

FINNFARE



DECEMBER 2021



TOKYO ● 2020 OLYMPIC GAMES



- EXTENDED OLYMPIC GAMES REPORT
- FUTURE OF THE FINN
- VALÉRIAN LEBRUN WINS FABULOUS WORLD MASTERS
- REPORTS FROM EUROPEAN MASTERS AND SILVER CUP
- EVENT CALENDAR UPDATES AND FINN NEWS

finngoldcup.org • finneuropeans.org • finnsilvercup.org • finnclass.org



Photo by Sten Mohr

Black is the new yellow

All WeBe Finn sails for 2021 are black: Our supplier Contender has revised their fibre selection. Better UV-resistance, less prone to OCS on the starting line, same **top performance.**

WB-Sails Ltd, Helsinki, Finland info@wb-sails.fi

Tel. +3589 621 5055

www.wb-sails.fi





Opening shot: All in the same boat...



SILVER
ZSOMBOR BERE CZ
HUNGARY

After four Olympics, two of them in the Finn, finally the long years of hard work paid off with an amazing silver medal for Berecz to produce Hungary's second ever sailing medal after a gap of more than 40 years. One of the few favourites to achieve any consistency in Tokyo, and ending the regatta with victory in the dramatic medal race, he could hardly believe what he had achieved.



GOLD
GILES SCOTT
BRITAIN

The Rio 2016 Gold medalist has his fans worried after not winning anything for two years, and after the opening day looked to be in trouble. However he fought back, winning six out of the next seven races with some vintage Scott moments, and then nearly threw it all away in the most nerve wracking medal race finish we have ever seen to take the gold by a matter of metres.



BRONZE
JOAN CARDONA
SPAIN

The youngest Finn sailor in Tokyo and tipped by many to take a medal, the extra year of training because of the pandemic enabled him to make a huge jump in performance. A near perfect first three days was followed by a slight wobble on Day 4, but he closed out the regatta with confidence, after never being out of the top three overall all week



PRESIDENT'S LETTER 'FUTURE OF THE FINN'



Dear Finn sailors,

It has been a hard few years for the Finn community with so much uncertainty, disappointment and disillusion, ending with our class ultimately being dropped from the Olympic Games in 2024. The way the Finn class was removed from the Olympics still leaves a bad taste in the mouth and we all feel sympathy for those most affected – the young sailors who have had their dreams stolen from under them.

However the Finn class is much greater than just the Olympic Games and for 90 per cent of members, nothing really has changed. Therefore, we must look to the future and plan how we want this class to look in the coming years.

Since the Olympic decision was made in June 2021 the focus from the Executive has been on supporting the major events this year, including the Olympics, as well as looking to the future. We have had many discussions on the direction of the class and on the immediate priorities.

While we are aware that some members are asking for swift action and pushing some pretty radical ideas, we are just a few months since the Games. I do not believe we should make hasty changes and decisions. There is plenty of time for us to consider the future direction of the class and the various initiatives that have been under discussion for some time. We are turning a new page in the history of the class, rather than starting a new book.

I would however like to put on record the immense amount of work done by the IFA Executive and many national secretaries, sailors and others over the course of the last few years. Despite what some of you may have heard I fully believe we made a gallant and exhaustive effort to protect the Finn in the Olympics.

There have been comments from some sailors and the press that IFA underestimated the threat to class status. I can assure you this was not the case. The IFA Executive was never complacent in exploring every option, and did not fail to grasp the concept that gender equality was a serious requirement from World Sailing and the IOC. The truth is the Events Committee recommendation to Council in May 2018 to approve the submission regarding a female Olympic 'counterpart event' to the Finn was voted down. At that point IFA managed to secure, at least, a mixed singlehanded dinghy event for 2024, which kept us at the table, even if not ideal.

However, a few months later the World Sailing President filed

the mixed offshore keelboat submission just days before the 2018 November World Sailing AGM and torpedoed the Finn's Olympic status.

In the time between November 2018 and the IOC's final decision in June 2021 the IFA worked tirelessly on every level to prove to the world that the Finn is a much better Olympic event option than the mixed offshore keelboat, for which the largest sailing nations and boatyards lobbied. The result of our work was that, to the surprise of the sailing world, the IOC rejected the mixed offshore keelboat. However a second attack against the Finn, the unmixing of the previously approved mixed kite event into two separate events, could not be defeated. Despite multiple submissions from many World Sailing members, the Finn failed to receive any support during the 2021 decision making process to replace the failed concept of the keelboat event.

There were a few moments over the past three years when a few votes here or there would have made a huge difference in the outcome, but it wasn't to be. We were very dismayed that many of the MNAs that have traditionally supported the Finn would not stick their necks out to voice support for us. So before placing blaming at the feet of the Executive, perhaps you should also question your MNA and Council member why they did not feel able to support the Finn. I know many of you have.

In terms of communicating this process over the last two years, while we have tried to keep everyone updated, this has not been easy with most of what happened with the Olympic lobby either quite sensitive in nature, or so widely reported by the sailing press that there was very little to add. However I know many of you responded to our request for help and carried this out diligently and respectfully and I wish to thank everyone who helped with this.

So where do we go from here? I am aware there has been a



lot of chat and hearsay online over the last few months, so while we understand many of you are concerned and frustrated with the events of the past year, I hope with this extended letter setting out the position of the Executive and our plans for the future, we can provide some confidence and reassurance on the future of the Finn class.

THE CLASS

Let's first consider the position from which we are starting. We are a global class with around 2,000 active and enthusiastic sailors in more than 40 countries worldwide. Up until now we have had a significant proportion of younger sailors in the class, driven by Olympic ambitions. While we will not retain all of them, we must find ways to retain some of them by creating attractive events with good competition. Our sailors are generally athletic, even considering the masters fleets, where the level of fitness and ability has always been very high.

Many former sailors will no doubt continue to be attracted to race with the Masters, and while that is to be encouraged, we also need to look after the rest of the membership that have not reached 40 years old. Of course the goal is to keep as many former elite sailors in the class as possible, so the strategy for the next few years will be to hold interesting events in great venues that are attractive to a wide range of sailors of all ages. The intention is also to try to maintain youth interest with the annual Finn Silver Cup as well as other events. There is a temptation to incorporate it into the Finn Gold Cup again, but this will not happen for the moment and will be reviewed periodically.

Early indications are encouraging that not only will we retain some of these sailors, but will attract some former sailors back for some of the major events.

Aside from the matter of the Olympics, we can say the class is very healthy. Despite many event cancellations due to COVID across the whole sailing world, I was very encouraged that the Finn class held all its major championships in 2021. The strength of our class was very obvious from the many successful events held after the Olympics, with good fleets at both the Masters championships and a large number of regional and national events.

On that note may I congratulate the three deserving medallists from Tokyo 2020. As usual the Finn put on a great show of sailing with respect, friendship and unrivalled camaraderie, as we saw on the final day.

No one really knows what will happen in 2022, but by holding attractive events at popular venues – such as the choice of Malcesine for the Finn Gold Cup – we hope to have a better idea of what the class will look like in the post-Olympic era. We can build on that.

Allow me to now outline a few of the areas that have, and are, being discussed by the Executive, and perhaps answer some of the questions that have been directed at us in recent months.

FINANCE

The class finances are currently very healthy. Expenditure has been reduced over the last few years following a review of spending and more efficient management as well as to do to lack of travel and the cessation of development grants once the Olympic qualifiers were over. In the short term there is no concern over any potentially reduced income, but of course this remains under constant review.

While an Olympic class we have come to rely on professional management and professional race organisation. I believe this is still the wish of the majority of the class. There is still a huge amount of ongoing work for the paid Executive and it is essential we maintain that for the time being to maintain the high standard of services, media and event management.

I'd remind that your subscription allows IFA to provide three issues of FINNFARE a year, manage five websites, man a professional office able to deal with queries and promotion, organise a range of high quality regattas each year, produce some of the best media output of any class worldwide, as well as subsidising the Masters organisation.

IFA members invest thousands of pounds in equipment, as well as in travelling to events each year, and your subscription helps IFA to provide these services at a high standard which also maintains the value of everyone's equipment.

I would also say that just because there are funds in the account, does not mean they should be spent. We have no idea what the future holds, so we need to be prudent with excess spending. Several have suggested using funds as prize money, but the Executive do not believe using members funds as prize money is good use of this money. Any prize money should only come from sponsorship. Instead the class funds can and should be used for organising and promoting the events, and growing the class.

You will see from the event calendar elsewhere in this issue, and on our website, that our major championships will continue in the same format in the short term. We are not short of proposals to run these events, and as long as we make them attractive and schedule them prudently, there is no reason to believe that they cannot all have a place in our calendar.

I am aware that many are concerned that running four or five major championships each year is not viable, but current trends would seem to indicate otherwise. Therefore at least in 2022 and 2023, and probably 2024, the Finn Gold Cup, the Open Europeans, the Finn World Masters, the Finn European Masters and the Finn Silver Cup will be held as separate events. I feel it is important to continue to appeal to the youth that the Finn can still be a pathway boat by offering opportunities and incentive.



You will see in the projected championship schedule that we have secured most events for 2022 and 2023. This took longer than expected due largely to a very busy summer season, but I hope you agree we have a great programme ahead of us.

As well as seeing a lot of interest in hosting our traditional events we are exploring other opportunities for sponsorship, and circuits, including a completely new, professionally broadcasted showcase event, on which we hope to be able to communicate more details in the near future.

I am also encouraged that the Finn class remains welcome at most existing major events and that each national class association is still actively organising a series of events next year. Without doubt the Finn circuit is active and healthy, so we need to find avenues to leverage that success to provide a coherent and sustainable circuit that remains attractive but does not become burdensome. All this will evolve with time and cannot be created overnight.

When further details have been finalised they will be announced, but the Executive is looking at the following.

- A World Ranking list. The concept will be to include as many events as possible to showcase the spread of the class and provide superb promotion opportunities.
- An event circuit, perhaps starting as a Euro Cup, consisting of the major events and selected national events. While this does show favouritism to Europeans, we have to face reality that the majority of Finns are in Europe and that travel is not going to be easy in the near future. It will be a circuit that is realistic for the weekend sailor and appealing for those with



more time on their hands. It can be considered a starting point for something more global.

- There have also been calls for more Masters events through the year, so perhaps a Masters Circuit using existing events can also be established.
- As mentioned previously, we will also look at opportunities for showcase events with greater sponsorship opportunities as well as pinnacle events such as perhaps some kind of Grand Final to replace the Olympics.
- We will explore joining with other multi-class regattas at premier venues.

The major purpose and benefit of any of these is that they showcase the spread of the class with big numbers and acts as a publicity tool to market the class and the events.

RESELECTION IN 2028

Trying for reselection for 2028 has of course been discussed within the Executive and wider afield. At the moment there seems to us to be very little chance of this happening. However we remain open to the possibilities and stand ready to react quickly if our continued efforts – albeit limited – bear fruit.

Based on the World Sailing Council decision of 29 October 2021 (approved by an overwhelming majority) the following 2024 Olympic Events will be reviewed for 2028:

- M & W Kite - IKA Formula Kite
- Mixed Multihull - N17
- Mixed Dinghy – 470

Council will decide by 30 June 2022 on the outcome of the 2028 Olympic Event review based on WS Regulation 23 (to retain Event and Equipment, to retain Event and evolve Equipment, to retain Event and select new Equipment, or select new Event and new Equipment).

New Equipment for 2028 shall be selected no later than 31 December 2023.

The next Olympic Event review regarding 2032 will start in 2023, however the event review system will probably be substantially changed in the coming years which will be interesting to follow in the light of the Finn's endeavour to come back to the Olympics.

RULES CHANGES

Many of you will be aware of some significant rule change proposals forwarded to the Technical Committee earlier this year. The intention was to continue the evolution of the Finn through several small but important changes.

The Technical Committee discussed proposals concerning various weight reductions, changes to cog and use of different materials for different components. However, no consensus was reached with the exception of a potential increase in Hiking Extender width, which will be proposed to members at the next AGM.

The basic premise was that any change should be inexpensive and not exclude older boats from top-level racing. The class is already universally attractive for big athletes.

There have also been discussions surrounding the free pumping question, with again a wide range of arguments for and against.

I hope we can have a useful discussion ahead of any submissions for the 2022 AGM. To that end please refer any proposals to our Technical Committee Chairman Paul McKenzie, for possible presentation to the 2022 AGM.

SUSTAINABILITY STRATEGY

In 2018 IFA developed a sustainability and environmental strategy (see under HOME on the finnclass.org website) and this needs further development and implementation. Reporting to the Executive, IFA would like to invite someone with these issues at heart who would review where we are as a class, and what we can do better, and where we can get involved. It's an increasingly important issue that we need to address as a class and through our individual associations. I hope many of you feel able to engage on this topic over the coming year.

COMMUNICATION

In terms of media there have been around 50 news releases sent to members this year, including regular updates surrounding the COVID situation and the changes and scheduling of events. However one of the messages we heard from members this year was lack of updates from the Executive. Therefore, a principle objective of the coming year will be to try and communicate more regularly with the members.

