	45	POL 11	Kacper Mazurek - U23	38	54	43	(65)	48	27	39	40	53	46	388
10	46	NZL 15	Greg Wilcox - GGM	49	40	(56)	45	52	tie	43	33	51	48	392
11	47	RUS 17	Vasiliy Kravchenko - M	44	43	49	(58)	39	tie	46	52	47	47	398
12	48	POL 99	Włodzimierz Radwaniecki - GM	47	52	53	(59)	50	23	56	35	45	49	410
13	49	RUS 1117	Andrew Bill - GGM	48	53	51	39	49	tie	51	(ufd)	50	40	412
14	50	FRA 96	Florian Fauchaux - M	39	41	40	49	47	tie	52	46	(dnc)	dnc	416
15	53	RUS 3	Alex Borovyak - GGM	53	60	54	43	(63)	tie	48	38	55	42	424
16	54	CZE 54	Matouš Červenka - M	62	46	60	40	46	tie	(dsq)	32	54	55	426
17	56	GER 202	Rolf Elsaesser - GGM	57	59	58	46	60	tie	45	39	(61)	51	446
18	57	POL 70	Artur Siwik - M	55	57	55	(61)	51	tie	38	51	58	58	454
19	58	CZE 211	Martin Kalos - GM	(58)	56	52	51	57	tie	53	50	52	52	454
20	59	DEN 1	Peter Sigetty Boje - GGM	54	63	57	54	59	tie	49	(ufd)	42	50	459
21	60	POL 25	Marek Kubat - M	50	55	50	60	58	tie	(61)	59	49	53	465
22	61	POL 33	Krzysztof Żółtowski - GGM	61	(65)	59	57	56	tie	54	56	65	54	493
23	62	FRA 53	Corcaud Gilles - GGM	63	(ret)	62	47	ufd	tie	44	57	64	57	496
24	63	LTU 27	Rytis Bagdžiunas - GM	56	62	63	(67)	54	tie	55	61	56	61	499
25	64	RUS 18	Evgeny Dzhura - M	60	61	61	(63)	61	tie	58	54	57	56	499
26	65	POL 115	Lucjan Bladowski - M	(65)	58	64	62	62	tie	57	58	63	59	514
27	66	DEN 77	Flemming Bender Jensen - L	64	(dns)	66	52	67	tie	60	55	66	60	521
28	67	POL 85	Wojciech Nadolski - GGM	(dnc)	dnc	67	64	65	tie	47	60	dnc	62	538
29	68	POL 800	Robert Gabrysiak - GM	(dnc)	dnc	69	68	68	tie	59	63	62	63	554
30	69	POL 43	Beniamin Kobierski - M	66	(ret)	68	66	66	tie	bfd	62	67	dnc	568
31	70	POL 26	Bogusław Nowakowski - GGM	52	45	(ret)	dnc	dnc	dnc	dnc	dnc	dnc	dnc	594







In the Grand Masters, for those aged 50-59, former champion, Felix Denikaev, from Russia had a tight battle with Andrzej Romanowski, from Poland, while Stefan Sandahl, from Sweden took third.

The Grand Grand Masters looked to be a runaway for Marc Allain des Beauvais, from France, but a miserable fourth day for him left it very tight. In the end he won by a single point from Vladimir Skalicky, from Czech Republic, with Greg Wilcox, the only non European taking part, from New Zealand, third.

The one and only, and incomparable Legend (over 70) taking part was Flemming Bender Jensen from Denmark, in 66th place. He finished every race but one.

He said, “It was a perfect regatta. Everything was functioning; we had nice weather and lots of wind. And there were lots of windshifts, but maybe too many for an old man. So it’s hard work even though you’re at the back.”

“It’s worth coming of course because you meet all those guys that you have seen for many, many years. I started sailing the Finn in 1972, so it’s quite a long time and there has been a great deal of development in everything, and all kinds of equipment and everything functions. It’s so nice just to rig it up and the boat functions. But to get the thoughts from my head to the tiller is sometimes hard.

“But we had a great time here.”

It might have been a small Masters entry, but for those that made the effort, it was great to be part of an event that included the rock stars of the class. In 2021 it is back to normal ND THE Finn European Masters will take place where it all started 10 years ago. The host will be Tihanyi Hajós Egyet (THE) at Tihany on Lake Balaton, Hungary from 7-11 September. Hopefully by then things will be back to normal.



FROM TOP - LEGEND: FLEMMING BENDER JENSEN, DEN • GRAND GRAND MASTERS: 1. MARC ALLAIN DES BEAUVAIS, FRA; 2 VLADIMIR SKALICKY, CZE, 3 GREG WILCOX, NZL • GRAND MASTERS: 1 FELIX DENIKAEV, 2 RUS; ANDRZEJ ROMANOWSKI, POL; 3 STEFAN SANDAHL, SWE • MASTERS: 1. MILAN VUJASINOVIC, CRO; 2 FILIPE SILVA, POR, 3 OLOF LUNDQVIST, SWE





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**P**hilip Baum has been on the Finn Masters Committee since 2014 and is this year stepping down following his appointment to the board of World Sailing.

We look back at his sailing career so far, his Finn addiction and what the future holds.

## ALL I EVER WANTED TO DO WAS SAIL A FINN



A lifetime sailor he started sailing when he was 10 years old, sailing a local South African design, a Dabchick. This is a flat scow shaped boat, which is very quick off the wind. He says, “The sensation for a youngster of speed and freedom out on the water was addictive.”

“As a family we had holidayed in Zimbabwe with our cousins who were sailors. My brother and I spent a fortnight on the water being taught to sail by our relatives who were our own age. On the trip home my mother famously asked my father, ‘Do you want to grow up with your children or play golf for the rest of your life?’ The family immediately joined our local club, Flamingo Yacht Club, when we got home.”

Philip says he used to daydream while in school about the week’s racing. We used to sail very often on Wednesday afternoon, Saturday afternoons and all day Sunday.

“I could not get enough of being on the water and competing. Having made some progress in the Dabchick in local competition I moved on to another local boat, a Sprog. At the time this was a very substantial open national class with some 80 boats competing in the annual championships. I was the youngest in the fleet by a good number of years. At the age of 14, I placed third and then was consistently in the top 10 winning my first national title at the age of 18.”

His schoolboy hero was a Durban based Finn sailor Bruce McCurrach. Bruce had won the Finn Class in the 1961 Kieler Woche regatta wearing a pair of shorts and a rugby jersey. He came to the attention of Paul Elvstrøm and was at first a training partner and in time a sailmaking partner to the Great Dane when Bruce opened an Elvstrøm Sail loft on his return to South Africa. Bruce was described in a book by Elvstrøm as the best heavy wind sailor in the world at the time.

“Politics had stopped South Africa from participating in the Olympics. Other than Roy Heiner, who emigrated to sail for

Holland, and Ian Ainslie, who represented us in Atlanta, Bruce was South Africa’s best hope for an Olympic medal in the Finn. Both Roy and Ian were protégés of Bruce.”

### MESMERIZED

“As a teenager I was mesmerized by the stories Bruce told of living and campaigning on the European Finn circuit. His other great friend, flat mate and travelling companion was Gilbert Lamboley, famous for our swing test. Initially, when they rented an apartment together neither spoke the other’s language but this was no barrier. The lingua franca was Finn speak. All I ever wanted to do was sail a Finn. Happily, Bruce and I became lifelong friends. A great moment was teaming up with him to campaign a J22 in an International Championship.”

In his first year at university Philip bought an old Elvstrøm Finn hull as an insurance write-off for GBP 20.

“It had a great big tear in the starboard side after a capsize in Durban harbour, ending up on to a pylon in a falling tide. Robin Greaves, who has done many Finn Masters over the years, and I, repaired it. It was my pride and joy. Imagine as a student owning a Finn built by the great man himself.”

“To become a Finn sailor one joins the ranks of an elite brotherhood of sailors. The skill sets of successful Finn sailors include extreme athleticism, a capability for clever tactical racing and a fine understanding of many integral technical challenges for setting up the boat. Relatively small differences in boat speed have to be exploited with highly concentrated effort. These attributes make for a complete sailor capable of taking on the challenges of many other classes as is evident from the exceptional track record of former Finn sailors in other disciplines of the sport.”

“But, more important than any of this, is the Finn culture of ‘Sail hard, play fair’. As fierce as the competition is, off the water archrivals can, and do, still socialize.”

Philip has also raced a J22 at a worlds level as well as competed on board both small and large offshore keel boat races including trans-Atlantic and Indian ocean crossings, with a fifth over the line finish in a Sydney Hobart race.

“The attraction of being challenged for an extended period at sea in the company of like-minded sailors is most rewarding. However, nothing comes close to the sheer exhilaration of racing a Finn in big breeze head-to-head against equally determined competition followed by the pleasure of a cold beer and a hot meal with Finn friends afterwards. The only thing that is almost as good is racing the newly launched pocket rocket Cape31.”

### FINN MASTERS

Having attended every Finn World Masters since 2003, his run of 17 was only broken in 2020 by COVID-19.

“The Masters are a unique opportunity to race against the great names of the class, other competitors at one’s own level

*BELOW: PHILIP AT THE 2016 WORD MASTERS IN TORBOLE, LAKE GARDA, ITALY IN THE BIGGEST FINN FLEET OF ALL TIME (PHOTO: MICHAEL KURTZ)  
OTHERS: AT THE 2019 WORLD MASTERS IN SKOVSHØVED, DENMARK*





and meet many old friends of many years standing. The Masters are so full of friendship and competition it keeps the fleet coming back year after year."

"I have three memorable Master's experiences. The most important was the first one as it started the annual pilgrimage. The mixture of intense competition on the water in Schwerin, Germany, followed by the exuberant après ski after the sailing in a wonderful marquee lined with long tables and filled with happy sailors quaffing huge jugs of beer and eating numerous German sausage rolls non-stop for a week was fantastic. I was hooked for life."

"My second most memorable Masters was 2007 in Murcia, Spain, because it was my best overall result with a 17th place. The third best Masters memory is all the others rolled into one happy recollection of friends, both on and off the water, and very often their travelling companions. No other regatta event comes close to the experience."

He has some quite strong opinions of the Masters format

"Of all the debates we have had on the Masters format over the years the one thing I would never change is the mixing of the age groups all together in a fleet that races against each other at the same time. The opportunity to sail gunwale to gunwale with the best, even if it is for a short time, is too big an opportunity to be missed. This is particularly so for someone who, for understandable political reasons, was not allowed to sail with the best in the world when a young man."

