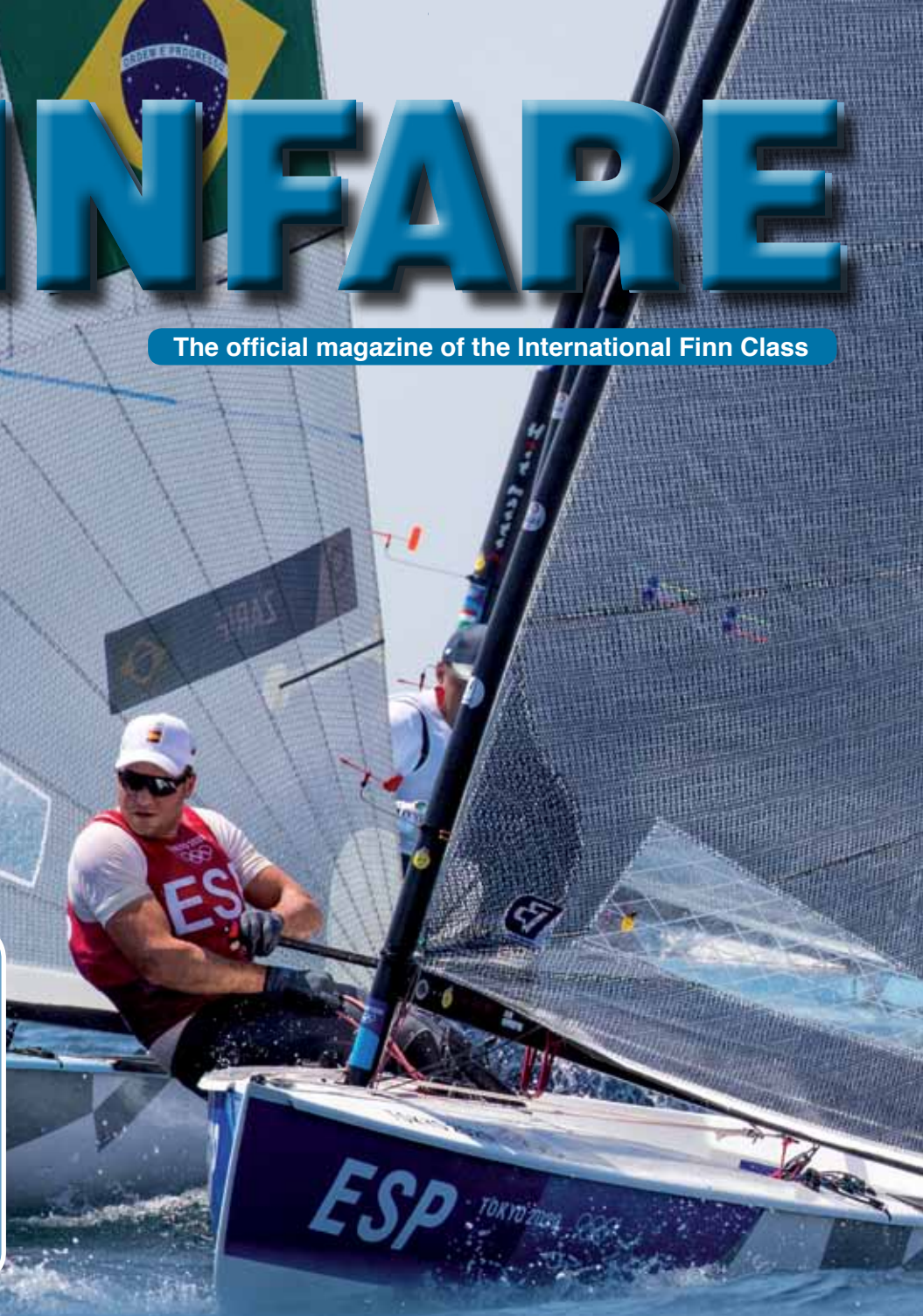


# FINNFARE

The official magazine of the International Finn Class



**SCOTT SPEAKS**  
**DUTCH COURAGE**  
**CLASS SURVEY**  
**DANISH PROMO**  
**CLASS RULES**  
**2022 CALENDAR**



APRIL 2022



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## Opening shot: Great conditions for the 2021 Finn World Masters on the Mar Menor

### PRESIDENT'S LETTER

Dear Finn sailors,

**I**t has been my privilege and pleasure to be your President for the past 17 years, but I feel now is the right time to step aside and allow the new leadership – to be elected at the AGM in Malcesine – define the future direction of the International Finn Association and of our wonderful class.

I would like to use my final President's Letter to reflect on these past 17 years as well as offer some thoughts for the future of the class. Since becoming President in 2005 the class has been through significant change, and retained its Olympic status through four Olympic Games, sometimes by only a slim margin in the final round of voting by World Sailing. In hindsight, during the most recent campaign everything was stacked against us and while I know everyone tried their utmost to position the Finn to be in Paris 2024, the odds were not in our favour for many reasons outside our control and our normal base of support was not there in sufficient numbers to make a difference. I know many of you feel let down by this process, but I would encourage everyone to move on and direct their energies to build and support the class.

However this situation should not define the class for the coming years. The Finn class has huge opportunities to be attractive and accessible to a large number of sailors and we should not believe we have to change the class or the boat to realise that future. We are still one of the largest dinghy classes in the world with a dedicated and passionate following and I believe this should be nurtured and encouraged in light of the new situation in which we find ourselves. We offer a unique boat with unique properties and we should value that while adopting the principles that have guided us for the last 70 years – prudent evolution, quality racing and efficient administration.