I'd remind you that we also have a professionally run office, so do not hesitate to get in touch if you have questions and ideas.

We regard to the media output of the class, this is a crucial part of our communication, and will continue. It has proven a worthwhile promotional tool for the class and I regularly get feedback from sailors how much it is appreciated.

WHAT NEXT?

Please be reassured that the Executive is working through a huge list of priorities, as well as managing the day to day operations of the class, which have not changed much at all. There is always a lot to do.

The next IFA AGM will be at the Finn Gold Cup in May in Malcesine. Before then we will issue a questionnaire to gather feedback and opinion on a range of topics – event structure, race format, IFA structure, class rules, whether we campaign for reselection in 2028 etc. The questionnaire we did two years ago was very useful, but now we have a different priority and a different direction.

I believe our vision for the class should be to maintain the athletic nature of the boat, put on appealing and attractive events for all age groups, and protect and prolong the amazing legacy of the class for the next generation of Finn sailors.

The Executive are always looking for bright and energetic people to work with them, so if you feel you have something to offer, please don't hesitate to get in touch with myself, Robert, or one of the Vice Presidents.

I have full confidence in the Executive that we will be able to achieve everything set out in this letter. We have a lot of work ahead of us, but I know that Finn sailors like challenges.

May I wish you all a safe and happy New Year and a successful season on the water in 2022.

Kind regards,

Dr. Balazs Hajdu
HUN-1
IFA President

TTFINRA

CARRY ON THE LEGACY



DC COMPOSITES - THE NETHERLANDS
WWW.DC-COMPOSITES.COM



Tel. +41 33 947 17 70 www.wilke.ch info@wilke.ch

The Winner's Choice

MAJOR FINN CLASS EVENTS 2022-2025

2022

Finn Gold Cup, FVM, Malcesine, ITA, 15-21 May
Notice of Race and entry form available from event website at 2022.finngoldcup.org. This event will be open so normal quota rules will not apply, though there will be an upper limit on the number of entries.

U23 World Championship for the Finn Silver Cup, tbd

Finn World Masters, Helsinki, FIN, 1-8 July
Entry opens December 1, lots of information on event website at <https://fwm2022.com>

Senior and U23 Open Europeans, Kiel, GER, 15-21 August
Held as part of the Kiel 50 Years, 2022.finneuropeans.org

Finn European Masters, Club Náutico Hospitalet-Vandellòs, ESP, Sept 13-17. More information at www.finnworldmaster.com

2023

Finn Gold Cup, Coconut Grove YC, Miami, FL, USA
24-31 January

Finn World Masters, Kavala, Greece, May 26-June 2

Finn European Masters, Campione, Garda, ITA (September)
Open Europeans (bids open until February 20, 2022)

Only current bid is from Procelero SE, Balaton, HUN for early September. A decision will be made at the 2022 AGM.

Finn Silver Cup, tbc

2024

Finn World Masters, Puntala, ITA, May 17-24

2025

Finn World Masters, Medemblik, NED, June 6-13

Further bids for the Finn Gold Cup and Open Europeans for 2024 and 2025 are welcome. Please contact the IFA Office.

IFA Executive Committee 2021-22

President of Honour

Gerardo Seeliger
Paseo Marquesa Viuda de Aldama, 52
28109 La Moraleja, Madrid, Spain
Mob: +34 609 20 10 20
Email: gerardo.seeliger@gmail.com

President

Dr Balazs Hajdu
Furj u 25, H-1124 Budapest, Hungary
Mob: +36 30 332 7415;
Fax: +36 1 319 1680
Email: balazs.hajdu@t-online.hu
Skype: bhajdu001

Vice-President – Sailing

Rafael Trujillo
c/o NTC Australia Sailing Team, Middle
Harbour Yacht Club, Lower Parriwi Road,
The Split, Mosman 2008, Australia
Tel: +61416719100; +34677523442
Skype: rafaeltrujillovillar
Email: rafatrujillovillar@gmail.com

Vice-President – Development

Marc Allain des Beauvais
c/o Transmer Assurances, Mandataire
exclusif d'Assureurs Plaisance, 62, Avenue
Camus, 44000 Nantes, France
Tel: +33 (0)2 85 520 350
Fax: +33 (0)2 85 520 348
Email: marc@transmer.com

Vice-President – Masters' Fleet

Andy Denison
12 Castle Street, Christchurch
BH23 1DT, UK
Tel: +44 (0)1202 484748;
+44 (0)7802 355 522
Email: andy@denisons.com

IFA Office (Class Secretary, FINNFARE Editor)

Robert Deaves
2 Exeter Road, Ipswich IP3 8JL, England
WhatsApp/Mob: +44 7936 356663
Email: robert@finncclass.org
Skype: robert.deaves

Finance and Membership Secretariat Chairman Technical Committee

Paul McKenzie
11bis Rue du Pardal
66140 Canet en Roussillon, France
Tel/fax: +33 4 68 92 60 4
Email: paul.mckenzie@orange.fr

Special projects

Michele Marchesini
Email: michele.marchesini@me.com

Chief Measurer

Andre Blasse
13 Haydens Road
Beaumaris 3193, Australia
Tel: +61 438 347 398
Email: aus729@gmail.com

IFA website: finncclass.org

Gold Cup: YEAR.finngoldcup.org

Europeans: YEAR.finneuropeans.org

Silver Cup: YEAR.finnsilvercup.org

Finnshop: finncclass.org/shop

Finn Masters: finnworldmasters.com

YouTube: finncclass.org/finn-tv

Twitter: Finn_Class

Facebook: Finn-Class

Instagram: finncclass

Next issue: March 2022

Online issues: issuu.com/finn-class

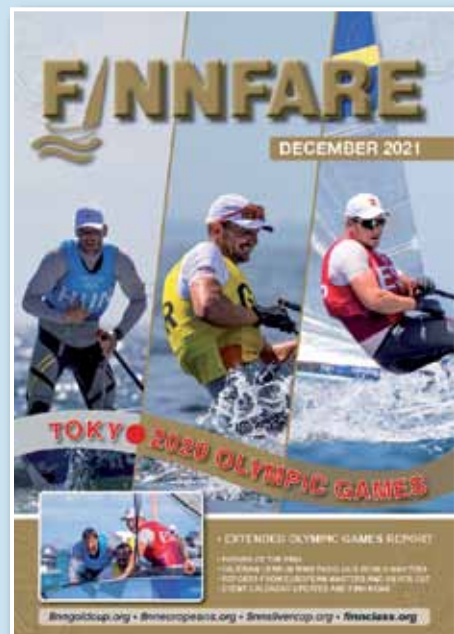


No. 169 • DECEMBER 2021

FINNFARE is a non-profit publication that is distributed free of charge to all IFA members and interested parties connected to the International Finn Class around the world. For extra copies, or if you have addresses of people who you think should be receiving FINNFARE, please contact the IFA Office. Articles, race results, photographs and reports from countries are always welcome. Please include FINNFARE in your mailing for newsletters, press releases and race reports. All advertisement enquiries should also be addressed to the Editor. A media pack is available on www.finncclass.org

Cover photo: The three medalists from Tokyo 2020

Inset: After the end of the medal race in Tokyo. Photos: Robert Deaves



NEWS

FORMER IFA PRESIDENT JACQUES ROGGE - 1942-2021



Former International Finn Association President and International Olympic Committee President, Jacques Rogge has passed away at the age of 79.

Rogge was President of the IFA from 1979 to 1981, before swapping roles with Gerardo Seeliger and standing as IFA Treasurer. He was later the eighth IOC President from 2001 to 2013, after which he became Honorary President.



In 2007, he was awarded the Beppe Croce Trophy from World Sailing, the Federation's highest award for outstanding voluntary contribution to the sport of sailing.

Jacques Rogge was a passionate Finn sailor and always maintained his love for the class in which he competed at three Olympic Games in Mexico 1968, Munich 1972 and Montreal 1976. His son Philippe followed in his footsteps and became IFA President from 1997 to 2005.

Jacques Rogge made an important contribution to Finn sailing, both as a competitor and as an orthopaedic surgeon, as well as a huge contribution to the Olympic movement and sport. Finn sailors were always proud to count Jacques Rogge as one of their own.

IFA sends its deepest condolences to all his family and friends.



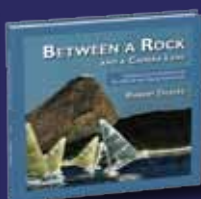
2022 FINN CALENDARS

Two Finn calendars are again available for 2022 featuring some of the best images from the major events in 2021.

They cost £14.99 each plus shipping and tax where necessary. More details and links to order forms can be found at <http://robertdeaves.uk>.



FINN SHOP



**BOOKS • FINNALIA
HALF MODELS • FINNFARE**
www.finnclass.org/shop



Okki the
junior world champion of
2017 — 2019 — 2020
practices a lot
in all conditions

with his
PATA MC
mast

ONE
M^AST
WIN



Optimized
for your weight

patafinn.hu
+36 30 488 0842

Photo: Paul McKenzie

MIKLÓS NÉMETH 1935-2021



Former IFA Vice President, and long-standing member of the Technical Committee, Miklós Németh, has passed away at the age of 86.

Miklós Németh was born on September 14, 1935 and started sailing in 1943 in his uncle's Balaton dinghy. He later graduated as a ship engineer from the Budapest University of Technology, taking advantage of the wind tunnel at the university as an opportunity to conduct experiments.

After the war, it was not until 1957 that he had the opportunity to sail again as a university student. As both a crew, and as a helmsman, he sailed Pirats and occasionally as a crew in Star boats, Cruiser 22 and Dragons.

He became involved in the work of the Technical Committee of the Hungarian Yachting Association (MVS) in 1961, and on behalf of the Association, he accompanied Finn sailors overseas. In 1968, the Hungarian Finn Association elected him as class secretary, and he later became President of the class, and held this position until 2003. During his travels he worked with EUROSAF and ISAF and represented Hungarian sailing at an

international level on several occasions.

He started working as a judge in 1968, becoming member of an international jury in France. He participated in the organisation of a number of domestic world and European championships. For a long time, he also chaired the Judging Committee.

He was elected a member of the IFA Technical Committee in 1971, of which he remained a member until his death. In 1972, he was elected Vice-President of the IFA General Assembly in Anzio, a position he held until 1977. In 1980, in recognition of his work, the International Sailing Federation (then IYRU) appointed him as one of the first official International Judges.

From 1982 he was a Finn measurer for the IFA and then at IYRU. He also helped with the development and revision of the Class Rules and was measurer at several Finn world and European championships. He was also associated with the development of IFA's first standard sailing instructions.

From 1998 to 2000, he was a member of the IYRU (ISAF, WS) Centreboard Boats Committee, and from 2000 to 2004, the Race Officials Sub-committee. He also involved in the establishment of the European Sailing Association (EUROSAF).

As a class measurer, a member of the Technical Committee for 50 years, Vice President of IFA, and as an international judge, Miklós Németh had a significant impact on the development of the class through the 1970s and 1980s.

IFA sends its sympathies to all his family and friends.



A WORD FROM THE MASTERS PRESIDENT

The 50th anniversary Finn World Masters was proposed for Medemblik, to take place in the Whitsun holidays, however due to COVID 19 restrictions the championship was moved to Mar Menor and took place in October.

We are deeply grateful for the Federación de Vela Región de Murcia for stepping in and hosting the event. It was without any doubt a truly enjoyable championship and will be long remembered by everyone who took part and was one of the best organised Masters events we have had. It was lovely to experience summer temperatures in Autumn in Europe, lifting the spirits of all the sailors. The conditions were generally light, proving tricky for many of the top sailors.

The event also gave the Finn Masters an opportunity for discussion in an open meeting, highlighting the many concerns around the future direction of the class. The IFA executives attending were able to answer all questions and it soon became apparent that the class is in a strong position, with many exciting sailing events proposed, giving further opportunity to showcase the Finn.

Next year the Finn World Masters heads to the beautiful country of Finland for the first time ever, with the dates set for the first week in July. This is a departure from our usual Whitsun

week in order to capitalise on the summer conditions this far north of the equator. This will be the 70th Anniversary of the Finn's first

appearance at the Olympic Games in 1952, with proposals to utilise the original stage and setting of those first Finn Olympics.

The organisers are working hard putting together the details for social events, accommodation and travel and we will bring everyone more information as soon as they become available, but until then please set your compass to the north for what will be another truly memorable, and quite special, Finn Masters experience.





END OF AN ERA FOR SAILING

*GILES SCOTT TOOK HIS
SECOND OLYMPIC GOLD MEDAL
IN TOKYO, AHEAD OF ZSOMBOR
BERECZ AND JOAN CARDONA*



Are these the last of sailing's gladiators? First Aused at the Olympics 1952, after 69 years has the last Olympic Finn race been sailed? Will Giles Scott be the last ever Finn Olympic champion?