"I suspect that given numbers in recent years we may have to settle on four or five venues that can accommodate a fleet size of 350 boats and rotate annually around these locations. The European Masters and National Masters events, with smaller numbers, would then utilize the many other great venues Europe has to offer."

"Something that should be considered more carefully is a co-ordination of Masters' events around the time of the World Masters. Many who travel from outside Europe could then make an extended holiday of the trip and doing more regattas than just the Masters is a great way to capitalize on the visit."

#### **SOUTH AFRICAN REVIVAL**

About 10 years ago Finn sailing in South Africa was much rejuvenated following the establishment of the Pata Finn Africa

project, headed by Greg Davis and Philip, "with the help of a special Finn friend, Gabor Antal."

"We have built some 20 boats and masts as well as a unique boom designed by Ali Serritslev, another Finn Master. This was used by PJ Postma of Holland in the 2012 and 2016 Olympics. By the way we still have 20 blanks of these on-weight ultra-stiff booms left. Together with some imported boats there are around 30 modern Finns that compete annually at a national level. Given our weather during the year we have an almost continuous 12-month season with multiple provincial and local club championships taking place around the country."

"We even have young sailors who already aspire to join the World Masters so there will be more South Africans coming to join the fun quite soon."

Philip first became involved in the activities of World Sailing when he was made President of South African Sailing in 2014.

"At first my involvement was as a member of the African Sailing Confederation (ASCON) but subsequently I was elected to Council, the Events Committee and the Governance Commission."

In November 2020, it was election time within World Sailing and Philip stood as one of eight Vice-Presidents. These take responsibility for the overall direction and operation of the federation.

"Over the next four years my particular responsibilities as a VP is to be the Board's liaison person for Corporate Governance, Communications, Constitution Committee, Oceanic & Offshore, Racing Rules and, of course, Africa."

Most Finn sailors have an interesting story to tell unrelated to sailing, something unusual or remarkable. Philip is no different.

"I am deeply interested in the Origins of Homo Sapiens. I am a trustee of PAST (Paleontological Research in Africa-) which does special work supporting the science across Africa and especially in my country South Africa, which is a Cradle of Mankind. It is also the promoter of an initiative educating people at a time of xenophobia worldwide that all human beings are 99.9 percent alike. There is no master race – only one human race."

*[Ed: Of course it goes without saying that if there were a master race, they would probably be Finn sailors.]*

The Finn Masters wishes Philip the best of luck and success in his new role within World Sailing.







Once again we enter another four year cycle, which this time does not match the Olympic cycle and they have changed the rules yet again. So, is it a device to get us to buy new books and programmes for our smart phones or is there a greater purpose to it?

Well simply put this time there are no rule changes that will affect tactics whilst we are sailing, so what have they done? With the racing rules having to be translated into over 50 different languages, the English text is sometimes difficult to translate accurately, so a lot of the changes are cosmetic to make this easier. Some are to make things more precise and some to make rules of some of the bits we keep adding to sailing instructions, so we can reduce the amount of pre-race reading. (Appendix J guides Organising Authorities through this).

When looking at the rule book anything in the rules sections that has been changed has a side bar on the right-hand side of the page, but for some reason not where the Appendices have been changed. The following is my thinking on how the changes might affect you sailing your Finn.

## CHANGES TO THE RACING RULES OF SAILING

BY CHRIS WATTS



### DEFINITIONS

A few things have been added to and within the Definitions.

The hull of your boat is now the key issue when starting and finishing and no longer any attachment to the boat which does include the helm. An interesting thing is that when finishing, the boat may finish the race with you swimming after it, as rule 42.2 only requires the crew to be in contact with the boat when sailing to the next mark! However, for establishing or breaking overlaps there is no change and it includes attachments in their normal positions.

A new definition is Sail the Course which includes the string bit that used to be in rule 28, but we do need to look a bit further at Appendix A (Scoring) A10, where we can find a new score, NSC, not sailing the course. Further to that if we look at A5.1, we can see that if the race committee observes a boat not sailing the course they can disqualify the boat without a hearing. Of course, if you disagree with the race committee you can fill in a scoring enquiry and if you do not like the answer you get then you can seek redress from the protest committee/jury.



Anything attached to a mark deliberately is part of the mark, so I hope it is not an aircraft carrier! An obstruction can be defined by a line between two or more points in the Sis and you must not cross that line. A proper course is now the one you would choose in order to sail the course and finish as soon as possible in the absence of other boats.



### PART A

Within Part A of the rules,

Rules 14 (Avoiding Contact, when a right of way boat need to act to avoid a collision); 16.2 (Changing Course, now on a beat to windward); 18.1 (now defines when giving room no longer applies) are changes to make things clearer.

20.4 Requirement for Hails, is about the use of other signals when conditions may prevent a verbal hail being made. Interestingly in the second part of the rule it allows the NoR to allow alternative communication in making the hail, including in a different language when the majority of the competitors will understand.

The two rules on Exoneration have been made simpler and are now combined as rule 43. It is important to remember that if you are forced to break a rule by another boat you can only be automatically exonerated if the other boat takes a penalty.

Lastly, on those evenings where you are still racing when the wind drops and the sun goes down, the rules said you had to turn on your navigation lights or retire. Well now rule 56 allows you to continue racing in the darkness as your boat was never fitted with them. It also covers not having to make fog signals! So happy racing in the dark!

So hopefully the new version of the rules is a little bit smarter.





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**P**hil Chadwick is a relatively recent convert to Finn sailing compared with many Finn Masters but once the bug had bitten, it bit deep. He is one of the candidates standing for the Masters Committee at the 2021 Annual Masters Meeting and will be the first Australian on the committee.

While his father, Norm, was a champion crew in his youth sailing Port Phillip 12s out of Port Melbourne Yacht Club, it wasn't until they bumped into some old sailing friends at a Golf Day when Phil was nine years old that they got back into sailing.

## BUILDING SOMETHING SPECIAL



"We got invited back to PMYC to try the club owned International Cadets that were built by club members and were Snow White and the Seven Dwarfs. I remember 'Grumpy' was

the local Champ sailed by Alan Gladman. The love affair with sailing started on day one with me counting down the days to my next opportunity to go sailing. We had some real legends at our club. The Hooper brothers, John & Buster, were stand out influencers. The 12 Metres used to sail out of Williamstown just a few miles away on the other side of the Yarra River. I remember calling starboard on 'Gretel' one day. The wind shadow was awesome. JB just looked under the boom and ploughed on. It must have been hilarious."

Before starting sailing a Finn, Phil spent 32 years on the wire as a crew sailing Fireballs, FDs and 20 years in a Int 14.

Then, "An old Fireball friend Craig Ginnivan invited me the borrow a boat at a country regatta sailing on a power station cooling pond in the middle of winter. The air temperature was about 5°C but the water was 24°C. I won the first race and bought that boat. It's proved a brilliant strategy to loan newcomers a boat and they soon realise how great the boats are and they are not as difficult to sail as some people make out."

"Sailing a Finn is an affordable way to race at a high level for an XL person as a skipper. Keelboats never appealed to me, as there are often oversized egos in charge. With the Finn it's all you and you get the reward for effort. I just love it."

In other boats, "I did two regattas in a Star with an old mate Rodney Hagebol in California in 2011. We won the 'King of Spain' regatta and were ninth in the North Americans. I landed at 08:00 and was in the boat by 10:00 the same day with no sleep. It was great fun. I have done a couple of 9-10 night charters, cruising the Whitsundays with my family, which are the best holidays we have had. It just magical up there. Lots of tropical fish, whales, coral..."

"I rarely race keelboats these days and am very selective who I sail with. I did one stern chaser (finished second) this year with local legend John Warlow who my son Jack nicknamed 'Virat the evil genius'. Virat sails the Finn very well. You may have met him at the FWM in Poland. My strategy for club races is to take care of 'Virat' first then the fleet second. He is very good. So you can see I dedicate my sailing time to improving my Finn sailing."

### MELBOURNE TO BRISBANE

Originally from Melbourne, Phil moved north with his family to Brisbane three years ago

"I met my wife Jane in 1994 and married in 1996 so we are coming up 25 years married this year. She is my best friend, confidante and protector. We had three beautiful kids in three and a half years, which tested us both but we came through stronger than ever with our youngest now 18 years old. Three years ago we relocated to Brisbane 2,000 km from our Melbourne home which again tested us all. How do you move three teenagers and a 49 year old wife? The answer is it's not easy but in the end we love our new home and cherish our family and old friends in Melbourne. Brisbane people are remarkably welcoming and friendly which surprised each of us coming from the big city down South."

"We have built the local fleet from three Finns just three years ago to 32 today. Racing is hot. Brendon Casey (2012 London Rep) has just returned to the fleet as has Larry Kleist who was runner up in the 1984 Olympic trials. We have built something very special."

"Anybody who has sailed a Finn







knows it is a most comfortable boat to sail, particularly in light winds. This is rare for an XL sized person. Anybody from 80-130 kg can sail one and enjoy a level of competitiveness. As a Grand Master I have loved the opportunity to meet and race against some very accomplished sailors and meet the loveliest, kind people too. The spirit of a Finn sailor is something special. It's hard to put into words."

Phil has so far competed in three Finn World Masters: Kavala 2015, Torbole 2016 and El Balis 2018.

Before the 2018 Masters, "I was lucky to have a week of training in Valencia with John Alexander, Gus Miller and young gun Joan Córdona. At each FWM I am finishing in the 40s to 50s, which tantalised the thoughts of aiming higher. I have a lot of respect for the likes of Allen Burrell who sails at a really high level and is a terrific fellow. The AUS team environment has been pretty special and mixing with the other nations such as GBR, GER and USA and making new friends with identical interest has been huge."

### GROWTH AND INCLUSION

The class has experienced some strong and encouraging growth across Australia in recent years.

"It started with a self interest to build the local fleet in my old home town of Melbourne where I started a Facebook page 'Finn Masters Victoria'. I used to text message the group to organise racing and training and invite people to join in. This quickly grew and we changed the name to 'Finn Class Australia' and we communicate mostly by Messenger with each State having their own chat group. It works well. The Facebook page now has over 1,000 followers and I can see who likes the posts and they become my next targets. I call them 'Fence sitters'. They are obviously curious to know if they could enjoy sailing the Finn. All they need is a little push. One of the best drills we do is three Finns and a RIB where a fourth skipper rotates on and off the boats videoing and photographing the short course racing. Newcomers can't resist this and inevitably buy a boat."

Phil agrees that, without doubt, inclusiveness is the key ingredient to growing the fleet.