It was the end of an era in Enoshima, as while the medalists celebrated their achievement, it was tempered with the knowledge

that there will be no more Finn racing at the Olympics. As the last boat crossed the finish line of the medal race, the Finn class's era as the greatest and longest continuous Olympic class was over. Giles Scott, Zsombor Berecz and Joan Cardona will go down in the annals of the class as the last Olympic medalists of the greatest Olympic class of all time.

However, it was a time not only to celebrate these incredible sailors, but also to remember the generations that have passed before, and those who have written the history of the class and of sailing. It was also the sad end of an era for sailing.

The postponed and pandemic struck Tokyo 2020 Olympic Games was a very different Games for everyone, but the racing on the water was as tough as ever. Just 19 Finn sailors took part in Tokyo as athlete numbers continue to be reduced, but they included some of the best sailors in the world.

The Olympics hardly ever lives up to all predictions – Tokyo 2020 was no different, with several favourites struggling from the opening

Pos	Nation	Helm	1	2	3	4	5	6	7	8	9	10	MR	Pnts
1	GBR	Giles Scott	(9)	9	1	1	1	1	6	1	1	7	8	36
2	HUN	Zsombor Berecz	2	2	(9)	4	6	7	3	5	4	4	2	39
3	ESP	Joan Cardona	3	3	5	3	2	3	(13)	7	5	8	12	51
4	NED	Nicholas Heiner	(11)	5	10	2	4	2	10	3	7	9	4	56
5	NZL	Josh Junior	(12)	10	3	7	8	5	1	4	8	1	20	67
6	ARG	Facundo Olezza	5	4	8	5	3	6	(16)	15	3	3	16	68
7	AUS	Jake Lilley	10	8	4	11	7	9	(15)	6	2	6	6	69
8	TUR	Alican Kaynar	1	1	6	13	9	14	7	(20)	10	10	10	81
9	SWE	Max Salminen	8	(12)	7	8	12	8	4	2	11	12	18	90
10	CAN	Tom Ramshaw	13	7	11	(14)	10	13	2	9	13	2	14	94
11	NOR	Anders Pedersen	(14)	6	2	10	13	12	5	11	9	14		82
12	GRE	Ioannis Mitakis	4	13	13	6	11	10	11	8	16	(18)		92
13	USA	Luke Muller	6	11	12	15	14	4	8	10	12	(17)		92
14	BRA	Jorge Zarif	7	15	15	9	5	11	14	13	6	(16)		95
15	CHN	He Chen	16	14	14	(17)	16	15	9	14	15	11		124
16	JPN	Kazumasa Segawa	18	16	17	12	15	16	(19)	12	17	5		128
17	MEX	Juan Ignacio Pérez	(19)	17	16	16	17	17	17	16	14	15		145
18	VEN	Andrés Lage	15	18	18	18	(19)	18	18	17	19	13		154
19	RSA	Leo Davis	17	(19)	19	19	18	19	12	18	18	19		159

© IOC - Timing and results by Omega

day. Scott came in on the back foot, with the defending champion having not won a major event for over two years. However the delay to the Games had also allowed some of the younger sailors, Cardona especially, to make huge gains on the fleet and suddenly he was threatening the front.

It's interesting to note the high standard of skills and sportsmanship within the fleet. All 10 feet races got away first time with no letter scores in any race. In addition, there was not one protest all week. The standard of racing was unbelievable to watch. The racing was so close at times, there was often a queue at the top mark and the range of conditions stretched every sailor to the limit.

Spare a thought though for those who didn't even make the medal race, every one of them supremely focussed on the goal, every one hugely talented and hugely determined. Out of the many hundreds who started a campaign for Tokyo 2020, only 19 made it this far, only 10 made the medal race, and only three won a medal. But there has to be winners and non-winners. No one loses at this level. The challenge and the journey is its own reward, and the road to the medal race had been travelled well.

DAY 1 - TWO BULLETS FOR KAYNAR

The first start was delayed after a bizarre mix up ashore resulting in some sails having the wrong country codes applied by the Tokyo 2020 team. This came on top of only one set of branding being supplied for each sailor, meaning it had to be scaled back to just the flag and letters, rather than the full width branding used on the other classes.

The Finns were tucked up under the land on the Kamakura course area for the first two races, and it was a difficult day of two distinct halves.

The first race was sailed with the top mark under the cliff and was a real case of snakes and ladders on speed. The left side appeared favoured on the first upwind with Jorge Zarif leading round from Cardona and Alican Kaynar. During the next three laps, pretty much everything changed. Several boats found themselves near the front and back on successive legs. Kaynar made the best of the final upwind and a huge rainy right shift to round first and lead down to the finish while many front-runners got stuck on the left. Berecz ground out second place, while Cardona lost a bit but hung onto third.

After several hours wait, the course was reset for Race 2 in an onshore 10-12 knots with free pumping throughout. Cardona was in charge from the first mark, building a nice lead from Kaynar and Facundo Olezza. That's how it stayed for the next two laps. With

the final round made shorter, Cardona seemed to be heading for the win, however the onshore breeze had creating nice surfing conditions, and Kaynar and Berecz found some extra speed to pass the Spaniard for a repeat 1,2,3 from the first race.

Several of the favourites put in some deep results. Nicholas Heiner got stuck on the right on the first upwind in Race 1, and never quite got back into it. Scott, sailed both races mid-fleet and never broke through and picked up two ninth places. 2019 world champion, Josh Junior, took a penalty turn on the first beat in Race 1 and never really recovered. His 12, 10 for the day was a bit of a shock.

Kaynar said his goal for the day was to be consistent. *"...and I think I managed to be consistent today. The two races were quite difficult, but very different. The first one was about seeing the wind but in the second the downwind was important. It's going to be a long regatta and I think we are going to have a bit of everything so we need to be good in all conditions."*

Berecz was happy with a *"Solid first day. It was very tough but we are all used to it by now when the regatta starts, the conditions change completely to what we had before. Luckily it worked in my favour and I had a fantastic start to the regatta. I was working hard not to have a bad start so we succeeded with that."*

Defending champion Scott responded by winning six out of the next seven races.

DAY 2 - SCOTT WINS BOTH

Out of the top three, Cardona made the best out of day 2 with a 5,3, while Kaynar struggled with a 6, 13 and Berecz was just satisfied with a 9,4. However, Scott's two race wins moved him up to fourth, and just three points off the top spot. After the second day the top three overall remained the same.

The second day delivered superb conditions on Sagami Bay and two spectacular races for the Finn fleet on the offshore Zushi course area, with 15-18 knots onshore wind and generally sunny conditions.

In Race 3, Anders Pedersen led the group from the left round the top mark from Cardona and Luke Muller. Pedersen built a useful gap on the first downwind and maintained his lead up the second beat, though Scott had closed the gap to just 6 seconds, after rounding the first mark in seventh. Scott's downwind technique was key and he took the lead as the boats came together at the bottom gate to lead into the finish. Pedersen crossed second, with Junior finding some form to cross in third.





**DAY
2**



Race 4 was again all about the left.

Scott explained: "It was clear early on that it was left favoured and I was slightly punched out on starboard and able to cross the fleet to the right on the layline with other guys stacked above me and slightly overstanding, which pushed me out the front even more. That was quite nice."

He rounded ahead of Cardona and Ioannis Mitakis. Scott was dominant though and never looked like relinquishing the lead, extending away for a comfortable win. Behind him Heiner moved from fifth to second on the first downwind and stayed there for the remaining legs, while Cardona just held off a challenge from Berecz to cross in third.

Max Salminen, "Today went a bit better, but it's going to be a long regatta – a marathon. It's just about keeping it going and getting good results even though you are tired with the heat. It was really good sailing today, and a lot of fun downwind, but also painful."

Heiner slipped one place to sixth. "It was a better day but not much better. So far I have had half bad races and half good races. It's nothing much really, it's a small fleet and it's very tight. To be honest I had a little talk with myself after the first race and it paid off."

Scott was relieved he had put Tuesday behind him. "I mean it was a shaky start, but I have a bit of a history of shaky starts at events like this, I guess. The pressure was super streaky but there were some really nice waves to surf, and getting through big waves you can extend away but that said, if you get it wrong it's frustrating and it's so hot out there you can overdo it and not have enough left at the bottom mark to go upwind. So there's a little bit of energy maintenance needed in this heat."

Like all the Finn sailors he knew it would be his last chance for an Olympic medal with the Finn not being included in the Paris 2024 programme.

"It's incredibly sad it's the last Finn medal in the Olympics, but

personally what an opportunity to try and close it out. There are a lot of us that are after the same there so whoever puts it together this week is going to be the deserving winner of that."

DAY 3 - FOUR WINS IN A ROW FOR SCOTT

Scott made it four race wins in a row to move into the overall lead after two more confident victories on Day 3, while Cardona also moved up to second, after a 2,3 to leave them with a one point separation going into Friday's rest day. Berecz dropped to third after a 6,7 and was now seven points behind Cardona.

It was a day that promised more than it delivered in terms of wind and waves, but there was still ample to go around on Thursday with the early 14-15 knots dropping off to 12-13 knots as a blanket of light cloud covered Enoshima into the afternoon. The onshore wind produced enough waves on the inshore course to make things interesting though it did tend to become a one-way track to the right most of the time.

Race 5 turned into a battle of wits between Scott and Cardona. Cardona led at the top from Scott and Mitakis, and led for the next two rounds of the three-lap race. Cardona and Scott were never more than a few seconds apart. Scott finally got through on the second downwind, but couldn't get away. Third place went to Olezza. Rounding the first mark in sixth, he moved up to third on the second beat and stayed there until the finish. He ended the day in fifth, just two points behind Berecz.

After a disappointing start to the regatta, Muller, finally got going in Race 6, leading round the top mark from Scott and Cardona. Scott took the lead downwind while Heiner moved up to third. Scott held a short but comfortable lead for the remainder of the race with Muller, Cardona and Heiner battling hard for second. Muller actually held on to second until the final downwind, when both Heiner and Cardona came past. They rounded the final gate just seconds apart

to sprint down to the finish. Heiner took second, Cardona third and Muller fourth.

Muller, *"It's really nice to go into the rest day on a high. There is a lot of racing still ahead and a lot of work to be done. I have two options. I could dwell on what's occurred or I can best prepare for what's ahead, so I'm going to choose the latter."*

Cardona, *"I have been in really good shape over the last year and I came here really confident and knowing it's maybe my last chance in the Olympics, so I want give my best and I am happy I am performing so far and I hope it keeps going for the rest of the week."*

Scott, *"It's pretty tricky this course and there's always something going on, but not always the same thing. There's normally a side that pays, and it swings around, but today I had my head round it. The shorter laps also keeps the intensity up, that's for sure. There's no respite and even though it's a 50-minute race, it feels like a sprint race. It's very different from the Gold Cup racing we were doing a month ago."*

It was vintage Scott, rounding near the front and moving ahead downwind. It looked very much like he had returned to form at just the right moment, and was now definitely the one to beat. Four race wins in a row at the Olympics is a concern for everyone else chasing that gold medal and provided a lot of food for thought as they went into the rest day.

DAY 4 - MIXED BAG IN LIGHT WINDS

After a day off, double America's Cup winner and 2019 Finn World Champion, Josh Junior, made the best out of the extremely fickle fourth day to move within reach of the medals for the first time. However, the top three remained the same. Scott extended his leads to six points, from Cardona and Berecz.

Race 7 started in 5-7 knots and a very patchy breeze. Many of the favourites tried the left, but the right came in strong with He Chen leading round from Juan Ignacio Perez and Muller. At the downwind gate it all went a bit funky. The leaders headed back out to the right, while Junior, in ninth headed back to the left. Half way up he hit more pressure and a header and was more than a minute ahead at the top mark. Salminen went from last place to third, Scott from 11th to sixth. After a long slow downwind, a bemused Junior took the bullet from Ramshaw and Berecz.

The wind improved slightly for Race 8 with 8-10 knots. Again the left proved popular with Scott emerging mid left to round just ahead of Salminen and Junior. By the gate the fleet had compressed without much change, and at the second top mark, Junior came

in on starboard to cross Scott to lead down the run. The top 5-6 boats all rounded within 15 seconds or so. The ensuing pump-off downwind was a test of stamina and finesse. It looked pretty even most of the way down, before Scott emerged from the group to lead round the gate by just a few seconds. Salminen had moved up to second, with Heiner just pipping Junior for third. The next six boats all crossed within 10 seconds.

Salminen, *"I finally got it together a bit better. And it was the right day to do so. It was tricky. We knew that. Two fighting winds and waiting onshore for a long time and once we got out there it hadn't really settled and I wouldn't say it did the whole day either. It was swinging around, but I had a quite clear plan and it worked for me today. You had to be brave and trust in what you believe and it paid off really well."*

The big man of the fleet, Australia's Jake Lilley, ended the day with a sixth place to sit in ninth place overall. *"It's been good to have a range of conditions to mix it up and I think that's what you want at the Games and to see the right guys rising to the top. It's going to be a pretty interesting over the next couple of days."*

Lilley's participation had been doubtful a few weeks before, having torn his meniscus while training. He had spent four of the previous six weeks in a straight-leg cast with limited mobility.