ABOVE: COMING OFF THE START LINE IN 2016 AT TORBOLE (PHOTO: MICHAEL KURTZ) • TOP LEFT AND BELOW IN BRISBANE (PHOTOS EMILY SCOTT) • BOTTOM LEFT: RACING AT EL BALIS • BELOW: FLEET BEERS AND INCLUSIVE DISCUSSION AFTER RACING IN BRISBANE

"Everybody is invited to train and race together and then join in the beers in the Finn shed for a debrief before joining the girls in the club bar. There are no secrets in our fleet and it is an open learning environment. There is a lot of banter and laughter. The group is improving together and strong friendships are formed."

Professionally Phil has been working in the crane industry selling new and used mobile cranes for nearly 30 years and has just moved over to Tower Crane rental with market leader Liebherr.

And outside of sailing, "Coming from Melbourne, Australian rules football is our religion and I follow the Tigers who just went back to back premiers. I love to travel and fully expect to be a Grey Nomad when I retire."

### WATCH THE COST

He thinks the Finn Masters model is good, but more emphasis should be made to keep costs as low as possible.

"The Masters strategy is pretty good to be honest. I couldn't really fault it. The huge fleets reflect this so I'd say just keep up the good work. If we could lower costs or as a minimum, control costs, that should remain a priority. Even at local level sailors are very price sensitive. Any regattas with on the water judges are expensive. We need to avoid this cost wherever possible to capture as many entries as possible."

"Inexpensive coaching events have proven very successful and I would encourage this. We have a batch of current Olympians and highly successful campaigners all needing a few dollars, offering their hard earned knowledge for a fraction of its value. They are the super stars of our sport and are very popular with the sailors."







## 2021 - TIHANY, HUNGARY



**T**ihany, Lake Balaton will host the 2021 Finn European Masters from 7-11 September. It is a favourite place for Finn Masters, and the home to the first seven editions of the Masters Euro Cup as well as many other events.

The club is located in the middle of Lake Balaton, on the edge of a peninsula. In September the water temperature is 22-24°C, the wind blows between 2-4 Bft. The club's race team is fully optimised for Finn sailors, frequently organising the Hungarian Finn nationals.

The Europeans Masters is part of a series on events at the club that also include the 2021 Hungarian Nationals from 2-5 September, providing a great opportunity to get familiar with the local conditions in a 50-60 boat fleet.

The marina building has been completely rebuilt, and there is a huge hall for rainy weather (though this is quite rare in September), plenty of restrooms, jury rooms, workshop. Beer tap, and local wines are always at the sailor's disposal. After the races, snacks are served every day. For morning warm ups, and any postponements, there is an excellent viewpoint café bar, just in the entrance of the harbour.

There is a wide range for accommodation: camper parking, clubhouse rooms (note the beds are 190 cm long), local B&Bs, 3-4-star hotels. They are all in walking distance.

Around the lake there are plenty of nice attractions to visit (castles, monastery, spas, wineries), and Budapest is only 1 hour drive.

Hungary is also the home of Pata boats, so if you are interested in renting a high quality dinghy, feel free to contact them.



## 2024 - PUNTALA, ITALY

**T**he 2021 Finn World Masters should have been in Punta Ala, Italy, ten years after it was last held there. It is remembered as one of the best venues the Masters has ever visited. Unfortunately due to COVID-19, the organisers felt that they would not have been able to commit in 2022, and they were fully booked with events in 2023, so the Masters Committee offered it for 2024.

It will be organised again by the Centro Velico Punta Ala at the beautiful PuntAla Camping Resort, a 27 hectare camping site and holiday park located in a Mediterranean pine forest adjacent to the an unfeasibly beautiful and long beach.

During the summer months (April-October), there is a regular afternoon thermal breeze, which makes sailing pleasant and fun. The sea surface is never too rough and it allows good sailing even with strong winds; protected from strong currents and rough waves. The organisation has held many other international events over the years.

During the summer months the water temperature is between 18° and 24°C. The waters are clean and certified by international organisations which control the quality of the environment. The Gulf of Follonica, in front of the Island of Elba, encloses an area of the Mediterranean Sea well protected from strong currents and very strong winds.

Following the trends of the eco-tourism sector, in synergy with the sensitivity of environmental issues – the PuntAla Camping site works to recreate a 'natural lifestyle', an approach that has been acclaimed and rewarded by national and international environmental organizations.

For more information about services and accommodation, please visit the website [www.campingpuntala.it](http://www.campingpuntala.it)







## 2022 - HELSINKI

In 2022 the Finn World Masters will be held from 1-8 July in Helsinki, Finland, celebrating 70 years since the 1952 Olympics.

Preparations are in full swing together with plans to also arrange the Open Nordic Championships in Helsinki from 4-6 July 2021 using the same race area.

Finland has been fortunate to play a significant part in the birth of the Finn, designed by Rickard Sarby from Sweden, which was chosen for the 1952 Olympics in Helsinki. The class has had its ebbs and flows in Finland but has always managed to attract the very best sailors of this small country, with Esko Rechardt's Olympic Gold in 1980 the highlight.

The prospect of celebrating 70 years since 1952 and sailing on the same waters has reinvigorated many former hot shots. For example Derek Breitenstein, former Olympic campaigner and reserve in 1980, has, after a 39 year hiatus, returned to the Finn and has been seen in hard training under the watchful eye of the three time Olympian, Tapio Nirkko and ex-Olympic campaigner Mikael Hyryläinen together with the growing and active Finnish masters fleet.



### ORGANISATION

Helsinki Sail Racing Management (HSRM), in cooperation with the Finnish Sailing and Boating Federation, the Finnish Finn Class

sailors and the City of Helsinki will be in charge of the arrangements.

HSRM is a joint organisation of the seven leading sailing clubs in Helsinki making large international events happen.

The Member Clubs are BS, HSK, HSS, HTPS, M, NJK, SPS with about 7,000 members and 1,500 boats

Examples of regattas organised by HSRM and/or its individual member clubs include the Olympic Regatta 1952, Open European Championship for the Olympic Classes 2011, 49er & FX Open Europeans 2014, Dragon Gold Cup 2018, 5.5m Gold Cup & World Championship 2019.

### HELSINGFORS SEGELKLUBB (HSK)

The HSK harbour includes a clubhouse, restaurant, saunas, permanent changing rooms etc and is the best venue for dinghy sailing in the Helsinki region. It is located just 4 km from downtown Helsinki.

The club can easily accommodate over 300 boats with trailers and cars on its premises. There are two 30-40 metre ramps next to dinghy parks.

Camping is possible at HSK with space for 40-50 camper vans, or at NJK just 3 km away. Most of the Helsinki boat equipment shops are located within walking distance, as is the WB Sails loft.

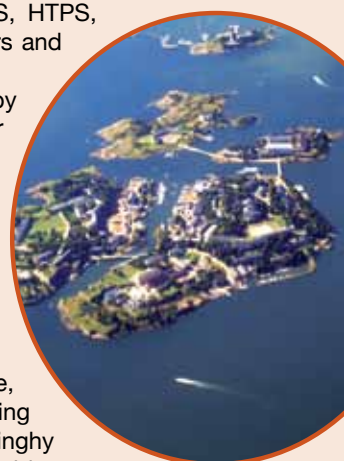
There are many different racing areas available, for all conditions. The nearest one is about 1.5 nm away

### GETTING TO HELSINKI

1. By car directly with a ferry from Travemünde to Helsinki, a ferry from Stockholm to Helsinki or driving through Via Baltica + a ferry from Tallinn to Helsinki. A deal will of course be negotiated with the ferry companies for transporting boats to Finland 2. By airplane: Helsinki International Airport is just 35 minutes from the harbour.

### DATES

You'll notice the dates are later than normal. This is to accommodate for Finland's northern latitude. Helsinki is quite far up north, the furthest north where any Finn Olympics has ever been held. So special permission was given to host the 2022 FWM in July.







# WE ARE ON THE RIGHT TRACK



A Finn sailor since 1981, Rolf Elsässer has been on the Masters Committee since it was first instigated in 2004. He has seen three Masters Presidents come and go, so has a unique perspective of the Finn Masters. Though he started sailing at birth, after a gap of some years he came back to the sport at age 30.

It started in a Pirat dinghy.

"My parents bought a dinghy, a Pirat (a German national class), in the year of my birth and I was always included when they went out sailing. Later we had a small keelboat, located on Lake Constance. After my parents stopped sailing and the boats were sold, I also stopped sailing and started competitive skiing and worked as a ski trainer."

"A parent of one of my students, who was a sailor, took me to a regatta. It was great fun, and some weeks later I started to look for a dinghy. In order to be flexible it had to be singlehanded with regattas within easy reach and without long journeys. The answer was a Finn. I bought a used one, which turned out later to be non-compliant, without any idea how to sail such kind of a boat. But I learned fast, on and in the water."

"This happened in 1981 when I turned 30. I like competitive singlehanded sailing with friends at interesting locations. Since you sail alone, it's always your fault."

The Finn Masters has special importance. "I like the international atmosphere, the very competitive races, the friendships with Finn sailors from all over the world, and not least enjoying some drinks with friends from all over the world after a nice day on the water."

He also enjoys yacht racing.

"Yacht sailing is always a pleasure. I have enjoyed trips with friends in the Mediterranean and the Baltic Sea. Once I crossed the Atlantic, which was a very special experience. I like short races, cruising along a coast, and to see very different landscapes and places."

Rolf cannot remember how many Masters he has competed in but thinks it is around 20, since his first in La Rochelle, in 1996.

"I can remember almost all of them, but it is hard to identify the best memory. I remember every Masters for something awesome. La Rochelle in 1996 was my first Masters, first time on the Atlantic and with an impressively enormous tide. Kingston, Canada, in 2001, was the smallest fleet ever. In Barbados, sailing in the Caribbean Sea with sea turtles and flying fishes, in huge waves and strong winds are probably the most impressionable memories. Sopot and La Rochelle were challenging, and the friendliest atmosphere was in Kavala, and so on. For any venue I can remember something special."

## COMMITTEE

The Masters Committee was founded in 2004 to assist the President as the event started to outgrow its original size. As well as Rolf, it consisted of Rolf Lehnert as President, David Branch, Mike Till, Jean Paul Gaston, Jiri Outrata and Henk de Jager.

"In the beginning the Masters were more or less a kind of fun regatta. Friends decided to have racing and fun in the sun. But the fleet became bigger and bigger and it was obvious that we had to take the organisation to another level."

"At the Annual Masters Meeting that year, the audience were asked for volunteers to join the committee. By chance I was sitting in first row, and the German Finn President, Friedrich Müller, sitting beside me, dragged me on stage, to be elected. We started almost from scratch, and developed





rules and regulations to bring the organisation to a level adequate for the increased number of sailors and the expected professionalism. Now we are, depending on the location, at about 300 competitors and we are facing new requirements regarding finding suitable locations, race organisation on shore and on the water in different groups.”

#### DEVELOPMENT

“I see it as a development from an ‘amateur/fun’ level with small fleets, via a transition phase, where rules and regulations have been developed, into a professional organisation running fleets of more than 300 individuals. And, by the way, you have to consider singlehanded sailors, especially Finn sailors, are special individuals, and act as such. To get everything in line, you need a strong and professional organisation, which is what we have at present.”

Before 2004, “The organisation was in the hands of Lilo and Rolf Lehnert and it worked well, since the fleets were small and everyone knew each other. Due to the small fleets it was easy for the organisation and the yacht clubs to manage accommodation and the races on the water and on land.”

Rolf has sat under three Masters Presidents. In 2008, in Medemblik, Fons van Gent was elected as Masters President.

“With Fons the task was installing an organisation and developing rules that apply for the organisers both on shore and for the racing on the water. It involved some great teamwork. We got input from sailors such as Richard Hart and Walter May, who were familiar with all relevant regulations about sailing, which was very helpful. Based on this, Andy and his team have optimised the rules and regulations and with others, developed systems that allow fair sailing in different groups. In my experience this is the toughest job, because everybody else knows better... Additionally the tasks become more international. The Finn Europeans now also comes under the umbrella of the organisation, no love match, but gives us the possibility to have the World Masters outside Europe and on a different date. Whitsun can be used for the Europeans.”

The level of growth in the Masters has surprised him.

“Years ago I thought the amount of competitors would decline, since the old sailors would stop sailing and we do



LEFT: IN EL BALIS IN 2018

ABOVE: IN TORBOLE IN 2016 (PHOTO MICHAEL KURTZ)

BELOW: IN TORBOLE (PHOTO BERIT HAINOJA)

not have many ‘leisure’ Finn sailors in their 30s, especially in Germany. But I was wrong. We now see a lot of very good sailors coming from different classes who are tired of searching for a crew now enjoying singlehanded sailing. In addition, because of their good organisation and the professionalism, Finn sailors, once successful, are interested in participating. The Finn is still an Olympic class, but we do not know what will happen, if the Olympic Committee will decide differently. A well organised FWM is one of the best promotions for the class.”

#### NEW IDEAS

“So I think we are on the right track, but like everything, there is always something that can be improved. With new people new ideas will come.”

He is adamant that the event should go outside Europe more often.

“We should not stay in central Europe. The name is Finn **World** Masters, so every now and then we should go outside Europe. Now that we have the European Masters as well, this allows us to go overseas without leaving the Europeans who do not want to travel, without a major event.”

“For me the size of the fleet is less important. I can understand everybody who doesn’t like to travel long distances, but in future we must be creative in finding smart logistics to get the boats to the regatta and back cheaply and easily.”

After 13 years on the Masters Committee he will hand over to Andreas Bollongino as of the 2021 AMM in Medemblik.

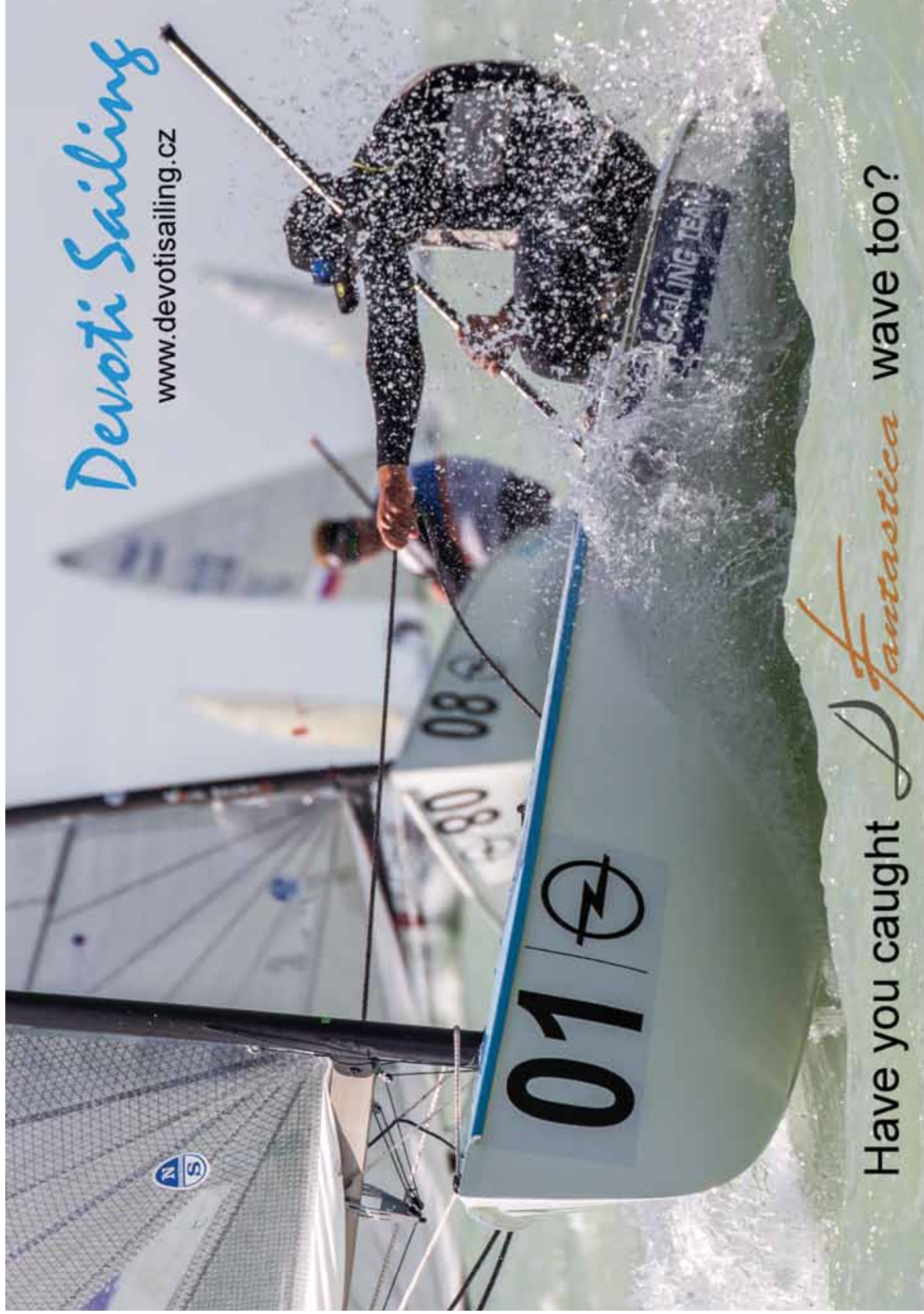
“After the AGM, Andreas ‘Bollo’ Bollongino will be my successor in the Masters Committee. I think most of us know him well. He is a very good sailor, knows a lot of everything about sailing (and others), is fluent in English, and always has a joke on his lips. I am sure he will be a valuable and creative member of the Committee. Last not least, since last year he is the Vice-President of the German Finn Class Association.”





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## WELCOME RETURN TO KAVALA IN 2023

Those Finn Masters who went to Kavala in 2015 will remember an amazing week of sailing, hospitality and Greek food and wine. Therefore, many sailors were delighted to hear that Kavala has once again bid to host the Finn World Masters, in 2023.

The proposed venue will be the Sailing Club of Kavala M.P., located about 12 km west of the town of Kavala. The sandy beaches of Nea Iraklitsa are a major summer tourist destination in Northern Greece.

Nea Iraklitsa belongs to the Municipality of Paggaion and combines the sea and the beauty of Mount 'Paggaion' (or

'Pageo'). It is undoubtedly one of the most picturesque tourist resorts in the region of Kavala.

The whole municipality is named after the nearby Mount Pageo, famous since antiquity for its gold mines, successfully run by King Philip II of Macedonia, father of Alexander the Great. The fertile land of the Pageo region plains has a long tradition in olive tree and grape growing, with Bibline Wine of Pageo being a wine of exceptional quality since Hesiod's times.

### LAUNCHING

Launching will be from the beach, which can easily handle more than 400 Finns. There is space for campers and ample accommodation in the town. The area was voted in Airbnb, as one of the 10 places worldwide in growth rate in apartments and rooms for 2019. Apart from apartments and rooms there are also hotels 5-minutes from the venue. The prices, especially in May, are very reasonable.

You can read more about the bid and the area, with many more photos, in the presentation on the website, along with several videos, including a fly-past of the race area, the venue and the beaches.

This is the only bid received for 2023 before the deadline of February 1, 2021. It will be ratified at the 2021 Annual Masters Meeting in Medemblik.







Andreas Bollongino, aka Bollo, is a familiar friendly face to many Finn Masters, having attended his first World Masters in 2008, in Medemblik. This year he is standing to replace his fellow countryman Rolf Elsässer on the Finn Masters Committee.

Though he came from the Cologne area, Bollo and his family live on the Island of Reichenau in the Lake of Constance, the southernmost part of Germany. Within a radius of 300 km he can reach almost all regattas in Switzerland, Northern Italy and Western France as well as many of the beautiful Lakes in Bavaria in Austria.

## HOOKED ON A FINN



He is a self confessed Finn addict and works as a self-employed consultant for change-management, strategy and performance measurement (a “number cruncher”). He has some very fascinating and outspoken views on what Finn sailing is and should be, and what it means to him.

### LATE STARTER

Bollo was a “late starter” to sailing when he was 18 years old. His family didn’t have any connection to sailing or even water sports, and he grew up in the centre of Germany close to Cologne.

Despite some smaller reservoirs there is no water within easy reach, unless you had a car.

“So when I got my driving license, one of my first trips was to a reservoir in Sauerland (Biggesee), where I introduced myself to a sailing club as being interested in sailing. In my imagination this was yacht sailing with pipe and a whiskey and a girl on the foredeck. It was not dinghy racing. I didn’t even know that this existed.”

“Two days later I found myself on a Laser. Four weeks later I was at my first regatta. The race committee was so kind to pick me up half way round, otherwise I would have never reached the shore again.”

Then Bollo started pot hunting.

“After the Laser I bought a 505 to sail with my wife (she is an experienced regatta sailor since her childhood), but when our daughter Pauline was on the way, we decided that the only way to keep our ‘regatta’ lifestyle with a small baby, would be for one of us would sail single handed again, and the other half of the family would join him or her at the best venues – so we could

leave the city of Cologne to visit nice places all around Europe during the weekends.”

“And since I had far less trophies on my shelf than my wife (1 to 100) – we decided to give me a chance to improve my trophy count over the next years. So I bought an old Mader from 1970, with a wooden deck, and started sailing the Finn.”