"I have been struggling a little bit but just happy to be here to be honest considering the last two months or so. We're just doing what we can and making the most of every day. I had a good race to finish the day in little bit more breeze and got a couple of shifts that helped, so putting it together, but lacking a bit of that old x-factor which you need to bring to the Games."

Scott, *"It was super fickle, and I'd be surprised if anyone knew what was going to happen."*

Junior was relieved to have posted some good results. *"It's the Olympic Games; it's pretty tough. Everyone is sailing really well and if you are not on top of it then you get punished and I think that's what's happened to me so far but, you know, I'm still in it surprisingly and I just have to keep chipping away. There are still three more good races to go and I just want to get out there and do it."*

DAY 5 - SCOTT MAKES IT SIX WINS FROM TEN

After a week of very different conditions, the final day of the opening series, was near perfect, with clear skies, 31 degrees, 10-12 knots of onshore breeze and simply scintillating racing from the fleet of 19 Finns.

Scott led Race 9 from start to finish, dominating the right and extending away downwind for a comfortable win. Pedersen and



DAY
3



EQUIPMENT USED AT TOKYO 2020

Boat	Hull	C'board	Rudder	Mast	Boom	Sail 1	Sail 2
ARG	Devoti	Devoti	Wilke	Wilke	Devoti	WB	NS
AUS	Devoti	Thorp	Thorp	Wilke	AOR	NS	NS
BRA	Devoti	Devoti	DEM	HIT	AOR	NS	NS
CAN	Devoti	Devoti	Wilke	Wilke	AOR	NS	NS
CHN	Devoti	Devoti	Devoti	Wilke	Devoti	NS	-
ESP	Devoti	Devoti	DEM	Wilke	AOR	WB	WB
GBR	Devoti	Petticrows	Petticrows	Wilke	AOR	NS	NS
GRE	Devoti	Devoti	Devoti	Wilke	AOR	WB	WB
HUN	Devoti	Devoti	DEM	HIT	AOR	NS	NS
JPN	Devoti	Devoti	Devoti	Wilke	AOR	WB	NS
MEX	Devoti	Devoti	DEM	Wilke	AOR	NS	NS
NED	Devoti	Devoti	DEM	Wilke	AOR	NS	NS
NOR	Devoti	Devoti	Wilke	Wilke	AOR	WB	NS
NZL	Devoti	NZ	DEM	Wilke	AOR	NS	NS
RSA	Devoti	Devoti	Devoti	Wilke	Devoti	NS	NS
SWE	Devoti	Devoti	Chalmers	Wilke	AOR	WB	WB
TUR	Devoti	Devoti	Wilke	Wilke	AOR	WB	WB
USA	Devoti	Devoti	DEM	Wilke	AOR	NS	NS
VEN	Devoti	Devoti	Devoti	Wilke	AOR	WB	WB

Jorge Zarif followed him round the top, but by the gate, Lilley was up to second and stayed there until the finish. Olezza had rounded the top mark in eighth, but a great downwind and second beat moved him up third.

Olezza then led round the top in Race 10 from Lilley and Ramshaw. Junior had wanted the right on the first beat and rounded in fifth, but on the second upwind went almost all the way to the left hand corner and took over 40 seconds out of the fleet. Ramshaw was second and the two began a pumping battle down the final run, well clear of the chasing pack. Junior had the inside track at the gate and the two crossed the finish little more than a boat length apart. Olezza picked up another third place.

After picking up a 1,7, Scott took a nine-point lead into the medal race and was 19 points ahead of fourth place, meaning he had now all but secured one of the medals. Berecz continued his incredibly consistent series and had moved up to second after a 4,4, two points ahead of Cardona, who picked up a tough 5,8.

Behind them three more sailors had medal chances. Fourth placed Junior scored 8,1, to move within eight points of bronze. Meanwhile, Heiner and Olezza were both 13 points behind bronze.

Olezza had the best day on the water with a 3,3.

Ramshaw just made it into the medal race. *"I definitely had a bad start to the week. It's been great sailing conditions and the guys have been sailing really well. Even though you train so much with these guys, and it just felt like normal racing and was pretty enjoyable sailing, it was the hardest sailing I've ever done."*

Olezza, *"It was hard for me to overcome yesterday's results but it was a personal challenge. There is never an easy race with these guys. The fleet is really strong and everyone is going fast and pushing. It's been a great week of racing, really tight, and of course we've had everything in wind conditions."*

Junior, *"If after the first few days you'd told me I'd be in this position, I'd be pretty happy, so I'll just keep fighting. Sometimes you've got to cross your fingers and hope. It doesn't always go your way, but that one did. If you get 50 per cent right, then you are doing well. I have definitely had my fair share of stuffing it up so happy to get one on the right side of one of them."*

Scott had now won six races out of 10, and in any ordinary event, he would have already won. However, he paid tribute to the strength in the fleet that it was still a long way from being over.

"I feel like I've sailed a really good series this week. In times gone by it would have been good enough to seal up the regatta but I think it's testament to the way that both Zsombi and Joan have sailed that there is still a bit left in it and we've got a big day ahead. I've got a little jump on them, but it's medal racing so you have to remember that and the week is not over. There is still some work to do."

MEDAL RACE - NO CHANGE AFTER VERY STRESSFUL RACE

Where can you even start to tell the story of the day with all its twists and turns and near calamities? It was a roller coaster to watch, never mind compete in. Despite one of the most stressful medal races ever, the top three remained the same. But it could have all been so very different...

Scott won the gold in possibly the hardest way imaginable. He mistakenly returned to the start thinking he was over, and restarted last, sailing the whole race playing catch up. For while it looked all over for him, but one thing we have learned about Scott is that it's never over until it's over. He doesn't give up and often finds a way back.

He didn't think he was over, but *"I made the call to go back and then I had quite a lot on. I made it by the skin of my teeth, it was properly to the wire; it was really tight. I tried to stay relaxed. It was mine to lose, if it had been any other race there was no way I'd go back."*



DAY
4





DAY 5

All week it's been about the far right and far left. Most of the fleet headed right, but with a lot of work to do, Scott headed left. He needed a big change to happen, and it did. A left shift moved him up to fourth at the top and the race was back on.

However he then dropped back to seventh at the gate and was still a distant sixth at the top mark again. The gold medal was going to Hungary unless he moved up.

At the end of the run he was still sixth, with barely 100 metres of race track left and still a lot of work to be done. But he made a clean rounding and picked off two more places before the finish.

"I knew down the last run I had to make good headway, but I made a few good calls and a few well timed gybes, and just sneaked round that group. I just got round the outside of the group at the bottom and tried to stay relaxed down that final reach and not pick up a penalty."

"I thought I had messed it up all the way to the finish, but of course I never gave up, always kept pushing. I'm a realist at heart, but I can count."

He finally crossed in fourth to win gold by three points.

"I've certainly not been involved in any boat race as close as that."

For silver medallist Berecz, there was certainly less drama.

"It was very hard for me not to go back after the start. I saw Giles was going back and I was not sure because I had a pretty good start also. But I know that this was the only chance for me to take the gold. Of course I wanted to win the race but the focus for me was on getting a medal."

Berecz rounded the first mark in second behind Lilley, who led until the final downwind. Then Heiner came through downwind to lead at the final mark, before Berecz slid past to take the race win.

Meanwhile Cardona had a lot on to hang onto the bronze.

"I wanted to cover Josh a bit and secure the medal as I knew he was the one closest to me. He went far right, so I just stayed on top of him. In the end the left paid better and then I was not trying to win the race, I was just trying to hold my position and if possible win the silver."

"On the last upwind I lost some control, and when I rounded second last before the last downwind, I said to myself, just send it, go as fast as you can and let's see what happens. It's probably my last downwind in the Finn and I have to perform at my best."

He moved up to seventh at the gate and crossed the finish in sixth to win the bronze.

"I think the medal race showed how close the Finn fleet is, and how competitive it is. We were pushing until the end."

Cardona explained what the medal meant to him.

"It's amazing. I don't know how to describe it in words. I see how much I have made people happy who believed in me, and so many people back in Spain are cheering for me."

"I think not many people thought I could come here and win a medal and I proved I could. People were saying the pressure would get too much, but I just came here as probably my last chance in the Olympics and I had to give it all, and I am stoked with the results."

Berecz now becomes the most successful Olympic Hungarian sailor in history.

"In Hungary we don't get many medals. The last one was 41 years ago and so I know I had big pressure, as I believed it will change sailing in Hungary. I will be in the first line to help the new generation to show that even without the sea we can succeed even though we only have lakes."

He also goes down in history as being the winner of the last Olympic Finn race.

"It's a great moment but on the other had it's also quite sad to see that our class is now out of the Games. For me I probably would not continue even if it was in, but seeing the young generation, especially the Spanish guy – we have trained together for last few years and he is such a talented guy – with a bronze medal at such a young age, he will have no other chance to compete at the Olympics. I think this is a sad moment for the class, but I believe the class without the Olympics is still going to be still the strongest. It's such a nice family and you'll never get that in the Olympics any more."

Scott concluded, *"I've been sailing again for three and bit months, and I've been on something of a timed run. We've had a few wobbles along the way but we've done it when we needed to. That was the greatest pressure of my career. It climbed throughout the race – that was full on."*

"I'm so proud. There is such heritage in the Finn and it's a shame it's leaving the Games. To follow legends like Iain Percy and Ben Ainslie, they were my heroes growing up. That continues our domination and closes it out, we've won every gold since 2000; we own it."

THE MEDAL RACE again proved you don't need foils, kites or even keels to make compelling, tense and drama filled viewing. It was perhaps one of the most nerve-wracking and edge-of-the-seat races ever televised, where the medals were not decided until the final 50 metres.



**DAY
6**

Much has been written by many of the sailors, coaches and observers about what was a simply amazing competition in the midst of a global crisis and it's hard to add to what they have said. There is no doubt that the Finn is the greatest Olympic class of all time and the perfect epitome of 'Citius, Altius, Fortius – Communiter'. The culture, values, respect and community that the Finn class teaches is second to none.

It is widely acknowledged that the Olympic Games will be less without the Finn. Whether the Finn will ever return to the Olympics

is uncertain, but over the past 70 years the class has been the greatest ambassador for Olympic sailing and Olympic sailing will certainly be much poorer without the reassuring presence of the Finn and the Finn sailors.

The legacy of the Olympic Finn will always endure; the legacy of the Olympic Finn sailors will always endure; the Olympic nature of the boat will always endure and it will remain an inspiring pinnacle of excellence and skill for many sailors.

Long live the Finn!





DOMONKOS NÉMETH RUNS OFF WITH THE SILVER

*DOMONKOS NÉMETH WINS THE
U23 WORLD CHAMPIONSHIP
AT HIS HOME CLUB AT TIHANY
ON LAKE BALATON*

Twenty ambitious young Finn sailors, from six nations, took part in the 2021 U23 Finn World Championship for the Jorg Bruder Finn Silver Cup, at Tihanyi Hajós Egylet (THE) on Lake Balaton, Hungary. It is the third time it has been

held in Hungary, but the first time at Tihany.

Domonkos Németh took the overall win with a race to spare winning nine out of 11 races. The battle for second and third came down to brothers, Bence and Levent Rácz, also from THE.

Three races were sailed on the first day with strong breeze coming in for the third race keeping half the fleet on shore. No racing was possible on the third day with no wind, but then the championship concluded with two more great days of sailing

Going into the final race Levent Rácz had the edge over his brother, but Bence sailed a great final race to win, while Levent struggled to finish in eighth with a broken vang. So Bence took the silver and his older brother Levent took bronze.

Several other sailors showed speed and good sailing through the week but couldn't match the consistency of the top three.