He thinks his first major Finn regatta was probably in 1996/97 at the Finn Cup in Malcesine. He turned up with his old Mader – which was in bad shape and really not state-of-the-art equipment-wise.

“When I arrived in the Club (which was a tent and a shower-container at this time) Michael Fellmann, whom I knew from my Laser days welcomed us. He looked at my boat and called Michael Maier to come over. Both Michaels then inspected my Mader, told me to supply them with cold beers for the next hours, and proceeded to completely refit my boat. They put in a carbon mast and a new sail (borrowed for the race), and made everything work. During the reconstruction of my boat, more and more Finn sailors joined them to give hints (asked and unasked).”

### HOOKED

“From this moment on I was not only hooked on the Finn as a boat but on a class where Olympic sailors are willing to spend hours to get a rookie, who will never get even close to their performance, on the water.”

“To be a Finn sailor means for me, to be part of a unique community of likeminded, crazy but lovely people, who spend a huge amount of effort in a boat which is neither fast, nor comfortable, but demands a lot of fitness, endurance and experience to sail and to be part of the class where the values of good sportsmanship are lived and not only just talked about.”

However, despite his love of the Finn, he says he is not really into sailing.

“I am not a big sailing enthusiast like other sailors I know, who spend all of their time on sailboats, either for racing or leisure or cruising on yachts. In fact I find sailing itself rather boring compared to the others sports I do.”

But Finn racing stands out. “It demands athleticism and endurance as well as mental toughness (for me this toughness is required more in very light conditions than above 15 knots) and it has a huge social component with it. I like to be independent from any crew issues and I really like the regatta scene of the Finn from a club regatta to the Masters.”

“If I want to, I can go out in almost no wind and do some fitness training on the boat by pumping until my lungs are burning, and if it is windy I can get out have a lot of fun and surprise other sailors with the performance of a well-constructed boat.”

“Since we live on an Island and our house is 50 metres from the lake shore we have a small yacht and my wife and daughter have a Europe dinghy.”

“We have a very active Finn scene here. The weekend regattas we organise in our club here on the Island attract more than 50 Finn sailors from the area but also from northern Germany. If you wanted, you could sail a Finn regatta every weekend from April to October without driving more than 300 km. The class in the





region is growing steadily – in our club we gained three new Finn sailors (all Masters) in the last year.”

### HIGHLIGHT

The World Masters remain the highlight of the year, but it's a family affair more than anything else.

“The Masters for us – yes ‘us’ since my wife and my 25-year-old daughter are always joining me, are always the highlight event of the year. We usually combine the Masters with a 10 day holiday afterwards. My family and I love to get to places, where you would usually not travel, and explore the surroundings of the venue.”

“We all enjoy meeting the people and exchanging the news of the past year. For me of course it's meeting old and new friends from all over the world, and being in a really big sports event, where you are somehow treated as an athlete (well at our age that is an experience that most people don't have anymore).”

“I love to be with and sail together with the legends and ex-Olympians, and I am really fascinated by the Master rookies which have never sailed a big event before and despite their results at the end of the list are always so happy just being able to start and being part of this. And of course as a regatta sailor the Masters are an opportunity to compare your progress and performance outside your usual peer-group on a national level.”

“If you would ask me to choose only one event I am allowed to sail – the Masters would be my choice without any doubt.”

He was in denial when he became eligible to sail the Masters. “I didn't want to be called a Master when I turned 40, so I started three years later in Medemblik 2008. I have missed three events so the next Masters in Medemblik will be my 10th Masters.”

“Of course all of the Masters were special: I got my first reasonable results in Punta Ala; I will never forget the downwind back to the harbour in La Rochelle; and the unique venue in Kavala; the super friendly people in Sopot; the beautiful landscape of Maubisson; the self-arranged parties we had in Torbole; the perfect arrangement in El Balís and the super venue in Denmark we had last year. Every Masters is the best Masters we ever had.”

### MASTERS STRATEGY

The question of the correct Masters strategy is “not a question that can be answered with ‘we have to do this and leave that’. We have to define the goals and the purpose of ‘the Masters’ first. Is it a social event of ‘old friends’? Is a B Gold Cup for athletes? Do we want to attract more sailors to the Masters? And do we want to use it to develop Finn fleets in certain countries?”

“If we – and this means the Finn Master sailors – are clear in what we want, we can take actions and focus on goals. I am not convinced, that this time, which is still influenced by the COVID-19 pandemic and the uncertain future of the Olympic status of the boat, is the right time to make big changes. But we can already claim some stakes and state what we certainly do not want to become.”



“The parameters of the class will change depending on the Olympic decision (which is not 100 per cent clear at the time the interview was made) so a strategy is hard to define – also the objectives we should focus on will be different depending on the status – i.e. I think we should try to stay Olympic or regain Olympic status with all our energy – this makes the class more valuable for every stakeholder, from boat builders, to sponsors to club sailors. Finding new young talent and sailors will be much easier with Olympic status. Those sailors will become older and Masters in a few years.”

But, “Of course we will have to rethink our strategy if we lose the status. Will there be a Gold Cup and a Masters? How many non-Masters will there be left if the class loses the status? And how can we attract non-Masters into the class. These questions should be well discussed and we should rely on the ideas and engagement of our strong Finn sailor base. We do not have to panic here – the class has a strong base and will not disappear, but we should act wisely.”

### CHAIN REACTION

“If you have seen the impact the Finn Masters at El Balís had on Finn sailing in the Iberian Peninsula and southern France – it is obvious that those big events flanked by very good media coverage are always like a ignition spark to initiate a chain-reaction of growth in the class in the area. We have to focus on the unique-selling-points (USPs) of our class, which is a fantastic class, with a strong racing scene and the great boat which can be sailed with high and low skills.”

“Everyone will agree, that if we want to get more rookies between the ages of 30 and 50 we have to be family friendly. If you don't have to fight against your wife to go sailing you have one less obstacle to come to race in your area. On the other hand we have to work on attracting people from the Laser or other classes by providing an open-minded image.”

### OFF PISTE

But it's not all Finn sailing for Bollo. “Usually at this time of the year I spend 80 percent of my time in the mountains, ski-touring and off-piste skiing. I love to do multi day ski touring with bivouacking in a tent in winter.”

“I am a Telemark skier and take part at Telemark skiing events in Europe all winter long. These events are usually a mixture of ski-touring and party and off-piste racing (and party).”

“And after studying I cycled for three years around the world with my wife. I am still doing a lot of cycling: usually I do two or three cycling endurance events a year which are multi-day self supported off-road events between 500 and 1,000 km long and covering 20,000 metres in altitude.”

When asked if he had any good stories about people or races along the way he said, “You told me to stay below 2000 words – just those stories would fill a complete book. Maybe I will publish one, when I retire.”







## UK Masters



**British Finn UK Masters and Open**  
Christchurch Sailing Club, 19-20 Sept.

Supported by Allen Brothers and Suntouched Sailboats, CSC organised a Covid secure and socially distanced event, much to the delight of the of 30 sailors that attended.

After the first day in an unseasonal 16-24 knot north-easterly, Allen Burrell and John Greenwood were tied on 6 points apiece, out in front of defending champion Lawrence Crispin and Finnish flyer Kristian Sjöberg. Sunday was still north-easterly, but much sunnier and lighter. Richard Sharp hit the left hand corner to take a good lead that he held until the finish. Then Crispin mastered the tricky conditions to score his second win. Burrell held his nerve in the final race and was rewarded with a big shift that gave him a big enough lead to take the overall win, but the following five boats were all within 14 points, underlining the strong competition at the top of the fleet. The 'evergreen' Howard Sellars won the Super Legends Category, with a great 20th OA, and at the other end of the age range, Drew Barnes was awarded the U23 prize.

1	GBR 2	Allen Burrell-GM	8
2	GBR 74	Lawrence Crispin-GM	13
3	GBR 5	John Greenwood-GGM	16
4	FIN 201	Kristian Sjöberg-GM	24
5	GBR 49	Jim Downer	26
6	GBR 635	Simon Percival-M	27
7	GBR 21	Michael De Courcy-GM	32
8	GBR 90	Richard Sharp-GM	39
9	GBR 61	John Heyes-GM	46
10	GBR 100	Matthew Walker-M	51



## Dutch Masters

### Dutch Master Championship 2020

Chris Frijdal writes: We had a brilliant Masters Championship in Medemblik in September last year. It was in combination with our 'normal' championship so the oldies could battle with the youngsters.

The conditions on shore were COVID-19 proof. So it was safe but not that cozy, although we had our traditional 'Brakeboer beers' outside the café which compensated for a lot. Many Finn masters know Brakeboer being a brilliant place and therefore we appointed Brakeboer as the best bar in Holland. During the FWM2021 we all can enjoy the hospitality of Jack again (right).

On the water it was fabulous, as it so often is in Medemblik. Between 10 and 20 knots of wind, great waves, sunshine and 43 competitors. Of course, Nicholas-Mini-Heiner made it clear that he is a candidate for the gold medal in Tokyo. With merely first places he showed his incredible talent.

The Master fleet counted 27 Finn Masters and was won by Roy-Papa-Heiner, the bronze medalist from the 1996 Olympic Games. In the field with youngsters he ended up in third place and first Master, making it clear that he is also preparing for a gold medal. Not at the Olympics like Mini but at the FWM2021. Peter-Come-back-Peet was second



Master and Karel van Hellemond, fittest master in the fleet, was third.

Best legend was Chicken Henkie in spite of some problems.

All in all we had a fantastic Masters Championship in Holland and a great preparation for the FWM2021.

1	NED 189	Roy Heiner - GGM	34
2	NED 148	Peter Peet - GM	37
3	NED 41	Karel Van Hellemond - M	64
4	NED 1015	Thierry Van Vierssen - GM	65
5	NED 7	Cees Scheurwater - GM	71
6	NED 703	Eric Bakker - GM	85
7	NED 1037	Jan Willem Kok - M	88
8	NED 43	Ronald Van Klooster - GM	91
9	NED 29	Bas De Waal - GM	108
10	NED 66	Ewout Meijer - GM	113



While many of the usual Finn Masters events happened during the brief period in the summer of 2020 when most of us could go sailing, sadly many did not, with some cancelled at the last minute. It is always great to report on Masters events worldwide wherever they happen to be, so if you want your Finn Masters event to be included in this section next year please send a brief report, top 10 and a few photos to [media@finnworldmaster.com](mailto:media@finnworldmaster.com)



## Polish Masters

### Polish Masters - Rewa

It was originally planned to run a German Polish joint Masters, but after this was cancelled the Masters was held at Rewa.