1	HUN 80	Domonkos Németh (U19)	1	1	1	1	2	1	1	1	1	1	(dnf)	11
2	HUN 18	Bence Rácz	4	2	6	4	3	2	4	(7)	3	3	1	32
3	HUN 9	Levente Rácz	2	4	4	(ufd)	1	4	3	3	2	2	8	33
4	RYF 14	Mikhail Yatsun	(ufd)	5	2	7	ret	3	2	6	6	5	2	59
5	HUN 42	Ábel Szűcs	8	3	9	3	5	6	(11)	5	8	6	6	59
6	CYP 1	Panagiotis Iordanou	3	(ufd)	3	ufd	8	12	7	4	4	4	3	69
7	HUN 4	Zoltán Veisse	9	8	(dnc)	14	9	7	5	2	7	7	5	73
8	HUN 88	Zsombor Majthényi	6	6	(dnc)	2	4	5	15	10	10	11	9	78
9	ESP 888	Andres Ivan Lloret Pérez	7	(ufd)	5	5	7	9	20	9	5	8	4	79
10	NED 977	Sjoerd Hofland	5	(13)	7	6	13	11	9	12	9	9	7	88
11	HUN 58	Dénes Ujváry	11	7	8	(ufd)	6	8	6	8	11	10	dnf	96
12	HUN 5	Bonifác Sebestyén (U19)	12	9	(dnf)	9	12	16	8	11	12	12	14	115
13	FRA 36	Baptiste Descriaud (U19)	13	11	(dnc)	11	11	10	13	13	15	14	11	122
14	FRA 29	Kevin Maurin (U19)	10	(dsq)	dnc	8	10	13	10	17	13	13	13	128
15	HUN 41	Bálint Barsi (U19)	16	12	(dnc)	10	15	15	14	15	14	19	15	145
16	HUN 8	Bálint Bagonyi (U19)	15	10	(dnc)	13	14	18	19	14	17	15	17	152
17	HUN 65	Zoltán Nándorfi	17	14	(dnc)	15	16	14	18	16	16	17	12	155
18	HUN 11	Attila Svastits (U19)	14	(ufd)	10	16	19	19	12	19	19	18	10	156
19	HUN 181	Csaba Levente Gaál (U19)	19	15	(dnc)	12	17	17	17	18	18	16	16	165
20	HUN 777	Noémi Rátosi	18	16	(dnc)	ufd	18	20	16	20	20	20	18	187



Photos by Marcell Mohácsi



VALÉRIAN LEBRUN WINS 50TH FINN WORLD MASTERS

*THE HASTILY ORGANISED 50TH
FINN WORLD MASTERS ON
THE MAR MENOR WAS AN
OVERWHELMING SUCCESS*



There are not enough superlatives to describe how great was the 2021 Finn World Masters. A week of fantastic racing in 10-15 knots, 25 degrees with amazing hospitality and attention to detail ashore was the perfect antidote to the approach of winter in northern Europe.

The Federación de Vela Región de Murcia and Los Alcázares stepped in to be the host this year, after the original venue of Medemblik, The Netherlands, had to pull out in May due to COVID restrictions. The 108 Finn sailors from 20 countries were all moved by the amazing hospitality and helpfulness of everyone. The Masters President, Andy Denison, summed up the feelings of the competitors by declaring that the event had the potential to become one of the best Finn World Masters ever. And he wasn't wrong.

On the western wide of the Mar Menor, Los Alcázares is an idyllic paradise of hospitality and sailing. The sailing centre is an exciting alcove of Finn activity and conversation, with full facilities complemented by extensive free beer after racing and a packed social programme every day.

ON THE FIRST day of racing, with 12-18 knots of wind and in 25 degrees, two races were sailed in near perfect conditions. Valerian Lebrun set the pace for the week with two race wins to take the early lead from Filipe Silva and Anthony Nossiter,

Mels Jongeneel led at the top in Race 1, but by the gate Paul McKenzie had taken the lead. He maintained that lead at the second top mark but both Silva and Lebrun were close behind.

Lebrun was clearly the best downwind, moving ahead of McKenzie on the final leg. Extending to the finish, he took the win, with McKenzie just holding off Silva to take second. After just two hours sleep following an overnight drive from the Sail GP in Cadiz, Nossiter crossed in fourth place.

Bettering his first race performance, Lebrun put on a master class to lead all the way for a large win in Race 2. Behind him places were changing but in a slightly reduced breeze though still with a tricky chop, Silva came through for second with Nossiter in third.

Exhausted sailors reached the shore, just 15 minutes from the race area, to be greeted by a wonderful paella served in the boat park, with plenty of free beer. During the week the Masters drank about 650 litres of the free beer, and there was still plenty left over...

LEBRUN DIDN'T HAVE it so easy of the second day, but he was the only one to maintain low scores. Cloud cover for most of the day kept the temperatures lower than Monday, with a lot less wind at 6-10 knots. It was also really shifty with pressure changes across the race course bringing groups up the fleet and spitting some out the back. There were a lot of new faces near the front and some of the top sailors struggled to get anywhere near the front.

With lighter winds really mixing up the fleet, Bas de Waal opened the day with a win in Race 3, taking the bullet after the leader for most of the race, Nuno es Silva, was black flagged. McKenzie recovered well to cross second with Lebrun third. De



Masters: Valerian Lebrun, FRA, Filipe Silva, POR, David Terol, ESP
Grand Masters: Laurent Hay, FRA, Peter Peet, NED, Bas de Waal, NED.
Grand Grand Masters: Greg Wilcox, NZL, Marc Allain des Beauvais, FRA, John Greenwood, GBR
Legends: Hans Fatzer, SUI, Henk de Jager, NED, Filip Willems, NED
Super Legends: Richard Hart, GBR, Pedro Jimenez Meifren, ESP, Joop Wuijts, NED

1	FRA 111	Valerian Lebrun	M	1	1	3	4	-5	2	1	12
2	POR 21	Filipe Silva	M	3	2	(22)	3	6	12	3	29
3	ESP 7	David Terol	M	5	6	11	5	4	1	(19)	32
4	FRA 75	Laurent Hay	GM	9	(bfd)	5	11	1	7	2	35
5	NED 148	Peter Peet	GM	7	8	4	(16)	15	8	11	53
6	NED 29	Bas De Waal	GM	22	7	1	(bfd)	14	13	10	67
7	SUI 59	Simon Bovay	M	13	33	9	10	10	6	(45)	81
8	GBR 74	Lawrence Crispin	GM	15	9	(54)	6	13	23	15	81
9	SUI 7	Christoph Burger	M	8	11	(34)	14	9	17	28	87
10	NED 41	Karel Van Hellemond	M	6	4	30	(bfd)	29	5	16	90
11	AUS 22	Paul Mckenzie	GM	2	(bfd)	2	27	7	50	6	94
12	RUS 41	Felix Denikae	GM	16	13	13	(57)	16	21	21	100
13	SWE 72	Peter Overup	M	21	10	(37)	17	35	16	18	117
14	NZL 15	Greg Wilcox	GGM	11	15	10	36	18	29	(39)	119
15	HUN 50	Akos Lukats	M	20	23	24	48	2	(ret)	5	122
16	FRA 99	Marc Allain Des Beauvais	GGM	10	(bfd)	29	28	28	14	17	126
17	GBR 5	John Greenwood	GGM	47	18	14	19	8	(48)	25	131
18	SWE 12	Stefan Sandahl	GM	17	16	(62)	23	36	15	27	134
19	ESP 71	Xavier Penas	GM	45	27	6	(49)	20	9	33	140
20	GBR 2	Allen Burrell	GM	31	5	(58)	2	50	30	24	142

Waal was himself then black flagged in Race 4.

Reading the wind was not easy but Jesus Pintos did something right to take the lead and a huge win. Some way back, Allen Burrell placed second – to complement his 58th in the first race of the day - but moved up to 10th overall, while Filipe Silva crossed third. Consistency was hard to archive.

No complaints coming ashore though, with more lashings of free beer and a BBQ in the boat park before a gin tasting session at the Hotel Costa Narejos.

JUST ONE RACE was scheduled on the third day. Anthony Nossiter led from start to finish in the light winds only to find he'd been black flagged for the second race running, handing the race win to Laurent Hay, from Akos Lukats and Mats Johnsson.

Under a searing sun, the wind remained absent for most of the

morning, leading to a one-hour postponement ashore and a further wait on the water while the light breeze stabilised. Race 5 was started in 6-7 knots and built to perhaps 8-9 on the final downwind, but again the sides produced widely different conditions and some more surprise results.

The traditional Masters Dinner, along with the mid-week prizegiving, with Henk de Jager on form as compère was held at a top restaurant in town. A spectacular time was had by all.

LEBRUN PUT THE title beyond doubt on the fourth day to win with a day to spare after a second and first on Thursday out him out of reach. Another delay to wait for wind was rewarded with two spectacular races in a building breeze from 6-10 knots.

Under a black flag start, Xavier Penas was fastest to the top mark in Race 6, but the race turned into a battle between Terol and



Lebrun. Terol got the advantage on the second upwind to lead down to the finish to take the win from Lebrun, while Álvaro Ballesteros Martínez De La Cámara crossed third.

The start of Race 7 also went to black flag with several casualties. However, Lebrun had found his legs and led all the way to win by a big margin and take his first Masters world title with a race to spare. Laurent Hay sailed a great race to take second, while Silva took third.

THE CHAMPIONSHIP CONCLUDED on Friday with no more races possible. With a difficult forecast the fleet was sent out in the hope of one final race, but after a brief hope was dashed, racing was abandoned for the day.

Valerian Lebrun had already secured the championship but went out anyway as he 'was here for fun'. The 2019 European Masters Champion, Filipe Silva secured second overall, while the top home nation sailor, David Terol, placed third. These three were also the top three Masters for 40-49 year olds.

In the Grand Masters category, Laurent Hay took the title he last won in 2017, from the Peter Peet and Bas de Waal.

Greg Wilcox upgrading his old Finn for a modern charter boat this week, performed beyond his expectations to win the Grand Grand Masters, from Marc Allain des Beauvais and former double World Masters Champion, John Greenwood.

Another former World Masters Champion from way back in 1988, Hans Fatzer, won the Legends category in an incredible 35th overall for the over 70s, from Henk de Jager and Filip Willems.

The greatest cheer was again reserved for the Super Legends. Richard Hart retained the title he won in 2019. Former Super



Legend Champion, Pedro Jimenez Meifren, was second with Joop Wuijts third.

AT A DIFFICULT time for sporting events, the local organisers put on a fabulous event on and off the water. The racing was run on schedule and was great, the weather was superb, the water was clean with fish swimming around the sailor's feet as they launched, the hospitality was awesome, the parties were memorable, the beach was desirable, and the free beer went down a treat. It was an amazing Finn World Masters and a fitting celebration of fifty years of Masters racing.

The sailors who made their way to Mar Menor experienced a beautiful week of sailing and hospitality and were more than happy they made the effort, with many going home full of enthusiasm for the next one.

Next year the Finn World Masters travels to Finland for the first time ever to celebrate the 70 anniversary of the Finn's first appearance at the Olympic Games. It will be another great party for sure.

21	GBR 79	Andy Couch	M	143	51	POR 73	Nuno Silva	M	282	81	ESP 737	Ignacio Nieto Taramona	GM	410
22	FRA 49	Dorian Gachon	M	145	52	SUI 99	Laurent Chapuis	GGM	292	82	ESP 337	Miguel A Cabrerizo Morales	M	413
23	FIN 234	Ville Aalto-Setälä	GM	154	53	BEL 50	Filip Willems	L	299	83	ESP 39	Jose Maria Pujadas	GGM	414
24	FIN 201	Kristian Sjöberg	GM	154	54	NED 17	Marck Smit	GGM	302	84	ESP 6	Roger Jordana Quer	GM	416
25	FRA 38	Audooin Michel	GGM	159	55	ESP 123	Miguel Alvarez	L	303	85	ESP 260	Victor Serrano	GM	423
26	SVK 271	Tomas Mihalik	M	169	56	FIN 22	Ville Valtonen	GM	307	86	GBR 51	David Kitchen	GGM	424
27	ESP 313	Antonio Parra Arrondo	GM	171	57	GER 909	Udo Murek	GGM	308	87	ESP 75	Jose Luis Castells	GGM	429
28	ESP 182	Álvaro B. M. De La Cámara	M	172	58	NED 50	Jan Zetzema	GGM	308	88	FIN 112	Seppo Ajanko	L	439
29	SVK 1	Peter Frenky Mosny	GM	175	59	HUN 51	Istvan Rutai	GM	310	89	FRA 100	Laurent Camusson	GM	442
30	AUS 221	Anthony Nossiter	M	184	60	ESP 99	Gerardo Seeliger	L	312	90	FIN 70	Derek Breitenstein	L	451
31	BEL 18	Sigurd Vergauwe	M	200	61	FIN 233	Sami Salomaa	GM	321	91	RSA 600	Arend Van Wamelen	GM	458
32	NED 7	Cees Scheurwater	GM	209	62	ESP 86	Paco Castaner	GGM	325	92	ESP 200	Oriol Guardiola	GGM	466
33	NED 43	Ronald Van Klooster	GM	209	63	NED 68	Joost Houweling	M	329	93	SUI 36	Jens Moecke	GM	468
34	ESP 317	Roque Terol Albaladejo	M	213	64	CZE 211	Martin Kalos	GM	329	94	ESP 333	Miguel F J Galeote	M	473
35	SUI 593	Hans Fatzer	L	215	65	FRA 1111	Vincent Borsi	M	330	95	RSA 592	Leon Ferreira	GGM	481
36	NOR 64	Petter Fjeld	M	217	66	SUI 13	Peter Kilchenmann	GGM	338	96	BEL 968	Wim Craenen	GM	510
37	FRA 66	Philippe Lobert	GGM	218	67	ESP 739	David Rivero	GM	342	97	GBR 4	Andy Denison	GM	518
38	FRA 96	Florian Fauchaux	GM	221	68	POR 5	Jorge Pinheiro De Melo	GM	347	98	ESP 128	Antonio Candela	GGM	525
39	ESP 555	Juan Grau Cases	GGM	224	69	ESP 77	Jesus Turró Homedes	GGM	348	99	FRA 307	Xavier Lacombe	GGM	531
40	ESP 430	Jesus Pintos Ager	GM	225	70	GER 202	Rolf Elsaesser	L	348	100	ESP 35	Pedro Jimenez Meifren	SL	543
41	ESP 735	Ángel C B M De La Cámara	GM	225	71	DEN 117	Peter Sigetty Boje	GGM	349	101	ESP 179	Arturo A Garcia Pallares	GGM	560
42	GER 334	Andreas Gillwald	GGM	230	72	GER 19	Andreas Bollongino	GM	365	102	ESP 196	Pablo López-Baldán	GM	570
43	SWE 87	Mats Johnsson	GGM	245	73	SUI 57	Rudolf Baumann	GGM	367	103	ESP 325	Antonio Gallardo Fernandez	M	575
44	NED 144	Mels Jongeneel	M	248	74	NED 88	Chiel Barends	GGM	374	104	RUS 137	Albert Nazarov	M	591
45	NED 67	Remko Boot	M	258	75	BEL 76	Paul Goossens	GGM	377	105	ESP 157	Pablo Raul Riera Aparicio	M	592
46	FIN 269	Mikko Tiilikka	GM	259	76	GER 477	Harald Leissner	GGM	380	106	ESP 97	Carlos Cantin Mas	GM	598
47	UKR 13	Andriy Podvezko	M	262	77	GBR 631	Richard Hart	SL	391	107	ESP 21	Mauricio Luque Diaz	M	613
48	RUS 17	Vasilij Kravchenko	M	267	78	NED 128	Maarten Kat	M	395	108	NED 798	Joop Wuijts	SL	634
49	NED 179	Kik Van Swol	GM	267	79	GER 47	Justus Wolf	GM	400					
50	NED 11	Henk De Jager	L	278	80	RUS 142	Yury Polovinkin	L	406					





„100% BUILT BY SAILORS, FOR SAILORS“

Visit www.raudaschl.co.at

RAUDASCHL NAUTIC GMBH & CO. KG. Ried 155 • A-5360 St. Wolfgang am See
Tel: +43 6138/2333 3053 • Fax: 3053-40 • sails@raudaschl.co.at



Devoti Sailing
www.devotisailing.cz

Have you caught *Fantastica* wave too?



EURO MASTERS TITLE FOR AKOS LUKATS

*THE LARGEST EVER FINN
EUROPEAN MASTERS WAS
HELD AT TIHANY ON LAKE
BALATON, HUNGARY*

The largest ever Finn European Masters was held at the Tihanyi Hajós Egylet from 8-11 September and got underway in 'paradise' sailing conditions. A fleet of 78 Finn Masters, a record entry for the event, with competitors mainly from across eastern Europe were treated to some challenging blue water sailing in 27 degrees in a range of conditions from 6-12 knots.

The first two races were sailed in a 6-10 knots breeze, while a third race was attempted but later abandoned as the breeze became too shifty and unstable. After two races Zdenek Gebhart was leading Bas de Waal and Cees Scheurwater. On the Wednesday evening the fleet was treated to a delicious typical Hungarian goulash with lashings of free beer and wine.

The conditions for Day 2 were as challenging as for Day 1 with nothing staying the same for more than one leg. Race 3 was sailed in a shifty easterly with the course set south of the Tihany peninsula. Gebhart maintained his after two more races on Thursday, while Akos Lukats was up to second and Taras Havrysh won the final race to move up to third. The first race was won by an exuberant Botond Berecz on home waters. He is the brother of the recent Olympic silver medalist Zsombor Berecz. He described his race win as *"the greatest achievement in my sailing life."*

Three races were managed on the third day. The first two races were held in a stable 7-12 knots, but the third race got more tricky as the wind became lighter.

1	HUN 50	Akos Lukats	M	9	2	2	2	7	(28)	2	24
2	NED 29	Bas De Waal	GM	6	1	6	(23)	2	1	12	28
3	UKR 8	Taras Havrysh	M	4	(13)	9	1	4	10	1	29
4	CZE 2	Zdenek Gebhart	GGM	1	4	3	4	6	26	(28)	44
5	UKR 7	Vladimir Stasyuk	M	7	11	8	(bfd)	1	5	13	45
6	NED 7	Cees Scheurwater	GM	5	3	11	(24)	9	6	11	45
7	POR 21	Filipe Silva	M	(17)	15	5	14	13	9	5	61
8	RYF 32	Alexey Zhivotovskiy	M	10	12	4	(22)	12	7	22	67
9	RYF 41	Felix Denikaev	GM	(19)	16	17	16	5	11	6	71
10	HUN 30	Zsigmond Kantor	M	22	5	(27)	11	14	4	21	77
11	HUN 907	Botond Berecz	GM	(50)	14	1	29	3	13	20	80
12	HUN 1	Géza Huszár	GM	2	(42)	30	8	18	14	9	81
13	HUN 80	Örs Németh	M	12	6	12	6	(dnc)	27	23	86
14	CZE 5	Ladislav Hyrš	GM	3	(ufd)	10	3	15	12	44	87
15	RYF 17	Vasiliy Kravchenko	M	16	7	16	12	21	22	(32)	94
16	UKR 9	Yevhenii Antonenko	M	(30)	21	24	9	24	17	10	105
17	UKR 10	Valentyn Klymentyev	GM	11	19	(50)	25	10	15	25	105
18	RYF 13	Lev Shnyr	M	21	17	19	28	19	3	(40)	107
19	HUN 88	Zsombor Majthényi	GM	25	27	35	5	11	(48)	4	107
20	RYF 1117	Andrew Bill	GGM	20	(37)	28	10	8	29	15	110



Havrysh took the first race of the day from de Waal in the steady easterly that also stayed in place for the second race. De Waal rounded the top mark well up in the next race and then took the left downwind to move ahead and extend on the fleet for a comfortable win.

The final race of the day was trickier with the wind getting lighter and shifting more to the right. Lukats started at the boat and tacked immediately to the right to get the incoming shift into the top. He led all the way only to be passed by Stasyuk on the final downwind, but had done enough to take the overall lead from Gebhart, who had a high scoring day and dropped to fourth.

There was still all to play for on the final day with Lukats holding a four-point lead over de Waal, and Havrysh just one further point behind.

However, it wasn't to be as the wind abandoned the hot and sunny lake, and the results from Friday stood. It has been an eventful two weeks for Lukats, winning the Hungarian Nationals and the European Masters on Balaton back to back.

Next year's Finn European Masters heads to Club Náutico Hospitalet-Vandellos in Spain.

21	CZE 80	Martin Jozif	GM	114	54	HUN 12	Marton István	M	313
22	CZE 33	Ivan Rames	GM	127	55	HUN 777	Peter Ratosi	GM	315
23	UKR 13	Andriy Podvezko	M	134	56	CZE 18	David Heneš	M	316
24	RYF 4	Alexey Borovyak	GGM	135	57	HUN 17	Graham Douglas	GM	317
25	HUN 51	István Rutai	GM	135	58	RYF 137	Albert Nazarov	M	322
26	CZE 75	Vladimir Skalicky	GGM	146	59	RYF 18	Evgeny Dzhura	M	326
27	HUN 4	Antal Gábor Pata	GGM	160	60	HUN 23	Csaba Gera	GM	340
28	UKR 69	Sergii Maliuta	M	161	61	HUN 411	András Gosztonyi	GM	342
29	CZE 8	Jiri Outrata	L	162	62	UKR 17	Anatoliy Lukiyan	M	342
30	CZE 67	Josef Jochovič	GGM	163	63	HUN 21	Andras Gero	L	348
31	SUI 21	Attila Szabó	M	163	64	HUN 33	Zoltán Horváth	M	350
32	HUN 27	Szabolcs Andrik	M	168	65	UKR 88	Mykola Novikov	GM	351
33	HUN 180	Gergely Gerencsér	M	169	66	HUN 64	Balázs Szűcs	GM	355
34	CZE 54	Matouš Červenka	M	183	67	HUN 95	József Farkas	L	359
35	HUN 150	Zoltán Csányi	GM	183	68	HUN 91	Béla Szigethi	GGM	363
36	CZE 318	Martin Plecítý	GGM	194	69	TUR 33	Ali Türkşen	GM	363
37	FRA 53	Gilles Corcaud	GGM	195	70	HUN 140	Gábor Mészáros	L	370
38	HUN 92	László Taubert	GM	211	71	AUT 21	Erich Scherzer	GGM	371
39	BEL 76	Paul Goossens	GGM	214	72	HUN 972	Gyula Monus	M	379
40	GER 888	Craig Dalgarno	GGM	216	73	HUN 117	Zoltán Vincze	M	381
41	HUN 14	Béla Bíró	GM	220	74	HUN 111	Gabor Ujvari	GM	382
42	HUN 2	Peter Sipos	GGM	221	75	SUI 26	Adrian Schmidlin	GGM	389
43	CZE 211	Martin Kalol	GM	223	76	HUN 81	Imre Solymosi	GGM	430
44	POL 2	Andre Skarka	GGM	226	77	HUN 46	Attila Dömötör	M	440
45	HUN 6	Mihály Zoltán Demeczky	GGM	238					
46	POL 83	Blazej Wyszkowski	L	242					
47	HUN 72	Noel Nedbal	M	244					
48	POL 70	Artur Siwik	M	257					
49	HUN 69	Csaba Stadler	GM	278					
50	HUN 191	Attila Varga	GGM	283					
51	AUT 19	Gerald Raschke	GGM	285					
52	HUN 32	Zoltan Balla	GM	307					
53	HUN 280	Levente Várnai	M	307					



FINN SAILING FROM AROUND THE WORLD



AUSTRALIA



David Bull writes: The 2021 Yachtshare Queensland Finn Championships were held over the long weekend of 2-3 October at the Royal Queensland Yacht Squadron.

We attracted 22 entries from our Brisbane Fleet and were greeted with beautiful Spring weather with temps in the mid to high 20s and warm water.

On Saturday there were three races conducted in a light 6-8 knot northerly.

Racing was very close with Curtis Skinner (1,2,5), Brendan Casey (4,1,3) and Grant Hudson (4,1,3). The rest of the fleet were close and only a minute or so between first and last.

Racing was concluded for the day around 1500 which allowed everyone to attend our famous long early afternoon BBQ on the lawn and covered area adjacent to the bar. We had a good turnout of around 60 people which included wives, partners, children and our wonderful Volunteers. A great time was had by all.

On Sunday we were again treated with delightful weather and a 7-12 knot northerly with gusts reaching around 14 knots by the last of another three races.

Curtis again showed top form with a 1,1,2, followed closely by Brendan with a 2,2,1.

The presentation was conducted late afternoon on the lawn overlooking the boardwalk and harbour with our colourful master of ceremonies Bradley Ginnivan.

1	AUS 8	Curtis Skinner	7
2	AUS 11	Brendan Casey	9
3	AUS 44	Grant Hudson	19
4	AUS 3	Larry Kleist	22
5	AUS 75	Phil Chadwick	25
6	AUS 101	James Chilman	26
7	AUS 15	John Warlow	30
8	AUS 300	David Bull	44
9	AUS 43	John Croston	48
10	AUS 77	Mick Patrick	50

On Monday our naming rights sponsor, Yachtshare provided one of their 48ft Pajot catamarans and took a group of volunteers and Finnsters to Horseshoe Bay at Peel Island where we all enjoyed a swim and a few beverages.

Unfortunately with interstate borders closed we were unable to have our NSW and VIC Finn sailors join us, otherwise we would have had around 45 entries. Overall though, it was a wonderful regatta.

Our fleet in Brisbane has now grown to 38 boats which we attribute, amongst many other factors, to providing not only good sailing facilities but above all having fun. Everyone helps one another and there is always someone willing to help with rigging, tuning and helpful advice.

After club sailing every Saturday we have a debrief in the Finn shed on the rigging lawn, enjoy a few laughs, tell a few porkies and enjoy a few beers....a nice way to enjoy a day's sailing.

Australia has now reached over 80% vaccination and as a result most restrictions have now been lifted and importantly our international borders are open. This will allow us to now participate in the many Masters and open events programmed for 2022.



BELGIUM



Open Belgian Championship 2021
11-12 September, Ostend

Fifteen Belgians and one Dutch turned up for this years Open Belgian Championship, sailed inland on the Spuikom in Ostend. Ten races were sailed with Sigurd Vergauwe and Alain Denis winning two, Sebbe Godefroid winning three, while Chris Frijdal, Filip

Willems and Frederik Boone won one each.