Rewa is a good sailing venue at the entrance to the Bay of Puck, popular with kitesurfers. The winds were very variable - from weak to strong up to 20 knots - it was necessary to show good sailing and be able to control both strong and very weak, changing conditions. 20 Finns took part with Łukasz Lesiński, and Krzysztof Stromski, who knew the local winds very well, competing for the first place.

Krzysztof led after the first day, but then Łukasz showed his class, winning all races. Andrzej Romanowski won third from Marek Jarocki, and Juliusz Reichelt.

On the second day, on Saturday, after the races, the match regatta was played. They started in groups of four, from which two people went to the next round. In the final round, the wind played tricks and the result was unexpected. Andrzej

Romanowski won ahead of Bogusław Nowakowski, Bartosz Szydłowski and Marek Jarocki.

The regatta was also the Polish Masters Championship, in which Andrzej Romanowski became the Polish Champion, Marek Jarocki was the runner-up, and Juliusz Reichelt was the second runner-up.

-	1	POL 8	Lukasz Lusinski	8
-	2	POL 52	Krzysztof Stromski	14
1	3	POL 73	Andrzej Romanowski - GM	18
2	4	POL 100	Marek Jarocki - GM	37
3	5	POL 38	Juliusz Reichelt - GGM	39
-	6	POL 6	Bartosz Szydłowski	39
4	7	POL 26	Bob Nowakowski - GGM	46
5	8	POL 70	Artur Siwik - M	64
6	9	POL 25	Marek Kubat - M	65
7	10	POL 1	Piotr Rosiński - GM	67



## New Zealand Masters

### New Zealand Finn Masters 2020

Held at Waiuku Yacht Club over 24-26 July, in quite fresh winds, 20 Finns turned up for the 2020 New Zealand Finn Masters. The fleet was boosted by several OK Dinghy stars including Rod Davis and Dan Slater.

Karl Purdie only won two races, but also only once finished outside the top three to take the win. Other race wins went to Ray Hall (3), David Hoogenboom, and Dan Slater (3), who didn't sail the final day.



1	NZL 111	Karl Purdie	15
2	NZL 2	Ray Hall	18
3	NZL 4	Mark Perrow	30
4	NZL 12	Rod Davis	41
5	NZL 10	David Hoogenboom	47
6	NZL 1	Dan Slater	53
7	NZL 26	Paul Bamford	66
8	NZL 22	Dirch Andersen	66
9	NZL 23	Alistair Deaves	72
10	NZL 1	Tom Dodson	73

## Swedish Masters

The weekend of 12-13 September, the Sola Cup regatta/Sweden Cup Final/Masters Championship was held in Karlstad with 23 Finns participating. The Sola Cup was won by Fredrik Tegnhd, who also won the 2020 Sweden Cup.

Second was Erik Åberg, SWE 69, and third was Jonas Börjesson. Fredrik Tegnhd was first Grand Master. Lars Edwall, SWE 59, was first Grand Grand Master, Peter Bernstein, SWE 734, was first Legend.

Fredrik Tegnhd won three races and never placed worse than third. Other race wins went to Erik Åberg, Martin Pluto and Lars Edwall.

1	SWE 5	Fredrik Tegnhd	10
2	SWE 69	Erik Åberg	19
3	SWE 67	Jonas Börjesson	28
4	SWE 14	Stefan Nordström	30
5	SWE 60	Martin Pluto	37
6	SWE 59	Lars Edwall	38
7	SWE 2	Svante Collvin	47
8	SWE 3	Christian Finnsgård	47
9	SWE 40	Anton Usachev	48
10	SWE 91	Pär Friberg	49







# ANNUAL MASTERS MEETING MINUTES



Held online from June 3-7, 2020, with electronic voting and responses.

Present: 56 Master sailors took part

## 1. Introduction from the President

Andy Denison made a brief video presentation.

## 2. Approval of the 2019 Minutes

The minutes of the 2019 Annual Masters Meeting were approved unanimously with two abstentions.

## 3. Matters Arising \*

Q: In 2020 it may be possible to combine the Senior Finn Gold Cup and the Finn World Masters?

A: It was decided early on that this would not be a possibility.

## 4. Bids for 2022

As there is only one bid, the 2022 Finn World Masters is awarded to Helsinki, Finland.

## 5. President's Report

Welcome to the 2020 Annual Masters Meeting. It is unprecedented for us to have to do this online, but I hope you will all engage with this process and this week's activities as we try to keep the Finn spirit going. We only have a few decisions to make, so please vote for them if you are eligible. In line with normal policy, only those who entered for the 2020 Finn World Masters, either before it was cancelled, or those who notified us later that they intended to enter, are eligible to vote.

I would like to start by thanking Jan Zetzema and his very enthusiastic team for the organisation of the 2020 Finn Word Masters. It is very hard to comprehend the disappointment it meant for them to have to cancel, but I can tell you that cancelling was almost as much work as organising it in the first place. Our thanks to all those, too many to mention, listed on the Masters website together with this report.

That cancellation left the Masters Committee with some tough decisions to make on your behalf. Our host for 2021, Puntala, requested that we postpone their event as they felt their financial situation would not be sufficiently recovered by 2021. Due to other commitments, the first year this was possible was 2024,

so we made the decision to defer until then. Then, and only then, did we ask Finn Club Holland if they would like to try again? The result was an offer to hold it at Medemblik, which we have gladly accepted. Our thanks to Chris Frijdal and his team for making that happen.

For 2022 we only have one bid presented in time, from Helsinki, to coincide with the 70th anniversary of the 1952 Olympics. The Committee have taken the decision to award the 2022 Finn World Masters to Helsinki ahead of the Annual Masters Meeting as there were no other bids.

We have two interested bids for 2023. The deadline for receiving any further bids is February 1, 2021.

It hasn't been necessary for me to visit potential venues in 2019. Robert was in a position to visit and do the report for Finland. I did attend the European masters in Schwerin. It was disappointing to see that from 95 entries, only 70 paid up, with 25 not cancelling or turning up. This left the budget short for both the event and the masters account. We have no alternative but to seek the payment from the offenders as per our rule. The committee is firm on this.

Work is ongoing in updating the Event Manual and the documents to clarify the entry process and obligations of organisers and entrants.

In October I attended Bermuda World Sailing conference, representing the Finn Class and doing my best with the others to try and keep the Finn in the Olympics. We had a look at Club 2 Class registration and equipment limitation services, which has been developed in conjunction with Richard Phillips. This is still on-going work. The random selection process is ready to be used at future events and my thanks to Ray New for overseeing this.

It's been discussed to end registration on the Sunday at 11am. This allows the Random process to be collated in time for the event. It's also been suggested to have the countries together in the boat park with the option for Legends to choose to be with their own countries or in the Legend park.

Because of Covid-19 cancellations, our budget forecast has taken a real hammering. We have got funds in place to see us through to next year, but we need to be careful with expenditure. I want to thank everybody who came to the rescue by way of a €30 donation or a forfeit in their entry fee for 2020. This did 'save the day', hugely supporting the organisers funds and assisting the cost to the Masters for the purchased prizes. I hope we can gather in Gdynia later this year for the Finn European Masters. We will issue further updates when we get more clarity on whether an event will be possible.

## 6. Election of officers

No positions up for re-election in 2020

### 7a. Accounts Statement

Also available on [finnworldmaster.com](http://finnworldmaster.com) together with Balance Sheet

### 7b. Questions and matters arising from the accounts \*

Several comments were made that the accounts were incomplete. This was an oversight. The balance sheet and profit/loss for 2019 are now published on [finnworldmaster.com](http://finnworldmaster.com).

Q: Should the Masters become a membership-based association so that all Finn Masters can contribute to the FWM on an annual basis? This would provide a known income stream and avoid the roller coaster ride re attendance to FWM and Europeans and consequent uncertainty about the FWM contribution each year.

A: Under review.

Q: Please explain what the IFA do for the Masters as I do not see how the money taken from every national association does anything other than support the Olympic sailors.

A: IFA provides Finnfare to all Masters, an annual sticker, trains measurers, provides advice on running NCA and events, maintains a strong class association to maintain the value of Masters boats, provides media and websites, which are generally enjoyed by more Masters than Olympic sailors. The IFA also pays €2500 per year to the Masters account to cover operational expenses.

## 8. Change to Masters Rules

Proposal: In the future it may be desirable to combine the Senior Finn Europeans and the Finn European Masters. To do so would mean the removal of our 20 knot wind limit. The change is to insert the following wording in the Event Manual.

*"F1.1.11 If the Finn European Masters is combined with the Senior European Championships, or any other comparable Senior event, then Rule B.10.2 will not apply."*

This motion was approved with 50 in favour, 3 against and 3 abstentions.

## 9a. Report on Magazine

The 2020 Finn Masters Magazine was a struggle in terms of finance. It is getting harder to attract advertising, which now is around half of what it was a few years back. We stripped back costs by making it smaller and sending out fewer copies. While the Masters account can probably sustain this cost, we are asking whether this is a good use of Masters funds. [We



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think it is.] As we found out this year, the problems associated with COVID-19 meant that our accounts took a huge hit, and it is unlikely we could do the same next year without further advertiser support. We need to decide whether to produce one next year, if that is possible. Please remember advertising is open to anyone, whether or not it is related to Finn sailing. So please consider whether your company would support next year's edition.

Question: Is the Magazine still useful and valued? Should the Masters produce a magazine in 2021?

40 in favour, 10 against, 6 abstentions

#### 10. Future Venues

FEM 2020 – Gdynia, POL  
 FWM 2021 – Medemblik, NED  
 FEM 2021 – Tihany, HUN  
 FWM 2022 – Helsinki, FIN  
 FEM 2022 – Bids being accepted  
 2023 – Bids being accepted for both FWM and FEM  
 2024 – Puntala, ITA

#### 11. Feedback and comments \*

Q: With respect to the magazine I found it a pity that both Finnfare and the Master magazine arrived at the same time.

A: Just bad scheduling due to a packed season. They were actually published about 2-3 week apart.

Q: Many classes only have a European Championship, when the worlds are outside Europe. Probably this is something to consider for the Finn Masters as well.

A: This would need to be discussed at an AMM, but as the World Masters has only ever been outside Europe twice, this would effectively kill the Europeans.

Q: What was the general feeling for the reasons why Denmark and Schwerin were down on numbers?

A: Fears of bad weather and cost in Denmark. Few German sailors sailed in Schwerin.

Q: What are the plans to mitigate for Finland?

A: We will bring Finland closer to the Mediterranean and provide free wind for everyone.

Q: Is the Finland report available for viewing?

A: It is on the website, and a shorter version was published in the last magazine.

Q: Maybe the Finn Masters magazine should only be available in PDF format. Saves printing and shipping expenses.

A: After two surveys this year, a large majority of members seem to prefer the printed version. However costs are kept under constant review.

The date of next AMM will be May 26, 2021, Medemblik, Holland

\* There was a lot of feedback and comments. A representative selection of comments has been included here and some questions have been answered. A number of questions were not relevant to the AMM, being more pertinent to the IFA AGM. However the IFMC will review all questions and comments.

## ABOUT THE FINN WORLD MASTERS

Finn sailors of the age of 40 and above are called 'Masters' and are divided into age groups: Master (40-49), Grand Master (50-59), Grand Grand Master (60-69) and Legend (70 and above).

Each year they sail the Finn World Masters and Finn European Masters. Also existing are the large local groups of Finn sailors, organising national or club level Masters regattas. The binding factor characterising these Finn sailors is that all have a sport-loving, collegial and institution based on friendship and

respect. Note: If, in a specific year, you reach(ed) the age as listed, the accompanying title is applicable from January 1 to December 31 of that year.

All the rules and governing documents for the Finn Masters and the championships can be found in the Finn World Masters Rules and Event Manual, which can be downloaded from the Finn Masters website at <https://www.finnworldmaster.com/about/documents>



Category	2021	2022	2023
<b>Master</b>	40-49 Born 1972-1981	Jan.1 – Dec. 31 Born 1973-1982	Jan.1 – Dec. 31 Born 1974-1983
<b>Grand Master</b>	50-59 Born 1962-1971	Born 1963-1972	Born 1974-1983
<b>Grand Grand Master</b>	60-69 Born 1952-1961	Born 1953-1962	Born 1974-1983
<b>Legend</b>	70+ Born 1951 or earlier	Born 1952 or earlier	Born 1953 or earlier
<b>Super Legend</b>	80+ Born 1941 or earlier	Born 1942 or earlier	Born 1953 or earlier
<b>Lady</b>	40+ Born 1981 or earlier	Born 1982 or earlier	Born 1953 or earlier

NOTE: all ages and years are inclusive of that year





## FINN WORLD MASTERS 1970-2020



### 1970 St Moritz, Switzerland

- 1 Mel Oskamp, Netherlands
- 2 Othmar Reich, Switzerland
- 3 Worn Clark, South Africa

### 1971 Medemblik, Holland

- 1 Andreino Menoni, Italy
- 2 Othmar Reich, Switzerland
- 3 Mel Oskamp, Netherlands

### 1972 Gargnano, Garda, Italy

- 1 Mel Oskamp, Netherlands
- 2 Andreino Menoni, Italy
- 3 Beda Zingg, Switzerland

### 1973 - Not awarded

### 1974 Port Carmargue, France

- 1 Andre Mevel, France
- 2 Mel Oskamp, Netherlands
- 3 Vernon Stratton, Great Britain

### 1975 Port Carmargue, France

- 1 Andre Mevel, France
- 2 Othmar Reich, Switzerland
- 3 Erich Kaspereit, Italy

### 1976 Port Carmargue, France

- 1 Andre Mevel, France
- 2 Laszlo Zsindely, Switzerland
- 3 Othmar Reich, Switzerland

### 1977 Port Carmargue, France

- 1 Georg Oser, Switzerland
- 2 Heinz Reiter, Germany
- 3 Andre Mevel, France

### 1978 Port Carmargue, France

- 1 Heinz Reiter, Germany
- 2 P Lebois, France
- 3 Georg Oser, Switzerland

### 1979 Port Carmargue, France

- 1 Karel Hruby, Czechoslovakia
- 2 C Sturm, Switzerland
- 3 Andre Mevel, France

### 1980 Lake Lipno, Czechoslovakia

- 1 Georg Oser, Switzerland
- 2 Karel Hruby, Czechoslovakia
- 3 Jiri Maier, Czechoslovakia

### 1981 Port Carmargue, France

- 1 Gy Wossala, Hungary
- 2 Georg Oser, Switzerland
- 3 Frank Roth, Switzerland

### 1982 Lake Neusiedl, Austria

- 1 Georg Oser, Switzerland
- 2 Ivan Hoffmann, Czechoslovakia
- 3 Friedrich Müller, Germany

### 1983 Port Carmargue, France

- 1 Heini Unterhauser, Italy
- 2 Frank Roth, Switzerland
- 3 Herbert Herwig, Germany

### 1984 Lago di Caldaro, Italy

- 1 Walter Mai, Germany
- 2 Palle-Steen Larsen, Denmark
- 3 Friedrich Müller, Germany

### 1985 Seebuck, FR Germany

- 1 Jørgen Lindhardt, Denmark
- 2 Klaus Stuffer, Italy
- 3 Henning Wind, Denmark

### 1986 Lagi di Bracciano, Italy

- 1 Heini Unterhauser, Italy
- 2 Klaus Stuffer, Italy
- 3 Georg Oser, Switzerland

### 1987 Les Embiez, France

- 1 Peter Raderschadt, Germany
- 2 Walter Mai, Germany
- 3 Ivor Ganahl, Switzerland

### 1988 Lido degli Estensi, Italy

- 1 Hans Fatzer, Switzerland
- 2 Jiri Outrata, Czechoslovakia
- 3 Kurt Schmitz, Austria

### 1989 Torbole, Garda, Italy

- 1 Peter Raderschadt, Germany
- 2 Kurt Schmitz, Austria
- 3 Mikael Brandt, Sweden

### 1990 Altenhein, Switzerland

- 1 Mikael Brandt, Sweden
- 2 Friedrich Müller, Germany
- 3 Jiri Outrata, Czechoslovakia

### 1991 Port Carmargue, France

- 1 Kurt Schmitz, Germany
- 2 Jochen Lollert, Germany
- 3 Hermann Heide, Germany

### 1992 Uppsala, Sweden

- 1 Roland Balthasar, Germany
- 2 Herman Heide, Germany
- 3 Peter Vollebregt, Netherlands

### 1993 Lake Bracciano, Italy

- 1 Peter Vollebregt, Netherlands
- 2 Walter Mai, Germany
- 3 Jan Bjornberg, Sweden

### 1994 Diessen, Germany

- 1 Roland Balthasar, Germany
- 1 Jiri Outrata, Czech Republic
- 3 Walter Mai, Germany

### 1995 Malcesine, Garda, Italy

- 1 Larry Lemieux, Canada
- 2 Kurt Schmitz, Germany
- 3 Wolfgang Gerz, Germany

### 1996 La Rochelle, France

- 1 Roland Balthasar, Germany
- 2 Wolfgang Gerz, Germany
- 3 Walter Mai, Germany

### 1997 Cervia, Italy

- 1 Wolfgang Gerz, Germany
- 1 Larry Lemieux, Canada
- 3 Minski Fabris, Croatia

### 1998 Castelletto di Brenzone, Garda, Italy

- 1 Larry Lemieux, Canada
- 2 Minski Fabris, Croatia
- 3 Wolfgang Gerz, Germany

### 1999 Maubuisson, France

- 1 Larry Lemieux, Canada
- 2 Greg Davis, South Africa
- 3 Jean Paul Gaston, France

### 2000 Weymouth, England

- 1 John Greenwood, Great Britain
- 2 Larry Lemieux, Canada
- 3 Andrew Cooper, Great Britain

### 2001 Kingston, Canada

- 1 Larry Lemieux, Canada
- 2 Hein-Peter Okker, Netherlands
- 3 Eberhard Bieberitz, Germany

### 2002 Split, Croatia

- 1 John Greenwood, Great Britain
- 2 Minski Fabris, Croatia
- 3 Larry Lemieux, Canada

### 2003 Schwerin, Germany

- 1 Eberhard Bieberitz, Germany
- 2 André Budzien, Germany
- 3 Roman Teply, Italy

### 2004 Cannes, France

- 1 Larry Lemieux, Canada
- 2 André Budzien, Germany
- 3 Michael Gubi, Austria

### 2005 Bracciano Lake, Italy

- 1 Silvio Santoni, Italy
- 2 André Budzien, Germany
- 3 Allen Burrell, Great Britain

### 2006 Lake Balaton, Hungary

- 1 Michael Maier, Czech Republic
- 2 André Budzien, Germany
- 3 Michael Gubi, Austria

### 2007 Murcia, Spain

- 1 André Budzien, Germany
- 2 Agustín Juárez, Spain
- 3 Allen Burrell, Great Britain

### 2008 Medemblik, Netherlands

- 1 André Budzien, Germany
- 2 Mihail Kopanov, Bulgaria
- 3 Han Bergsma, Netherlands

### 2009 Maubuisson, France

- 1 André Budzien, Germany
- 2 Jürgen Eiermann, Germany
- 3 Laurent Hay, France

### 2010 Split, Croatia

- 1 Michael Maier, Czech Republic
- 2 André Budzien, Germany
- 3 Christen Christoph, Switzerland

### 2011 PuntAla, Italy

- 1 Michael Maier, Czech Republic
- 2 Allen Burrell, Great Britain
- 3 Uli Breuer, Germany

### 2012 Pwllheli, Wales

- 1 Michael Maier, Czech Republic
- 2 Allen Burrell, Great Britain
- 3 Laurent Hay, France

### 2013 La Rochelle, France

- 1 Michael Maier, Czech Republic
- 2 André Budzien, Germany
- 3 Erik Lidecis, USA

### 2014 Sopot, Poland

- 1 Michael Maier, Czech Republic
- 2 André Budzien, Germany
- 3 Aleksandr Kukliukin, Russia

### 2015 Kavalas, Greece

- 1 Vladimir Krutskikh, Russia
- 2 Dmitry Petrov, Russia
- 3 Giacomo Giovanelli, Italy

### 2016 Torbole, Italy

- 1 Rafael Trujillo, Spain
- 2 Vladimir Krutskikh, Russia
- 3 Michael Maier, Czech Republic

### 2017 Barbados

- 1 Vladimir Krutskikh, Russia
- 2 Laurent Hay, France
- 3 Rafael Trujillo, Spain

### 2018 El Balís, Spain

- 1 José Luis Doreste, Spain
- 2 Antonio Poncell, Chile
- 3 Giacomo Giovanelli, Italy

### 2019 Skovshoved, Denmark

- 1 Vladimir Krutskikh, Russia
- 2 Michael Maier, Czech Republic
- 3 Laurent Hay, France

### 2020 Port Zelán, Netherlands

Not sailed due to COVID-19



\*For the Austrian Hungaria Cup (Presented 1982 by Peter Mohilla and Gy Wossala.)