1	BEL 18	Sigurd Vergauwe	20
2	BEL 7	Sebbe Godefroid	22
3	NED 111	Chris Frijdal	23
4	BEL 4	Yves Basette	27
5	BEL 15	Alain Denis	40
6	BEL 1	Wim Hendriekx	42
7	BEL 50	Filip Willems	48
8	BEL 81	Stijn Helsen	49
9	BEL 891	Frederik Boone	53
10	BEL 69	Mark Gebors	69



DENMARK



Open Danish Championship

Aug 13-15th. (53 entries)

1	NED 41	Karel van Hellemond
2	GER 193	Thomas Schmid
3	SWE 72	Peter Overup
4	NED 1037	Jan Willem Kok
5	SWE 32	Olof Lundqvist
6	NED 148	Peter Peet
7	DEN 21	Otto Strandvig (DK Gold)
8	DEN 7	Martin Mikkelsen (DK Silver)

9	GER 194	Axel Schroeder
10	NED 7	Cees Scheurwater

Dragør Open

Sept. 11-12 - (29 entries)

1	SWE 32	Oluf Lundqvist
2	SWE 72	Peter Overup
3	DEN 21	Otto Strandvig
4	SWE 12	Stefan Sandahl
5	SWE 87	Mats Johnsson
6	DEN 4	Peter Bøje
7	DEN 25	Allan Hansen
8	DEN 7	Martin Mikkelsen
9	DEN 212	Jan Petz
10	DEN 259	Joe Schubert

Pork Cup

Nov 9th (32 participants)

1	DEN 21	Otto Strandvig
2	GER 259	Martin Mikkelsen
3	DEN 80	Michael Staal
4	DEN 909	Peter Gudsø
5	DEN 25	Hans Tønder
6	DEN 9	Johnny Aagesen
7	DEN 114	Henrik Sørensen



8	DEN 246	Jens Kristian Andersen
9	DEN 46	Peter Nielsen
10	DEN 220	Per Biltøft

BRITAIN



2021 UK National Championships

9-11 July, Torbay

Grand Grand Master John Greenwood first campaigned a Finn back in 1983 and has competed in the UK Finn Nationals many times. Often in the prizes, he finally carried off the revered Sunday Times Gold Cup and added his name to the long list of famous British Finn sailors inscribed on the trophy. John's win was a lesson in consistency and race management in some challenging, shifty conditions – recovering well from mid fleet first beats. Without winning a race, Greenwood's 5 point margin was enough to claim the title from Grand Master Lawrence Crispin, ahead of Master Simon Percival.

Despite his many years of Finn sailing and Nationals attendance, this was Greenwood's first Finn National title and you could see it meant a lot to him to finally hold the coveted Sunday Times Gold Cup.

1	GBR 5	John Greenwood	31
2	GBR 74	Lawrence Crispin	36
3	GBR 635	Simon Percival	38
4	GBR 2	Allen Burrell	48
5	GBR 49	James Downer	53
6	GBR 86	Fergus Allan	54
7	GBR 720	Julian Smith	57
8	GBR 707	Ben Flower	69
9	GBR 567	Martin Hughes	69
10	GBR 90	Richard Sharp	71

Highcliffe Sailing Club Open

25- 26 September 2021

1	GBR 49	James Downer	11
2	GBR 567	Martin Hughes	11
3	GBR 581	Alex Atkins	22
4	GBR 11	Paul Blowers	24
5	GBR 635	Simon Percival	31

6	GBR 21	Michael de Courcy	33
7	GBR 33	Kieron Holt	37
8	GBR 13	Roman Khodykin	38
9	GBR 76	Fred van Arkel	38
10	GBR 68	John Mackie	43

Inland Championship

11/12 September, Draycote Water

Draycote Water Sailing Club hosted the 2021 British Finn Association Inland Championships over the weekend of 11/12 September.

Due to the windless forecast for Sunday, five back-to-back races were run on Saturday. The fleet of 22 boats experienced some really close racing in the shifty 6-10 knot breezes. Every race provided slightly different conditions with no one side of the mile long beat paying every time. The fleet welcomed Irish sailor Colin Leonard back in a boat he borrowed from Will Patten. Colin who is a consultant in a hospital has hardly sailed during the COVID pandemic as he was extremely busy at work. Imagine his and everyone's surprise as he quickly emerged amongst the top three in the first race and even spent time in the lead.

Race wins went to Greenwood, Burrell and Leonard with Crispin winning the first and last, though Leonard had done enough to win the title. (Pic top right)

1	GBR 45	Colin Leonard	8
2	GBR 74	Lawrence Crispin	10
3	GBR 2	Allen Burrell	10
4	GBR 79	Andy Couch	14
5	GBR 5	John Greenwood	15
6	GBR 33	Kieron Holt	22
7	FIN 210	Kristian Sjøberg	22
8	GBR 567	Martin Hughes	24
9	GBR 76	Fred van Arkel	29
10	GBR 0	Dave Walker	37



GERMANY

Andreas Bollongino writes: The German Championships this year were held in mid-September at Lake Müritz, a wonderful part of the huge Mecklenburg Lake District in north-eastern Germany and in fact the biggest lake of Germany.

73 competitors from Germany, Denmark, The Netherlands and Poland came together to compete in perfect but demanding conditions. We had nine tough races over three days, with increasing wind during the regatta.

From the beginning Thomas Schmid, André Budzien and Fabian Lemmel delivered tight ranks at the front, followed by our two Danish guests Jens Kristian Andersen and Martin Mikkelsen. But Thomas Schmid dominated the regatta from the second day on, and therefore took the title in front of André Budzien and Fabian Lemmel. All competitors had a great regatta, at the very friendly and supporting club, Rübeler Segel Verein.

1	GER 193	Thomas Schmid	16
2	GER 711	André Budzien	23
3	GER 501	Fabian Lemmel	33
4	DEN 246	Jens Kristian Andersen	47
5	DEN 7	Martin Mikkelsen	72
6	GER 251	Mark-Raimondo Bayer	72
7	GER 188	Michael Klügel	77
8	GER 141	Dirk Sievers	98
9	GER 972	Dirk Zilius	101
10	GER 206	Klaus Reffellmann	103

The German Finn-Class is growing, in the pandemic years 2020/21 we had more than 30 (!) new members.



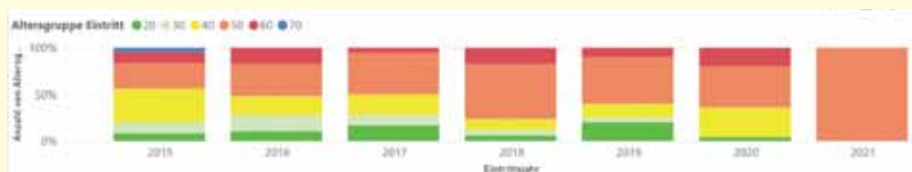
This is mostly founded on very active regional 'Finn-Hot-Spots' like Hamburg Blankenese for example.

Here some locals have set-up a perfect 'Finn-Sailor-Habitat', with training during the winter time, weekend and mid-week regattas, and a full social-life. This combination seems to be very fruitful for breeding new Finn sailors.

But we recognize the trend that only a few of the new members are below 40 and we are actively working on attracting younger Finn sailors (under 40) as well as Juniors.

First action is a Junior Ranking and easy obtainable rental boats are already established. A brand and image change of the class will take a bit longer but is necessary to secure the future of the class in long term (20-30 years).

The interest in racing regattas is still good, most of the regional regattas have well over 20 participants reaching up to 50 sailors for some weekend regattas, but



those numbers are not very reliable for a trend, as still many regattas have been cancelled due to pandemic regulations.

To activate the sailors for sailing abroad and exchanging friendship and experiences with our neighbours in Europe, (the biggest asset of the class) we decided to take all national championships of our direct neighbour associations (DEN, NED, FRA, SUI, AUT, CZE, POL) into the scoring for our national ranking next year.

With the open Europeans in Kiel, where Kiel is celebrating the 50th anniversary of the Olympic Games Regattas in Kiel with all Olympic classes of 1972 being invited, we will have a great regatta with fantastic sailing embedded in a historic event.

The 2020 International German Championships will be held in Travemünde during the Travemünder Week, again great sailing surrounded by a great venue (reception on the historic Sailing Vessel "Passat" and more)

All German Finn sailors are looking forward to welcome you here and seeing you abroad at your national champs.

Graph shows the age clusters of NEW members in the year they become a member of the class – orange: between 50 and 60, red: above 60, yellow and green below 40 years

ITALY

Italian championship, Torbole

Andrea Lino writes: With four intense days of medium to strong winds, the CICO 2021, the Italian Olympic Classes Championship, took place on the Alto Garda between the clubs of Riva, Arco, Torbole and Malcesine. Sadly, it was the last edition with the Finn dinghy present, which will hopefully make a comeback in the future.

Enrico Voltolini dominated the regatta, with 17 crews taking part, becoming the new Italian champion. Enrico was on board Luna Rossa at the America's Cup in New Zealand. Behind him were Roberto Strappati and Matteo Iovenitti. Marko Kolic was always consistent in his placings but paid for his second UFD in the last race, just missing out on a medal. Nicola Capriglione, had an excellent championship and placed second twice.

1	ITA 66	Enrico Voltolini	17
2	ITA 115	Roberto Strappati	26
3	ITA 1	Matteo Iovenitti	38
4	ITA 40	Marko Kolic	39

5	ITA 45	Nicola Capriglione	51
6	ITA 1025	Armando Battaglia	52
7	ITA 30	Andrea Lino	60
8	RUS 41	Felix Denikaev	70
9	ITA 872	Nicola Menoni	76
10	ITA 11	Paolo Cisbani	90

41st Finn Cup, Malcesine

The 41st edition of the Finn Cup / 18th edition of the Menoni Trophy, organised by Fraglia Vela Malcesine, was held from 1-3 October. With 51 crews representing 11 nations, this historic regatta once again confirmed itself as a beautiful and irreplaceable stage in the Finn calendar.

A total of six races were held, in which Deniss Karpak dominated with five firsts in the first two days, not needing to take to the water for the only race on Sunday.

The regatta got off to an excellent start with a southerly wind of around 11-12 knots. Behind Deniss was the trio Roberto Strappati with two second places, Matteo Iovenitti with a 4-3 and Christoph Burger with a 3-4.

The second day was even more beautiful and intense with a gorgeous sunny day and stable weather conditions of 14-15 knots.



Karpak collected three more firsts followed by the usual trio and Marko Kolic with a 2-3-5, recovering after his first touch and go day.

The last race on Sunday would decide the Menoni Trophy for the first Italian, and Matteo Iovenitti's victory (held with Peler falling to 7/8 knots) meant overtaking Strappati to finish second overall, with Roberto third. As always, Fraglia Vela Malcesine's organisation was excellent, both on land and in the water.

1	EST 2	Deniss Karpak	5
2	ITA 1	Matteo Iovenitti	13.5
3	ITA 115	Roberto Strappati	14
4	SUI 7	Christoph Burger	16
5	ITA 40	Marko Kolic	19
6	ITA 202	Giacomo Giovanelli	33
7	UKR 69	Felix Denikaev	41
8	CZE 80	Martin Jozif	45
9	ITA 8	Florian Demetz	49
10	RUS 41	Felix Denikaev	52

Anzio and Coppa Italia

A beautiful edition of the COPPA ITALIA FINN ended in Anzio, after 26 races held over six weekends in Central and Northern Italy (Naples, Caldaro, Gravedona, Viareggio, Fano and Anzio).

The participation was remarkable, with 108 Italians starting in at least one stage and several foreigners.

Two races were held on Saturday and two on Sunday, between 6 and 10 knots. The participation was excellent with 43 members. Enrico Passoni (2-3-3-1) won ahead of Roberto Strappati (1-2-4-4) and Matteo Iovenitti (3-4-5-13).

First Master was Roberto Strappati,



first Grand Master was Francesco Faggiani, first Grand Grand Master was Enrico Passoni, first Legend was Franco Dazzi and first Junior to Pierpaolo Bonazelli.

With this win, Enrico Passoni won the Coppa Italia 2021, time after the successes in 2013 and 2014. Enrico has raced in an exemplary way all season. Second place went to Roberto Strappati, always very constant and determined. Third was Marko Kolic, the 2020 winner. Completing the top five were Giacomo Giovanelli and Marco Buglielli.

On Sunday there was the award ceremony of the Coppa Italia, with the assignment of prizes offered by sponsors.

The Coppa Italia is supported by: WB Sails, 3FL Cruciani, Quantum Sails, Negri Nautica, Timg Group, Cà del Lago, Mauro Zamichele, Hitech Sailing, Agriturismo Arnea.

1	ITA 6	Enrico Passoni	6
2	ITA 115	Roberto Strappati	7
3	ITA 1	Matteo Iovenitti	12
4	ITA 40	Marko Kolic	13
5	ITA 4	Francesco Faggiani	13
6	ITA 202	Giacomo Giovanelli	15
7	ITA 77	Alberto Bellelli	22
8	ITA 67	Gino Bucciarelli	25
9	ITA 100	Paolo Rossi	25
10	ITA 5	Francesco Cinque	28

NETHERLANDS

Peter Aukema writes: After a disappointing start of the season when the second attempt to hold a FWM in the Netherlands failed due to Covid, the Dutch Finn fleet had quite an intensive programme in September. The Dutch Nationals was the main stage over the weekend of 18-19 September. We are used to sailing this event on the waters of Medemblik but this year we were host of the Royal KNZ&RV in Muiden. Why do I mention Royal all the times? First of all, the KNZ&RV Muiden is the oldest yacht club in the Netherlands (since 1847) and known as the Royal as far as I can remember. Most important though, they treat their guests on a truly Royal way. A team of around 12 volunteers of the club took care of the transport of the trolleys, support in and out of the water and excellent service and fine drinks and food after the races. The most Royal aspect on the water was the use of self propelled Bot buoys. Fantastic service! It saved a lot of time between the races in the shifty conditions and the starting line was always perfect perpendicular to the wind.

With 60 participants we had the biggest fleet in years, and although the wind forecast for Saturday was poor we could sail three good races against all expectations. We had easterly winds blowing aside the Isle of Pampus, laying for Pampus isn't a good idea late at night but also in the races you had to take care of this Isle. Pressure on the left and on the right side but nothing in the middle but bumpy annoying waves "I can tell you".



After day 1 only Eric Bakker (2) and Peter Peet (1) didn't take the double digit with Bas de Waal in third place. After some nice beers and excellent food at the club we took a last Beerenburg and went to sleep early. Sunday showed "Prosecco" conditions, with average 8 to 14 knots and partly clouded skies we had pump in, pump out sailing with big packs on the water. Ten metres difference less on the finish line could easily cost you eight places. It was hard work until the last metre. Peter Peet sailed a Royal score of 1,2,3 and was crowned as "King Peter" Dutch champion. Bas de Waal and Eric Bakker on modes backlog from the king on second and third. Great weekend of sailing.

1	NED 148	Peter Peet	11
2	NED 29	Bas de Waal	23
3	NED 703	Eric Bakker	27
4	NED 69	Jelte Baerends	34
5	NED 41	Karel van Hellemont	39
6	NED 7	Cees Scheurwater	46
7	NED 73	Ronald Ruiter	46
8	NED 98	Nanno Schuttrups	47



9	NED 1037	Jan-Willem Kok	54
10	NED 25	Gert van der Heijden	55

Legend: Wouter Molenaar; Grand Grand Master: Roel van Olst; Grand Master: Peter Peet; Master: Karel van Hellemont

POLAND

Andrzej Romanowski writes: The Polish Masters Championships took place on the Zegrze lake where Marek Jarocki (POL 0) won ahead of Piotr Pajor (POL 23) and Jacek Binkowski (POL 21).

The Polish Championship was held in Gdańsk at the end of September. Due to stormy conditions, we only raced for two days. The winner for the tenth time was Piotr Kula (POL 17), ahead of Łukasz Lesiński (POL 8) and Mikołaj Lahn (POL 16). Thus Piotr equaled Mateusz Kusznierevich's record. The third in this classification is Henryk Blaszk, who won

the Polish championship five times. Kacper Mazurek (POL 1) was the best among juniors, ahead of Borys Michniewicz (POL 81) and Oskar Adamiak (POL 112).

The year-round ranking of the Polish Cup in which 40 competitors took part in a total of 14 regattas was won by Łukasz Lesiński (right), ahead of Krzysztof Strömski (POL 52) and Bartosz Szydłowski (POL 6). Lucjan Bładowski (POL 115) was the best in the masters category and Jakub Micewski (POL 151) was the best among juniors.

New officials of the Polish Finn Association were elected. Juliusz Reichelt (POL 38) became the president and Artur Siwik (POL 70) became the secretary.



RUSSIA

Open Russian - Moscow

Vasily Kravchenko writes: The 13th traditional regatta Open Russian - Open Championship of Russian Association of Finn Class, which united the Russian Cup Stage, Andrey Balashov Cup Final, Russian Finn Masters Championship and Russian Finn Class Championship was sailed on Klyazma reservoir near Moscow.

Despite a difficult time for the class 35 Finns from eight regions (Rostov region, Moscow, Moscow region, Saint Petersburg, Samara region, Krasnodar region, Sevastopol, Sakhalin) entered representing five federal districts. What was nice - among them there were nine juniors (even if Finn class is out of the attention of Russian national team because of withdrawal from the Olympic programme).

The weather gave the participants warm sunny and moderately windy days, thanks to which it was possible to fully implement the programme - 11 long races with non-trivial, but moderate races, gain and loss, which kept the intrigue to the finish. The line-up of riders was strong, which gave a lot of competition and almost none of the leaders was immune from coming in with a high score. Higher were

those who showed more stable results.

From the first day of the competition leader Mikhail Yatsun, a junior from Krasnoyarsk, took the lead with stable results and managed to keep it until the finish of the regatta. The top three were also steadily kept by masters from Togliatti, Alexander Kulyukin and Dmitry Petrov.

There was also a struggle in each category. According to the results of the regatta, the winners in the categories were:

Juniors - Mikhail Yatsun, Masters - Alexander Kulyukin, Grand Masters - Felix Denikaev, Grand Grand Masters - Alexey Borovyak.

1	RYF 14	Mikhail Yatsun	18
2	RUS 161	Alexander Kulyukin	28
3	CRO 1	Dmitry Petrov	35
4	RYF 41	Felix Denikaev	39
5	RUS 8	Alexey Moskaev	45
6	RUS 32	Alexey Zhivotovsky	50
7	RUS 2	Georgy Emeretli	75
8	RYF 4	Alexey Borovyak	78
9	RUS 131	Alexander Lauhtin	82
10	RUS 99	Kirill Kolyachenko	83

The Andrei Balashov Cup results were also summed up at the regatta. This year 62 sailors took part in nine stages of the Finn class cup in Russia. The cup was won by Alexander Kulukin.

1	RUS 161	Alexander Kulyukin	63
2	CRO 1	Dmitry Petrov	55
3	RYF 14	Mikhail Yatsun	54

4	RYF 41	Felix Denikaev	53
5	RUS 17	Vasily Kravchenko	47
6	RUS 32	Alexey Zhivotovsky	43
7	RUS 1	Alexander Kravchenko	43
8	RUS 34	Alexander Kasatov	41
9	RUS 2	Georgy Emeretli	41
10	RUS 57	Alexander Banko	40

Next year the Open Russian is planned from 25-28 of August 2022. Russian Finn Association will be glad to support sailors from other countries and organize charter boats. Please, contact Vasily Kravchenko finn@moscow-finnclass.ru for details.



SPAIN

The Finn 2021 Spanish Championship was held between October 29 and November 1 in the waters of the Campello Nautical Club.

Miguel Fernández won the 2021 Spanish championship with a scoreline of 1-8-1-1 at CN Campello, after three intense days of competition marked by the instability of the wind.

Xavier Penas managed to win the Master category title while the CN Campello sailor, Andrés Lloret, took third place in the championship.

The four races held were very special due to the difficult conditions that the Race Committee had to deal with during the races. The Gala dinner on Saturday, November 1 and the 'welcome ceremony' on the previous Friday created an incredible atmosphere of celebration, respect and brotherhood which everyone enjoyed and appreciated.

1	ESP 161	Miguel Fernández Vasco	3
2	ESP 17	Xavier Penas	5
3	ESP 888	Andrés Lloret Pérez	9
4	ESP	Parra Arrando	9
5	ESP	Rivero Martínez	13
6	ESP 99	Gerardo Seeliger	17
7	ESP 86	Francisco Castañer	18



8	ESP 555	Grau Cases	18
9	ESP 408	Cózar Martín	27
10	ESP 128	Candela Domingo	28

SWEDEN



Torsten Jarnstam writes: During the autumn, we conducted two regattas.

The Open Swedish Championships in Sandviken (near Gävle) from 20-22 August, unfortunately only had 22 participants. We have not been so few in many, many years. Maybe the pandemic is still playing out. The Swedish Champion and gold medalist for the eighth time was Björn Allansson (far right). The first time Björn became Swedish Champion was in 2008 in the same place - Sandviken. Silver medalist was Peter Overup and bronze medalist was Lars Edwall.

The Sweden Cup final, the Sola Cup regatta and Masters Championship in Karlstad on 18-19 September, also had fewer participants than usual, with 12 sailors on the start. The Sola Cup regatta was won by Daniel Miles. Second was Stefan Nordström and third was Erik Åberg.

1	SWE 15	Daniel Miles	12
2	SWE 14	Stefan Nordström	15
3	SWE 69	Erik Åberg	21
4	SWE 60	Martin Pluto	23
5	SWE 91	Pär Friberg	24
6	SWE 2	Svante Colvin	25
7	SWE 66	Adam Svård	25



8	SWE 21	Mats R Karlsson	27
9	SWE 16	Henrik Rydell	33
10	SWE 99	David Berg	40

The 2021 Sweden Cup was won by Daniel Miles (top). Stefan Nordström was second. Third was Pär Friberg, fourth was Svante Collvin, and fifth was Lars Edwall. In the Masters championship first was Daniel Miles from Stefan Nordström and Pär Friberg. Stefan Nordström first Grand Master, Daniel Miles first Grand Grand Master



and Torsten Jarnstam was first Legend.

We can also report that the Swedish Sailing Hall of Fame, at the regatta dinner in connection with the Masters - got a new member. Fredrik Löf was elected as member number 14.

Max Salminen was awarded as the best male sailor of the year, which is awarded to the male sailor (junior or senior) who made the best racing performance during the year. We send a big congratulations to Fredrik and Max.

USA



The Finn fleet has been extremely active in San Diego with the San Diego Yacht Club hosting the Pacific Coast Championship (September 4-5) and the Finn North American Masters Championship (September 10-12).

The Pacific Coast Championship featured 20 boats from as far away as Missouri, Chicago and Colorado. Jack Jennings finished in first place with 10 points for the five race series. In second and third were Roland Fournier and AJ Nosar, both with 12 points.

Many Finn sailors were using the Finn PCCs as a warm up for the North American Masters Championship, sailed on the same course out on the Coronado Roads. One return sailor was Rob Coutts from Mission Bay Yacht Club. Coutts placed mid-fleet at the PCC and returned for the Masters finishing second with 21 points. However, even those who came with practice could not compete with Gregg Morton.

Morton pulled into a solid lead as early as the first day of racing and never let up. Winning races 5 and 6 on Saturday and finishing second in race 7, Morton's victory was confirmed. Morton earned the North American Masters title with a mere 11 points, finishing four out of eight races in first.

"I just seemed to have a little more wheels than I've had in the past. I haven't sailed in a Finn since last February

and then just jumped into this regatta... so I impressed myself too. The conditions couldn't have been more perfect and the Race Committee did a really fine job," said Morton.

The fight for second place between Coutts and James Buley, who finished third with 24 points, really came down to the final race. Coutts was able to stay ahead of Buley, finishing third in race eight. Buley was stuck in the middle of the fleet and finished the final race in eighth, allowing Coutts to take second overall. The conditions on the water were typical champagne San Diego sailing conditions. Winds ranged from 7-15 knots.

1	USA 2	Gregg Morton (GM)	11
2	USA 9	Rob Coutts (GGM)	21
3	USA 18	James Buley (GM)	24
4	USA 47	Robert Kinney (GGM)	33
5	USA 19	Phil Ramming (GGM)	40
6	USA 59	John Reiter (GM)	49
7	USA 61	Lee Hope (GM)	50
8	USA 444	Roland Fournier (GM)	52
9	USA 49	Michael Downing (GGM)	53
10	USA 70	Michael Entwistle (GGM)	71

Charles Heimler writes: The Finn class completed its 2021 North American Championship at Pass Christian Yacht Club with seven races in medium to light winds on the Mississippi Sound of the Gulf of Mexico. Local sailor and former US Sailing Team member John F. Dane dominated the

results with five first place finishes and two seconds. He was quick off the starting line, picked his route through the shifts, and defended well downwind. Second and third place went to the brothers Rodion and Nikita Mazin. Finn stalwart Darrell Peck was fourth and newcomer Caio Gerassi was fifth.

Twenty-two sailors, ranging in age from 27 to 70+, travelled from all points east and west for the event, six from the Miami fleet, who will host this winter's four event Miami Winter Series for the inaugural Florida State Cup, three from San Diego, three from Mobile, Alabama, and solos from Newport Harbor, CA, New Hampshire, and Chicago.

Pass Christian YC, one of the oldest sailing clubs in the USA, and regatta chair Tom Duffy, put on an outstanding and hospitable regatta with plenty of food and beer to keep the pain levels low and the fellowship high. A social highlight was the Mississippi-style shrimp boil, featuring shrimp netted that day in the gulf waters and a live rock 'n roll band. The Race Committee management, directed by PRO Shannon Bush, was stellar, hitting the target times, laying square lines and true weather marks, and squeezing in the third day's two races between rain storms.

1	USA 69	John F Dane	7
2	USA 16	Rodion Mazin	11
3	USA 7	Nikita Mazin	23
4	USA 35	Darrell Peck	29
5	BRA 58	Caio Gerassi	36



ART OF RACING BOOMS

STIFFER › HIGHER › FASTER

AUCKLAND › MELBOURNE › STOCKHOLM › MIAMI › SAN DIEGO
POTSDAM › IPSWICH › AMSTERDAM › NORTH SHIELDS › LA ROCHELLE

WWW.ARTOFRACING.CO.NZ › AOR@ARTOFRACING.CO.NZ
EUROPEAN AGENT › GREG@ARTOFRACING.CO.NZ