## MASTERS

### (President's Cup, Presented 2014)

- |      |                            |
|------|----------------------------|
| 2014 | Aleksandr Kulikov, Russia  |
| 2015 | Vladimir Krutskikh, Russia |
| 2016 | Rafael Trujillo, Spain     |
| 2017 | Vladimir Krutskikh, Russia |
| 2018 | Giacomo Giovanelli, Italy  |
| 2019 | Vladimir Krutskikh, Russia |
| 2020 | Not sailed                 |

## GRAND MASTERS

### (Finn Veteran Gold Cup - Trophäe Marktgemeinde Kaltern 1984)

- |      |                            |
|------|----------------------------|
| 1984 | Walter Mai, Germany        |
| 1985 | Jørgen Lindhardt, Denmark  |
| 1986 | Heini Unterhauser, Italy   |
| 1987 | Peter Raderschadt, Germany |

- |      |                                   |
|------|-----------------------------------|
| 1988 | Hans Fatzer, Switzerland          |
| 1989 | Peter Raderschadt, Germany        |
| 1990 | Mikael Brandt, Sweden             |
| 1991 | Kurt Schmitz, Germany             |
| 1992 | Roland Balthasar, Germany         |
| 1993 | Peter Vollebregt, Netherlands     |
| 1994 | Roland Balthasar, Germany         |
| 1995 | Larry Lemieux, Canada             |
| 1996 | Roland Balthasar, Germany         |
| 1997 | Wolfgang Gerz, Germany            |
| 1998 |                                   |
| 1999 | Jiri Outrata, Czech Republic      |
| 2000 | Hans-Günter Ehlers, Germany       |
| 2001 | Lukša Cicarelli, Croatia (1st GM) |
| 2002 | Henry Sprague, USA (1st GM)       |
| 2003 | Eberhard Bieberitz, Germany       |
| 2004 | Jiri Outrata, Czech Republic      |

- |      |                                  |
|------|----------------------------------|
| 2005 | Marin Mrduljas, Croatia          |
| 2006 | Eberhard Bieberitz, Germany      |
| 2007 | Marin Mrduljas, Croatia          |
| 2008 | Ilias Hatzipavlis, Greece        |
| 2009 | Francesco Cinque, Italy          |
| 2010 | Michael Gubi, Austria            |
| 2011 | Marc Allain des Beauvais, France |
| 2012 | Rob Coutts, New Zealand          |
| 2013 | André Budzien, Germany           |
| 2014 | Michael Maier, Czech Republic    |
| 2015 | Yuri Tokovoi, Ukraine            |
| 2016 | Michael Maier, Czech Republic    |
| 2017 | Laurent Hay, France              |
| 2018 | Antonio Poncell, Chile           |
| 2019 | Michael Maier, Czech Republic    |
| 2020 | Not sailed                       |





## GRAND-GRAND MASTERS

(Finn World Masters Trophy)

Builled by Ralf Kratz SV Biblis Germany)

2000	Lukša Cicarelli, Croatia
	<i>Mike Till, Great Britain (1st GGM)</i>
2001	<i>Louie Nady, USA (1st GGM)</i>
2002	<i>Minski Fabris, Croatia (1st GGM)</i>
2003	André Budzien, Germany
2004	Larry Lemieux, Canada
	<i>Alan Tucker, South Africa (1st GGM)</i>
2005	Friedrich Müller, Germany
2006	Friedrich Müller, Germany
2007	Lukša Cicarelli, Croatia
2008	Lukša Cicarelli, Croatia
2009	Jørgen Lindhardt, Denmark
2010	Lukša Cicarelli, Croatia
2011	Michael Brandt, Sweden
2012	Pascal Tetard, France
2013	Henk de Jager, Netherlands
2014	Henry Sprague, USA
2015	Francesco Cinque, Italy
2016	Marc Allain des Beauvais, France
2017	Marc Allain des Beauvais, France
2018	José Luis Doreste, Spain
2019	Thomas Schmid, Germany
2020	Not sailed

## LEGENDS

(Legends Trophy presented in 2012)

2006	Walter Mai, Germany
2007	Seigfried Bohl, Germany
2008	Walter Mai, Germany
2009	Walter Mai, Germany
2010	Richard Hart, Great Britain
2011	Howard Sellars, Great Britain
2012	Howard Sellars, Great Britain
2013	Friedrich Müller, Germany
2014	Richard Hart, Great Britain
2015	Henry Sprague, USA
2016	Howard Sellars, Great Britain
2017	Henry Sprague, USA
2018	Friedrich Müller, Germany
2019	Henry Sprague, USA
2020	Not sailed

## SUPER LEGENDS

2016	Pedro Jimenez-Meifren, Spain
2017	Gerd Bohnsack, South Africa
2018	Gus Miller, USA
2019	Richard Hart, Great Britain
2020	Not sailed

## LADIES

(Ladies Trophy presented 2012)

2006	Božena Smidova, Czech Republic
2007	Božena Smidova, Czech Republic
2008	Božena Smidova, Czech Republic
2009	Brigitte Devilliers, France
2010	Brigitte Devilliers, France
2011	Sabine Breuer, Germany
2012	Sabine Breuer, Germany
2018	Tina Sperl, Austria
2019	Tina Sperl, Austria
2020	Not sailed

## GOLDEN CRUTCH

1988	Han van Vierssen, Netherlands
1989	Horst Klein, Germany
1990	Rolf Lehnert, Germany
1991	Herbert Sondermann, Germany
1992	Jürgen Kraft, Germany
1993	Lucio Nodari, Italy
1994	Dieter Borges, Germany
1995	Hans-Günther Ehlers, Germany
1996	Jiri Outrata, Czech Republic
1997	Kurt Schimitzek, Austria
1998	Kurt Schimitzek, Austria
1999	Herbert Sondermann
2000	Claudio Bosetti, Italy
2001	Louie Nady, USA
2002	Mladen Makjanic, Croatia
2003	Peter Raderschadt, Germany
2004	Martin Plecity, Czech Republic
2005	Nicola Menoni, Italy
2006	Bernd Moser, Austria
2007	David Potter, Great Britain
2008	Laurent Hay, France
2009	Francesco Cinque, France
2010	Bas de Waal, Netherlands
2011	Arwin Karssemeijer, Netherlands
2012	Panagiotis Davourlis, Greece
2013	Raymond Hall, New Zealand
2014	Alexiy Marchevskiy, Russia
2015	Henry Sprague, USA
2016	Martijn van Muyden, Netherlands
2017	Antonio Poncell, Chile
2018	Fredrik Tegnhed, Sweden
2019	Taras Havrysh, Ukraine
2020	Not sailed

## EURO CUP 2011-2017

2011	Ian Ainslie, South Africa	Balaton
2012	Minski Fabris, Croatia	Balaton
2013	Igor Frolov, Russia	Balaton
2014	Felix Denikaev, Russia	Balaton
2015	Ian Ainslie, South Africa	Balaton
2016	Ian Ainslie, South Africa	Balaton
2017	André Budzien, Germany	Balaton

## FINN EUROPEAN MASTERS

2018 Split, Croatia

1	Vladimir Krutskikh, Russia
2	Karlo Kuret, Croatia
3	Michael Maier, Czech Republic

2019, Schwerin, Germany

1	Filipe Silva, Portugal
2	Bas de Waal, The Netherlands
3	André Budzien, Germany

2020, Gdynia, Poland

1	Milan Vujasinovic, Croatia
2	Filipe Silva, Portugal
3	Felix Denikaev, Russia

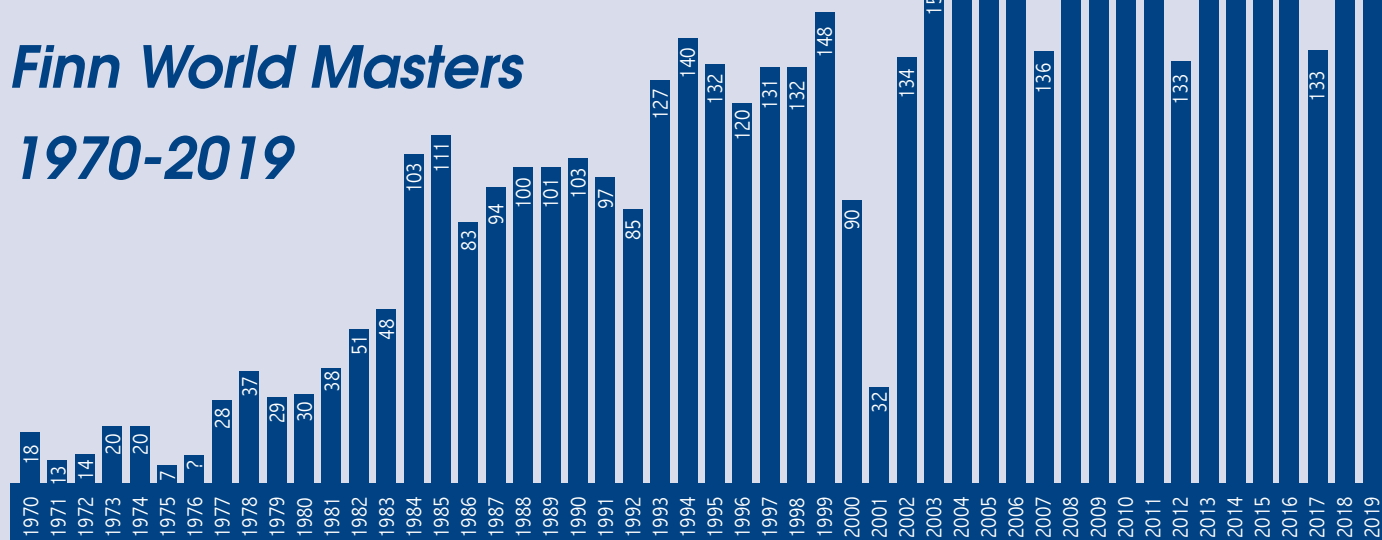
## CHALLENGE GODET - COUPE GODET TROPHY

(Awarded for outstanding contribution to Finn Masters. Presented by Godet, in 2019)

2017	Richard Hart, GBR
2018	Vasilis Pigadas, GRE
2019	Ray New, GBR
2020	Jan Zetzema & FWM2020 OC, NED

\* NOTE: These lists generally represent the engraving on the trophies. Some trophies appear to have been used for various categories over the years. Where there are inconsistencies or lack of engravings, other names are displayed in italics. It seems some sailors won categories but the trophies were presented to others. Please send any updates, additions or corrections to [media@finnworldmasters.com](mailto:media@finnworldmasters.com).

# Attendance at Finn World Masters 1970-2019



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