The current Executive decided fairly early on that we should not make any major changes for two years, preferring to support the current event programme, but monitoring it closely so any decisions were based on evidence rather than speculation. We are a class of 2,000 sailors worldwide, with at least 500-600 nationally and internationally active sailors. After several years of prudent spending we are also in a comfortable financial situation, so we also have to see how that evolves with the new realities.

Whether the class wishes to try to return to the Olympics in the future is a decision for the new Executive. Personally speaking I think it will be hard. The current decision making process and the Olympic event strategy within World Sailing makes returning the Finn to the Olympics in 2028 very difficult. I suspect it may also depend on the success on the current programme of events, though even that is already under review for 2028 with some changes coming for sure.

I would like to mention the situation in Ukraine. While of course life must go on for everyone, organising sailing events seems much less important when people are losing their lives just across the border. The IFA Executive, by majority decision, decided to enforce





the restriction on Russian and Belarusian sailors and officials requested by both the IOC and World Sailing. I must say this was one of the hardest decisions we have taken in the last 17 years and was only done after wide consultation and conversations with our Finn friends in Russia. We stand with Ukraine – where many Finn sailors have put down their tiller and picked up a gun – and hope there is a peaceful solution, but we also have sympathy for our Russian Finn friends who are affected by this. As sportspeople, we all know violence is never the answer and I believe the message from the entire world needs to be absolutely unwavering and determined.

The last few years have been hard with the pandemic causing the cancellation of many events, however I am proud that in contrast to other Olympic classes we only lost two major championships – the Finn Gold Cup and Finn World Masters in 2020. Most other events were rescheduled or held as planned, though I know many national events had to be cancelled. As we emerge from this world crisis many things will be different, and we have just approved a rule change to allow online AGMs.

This year's AGM will include several submissions for changes to our events and rules. Please engage with that process so the new Executive can understand the wishes of the membership. It is your class, so it is up to you to decide what it should look like in the future. There have been a lot of informal and offline discussions and

suggestions, but hopefully, a firm decision can be taken on several issues such as flags on sails, free pumping and event management.

I would like to close by thanking my fellow Executive Committee officers, including the current committee and the many that have served over the past 17 years, for their support and commitment to the Finn Class. This year Rafa Trujillo also steps down as Vice President Sailing, and Michele Marchesini will not restand after first joining the Executive in 1998 as IFA Development Coach, then VP Development from 2005-2008 and finally VP Special Projects from 2010-2022.

It was very encouraging to see how many sailors wish to stand for the Executive positions and I am sure it will make for an interesting AGM as much as I am sure you will give them all the support and encouragement they need to carry out their work for our class over the coming years.

I wish all of you every success in the future and I am sure our paths will cross again, on land or on the water.

Kind regards,



Dr. Balazs Hajdu  
HUN-1  
IFA President

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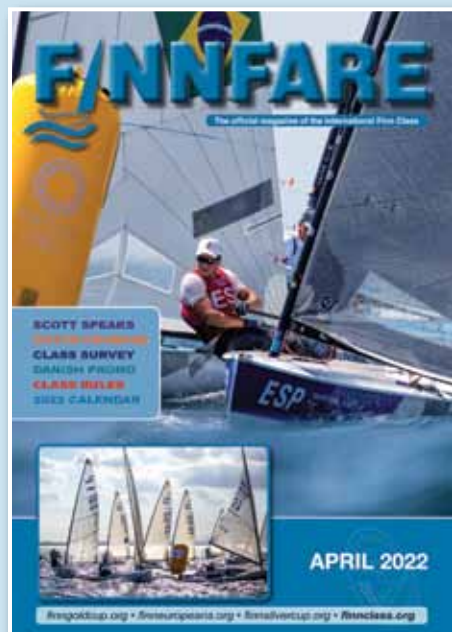
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Cover photo: Joan Cardona in Tokyo  
Inset: Finn World Masters in Murcia  
Photos: Robert Deaves



## FINN PARTY AT UPPSALA

The USS regatta in Uppsala from 18-19 June will celebrate the 70th anniversary of the Finn at the Olympics. On Friday evening, a barbecue party will be arranged at UKF / Uppsala Kanotförening. There will be a film and a talk on the Finn from Bert Sarby about his uncle Rickard Sarby (below).



## FINN EVENTS FOR 2024

The IFA Major Championship calendar is largely organised for 2022 and 2023, but bids are being sought for the Europeans and Finn Gold Cup in 2024.

Please contact the IFA Office for paperwork and further details if you would like to explore the possibility to run a major championship.

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# NEWS

## NEW FINN FACES

Over the last few months there have been a number of personnel changes at National Finn Associations.

**Britain** - Thanks to Martin Hughes for his tireless work as Secretary of the British Finn Association for more than a decade. He is replaced by Simon Percival, who many will know from World Masters events.

**France** - After more years than anyone can remember Marc Allain des Beauvais has stepped down as President of Finn France. Along with his board, he has overseen the growth of the class in France to one of the biggest fleets in the world. There is a whole new team in charge led by Jean-Jacques Granchamp as President. See later article.

**Poland** - Andrzej Romanowski has retired as Polish Secretary and has been replaced by Artur Siwik.

**Canada** - Simon van Wonderen has recently taken over as secretary in Canada and is trying to put everything together.

Thank you to all those who have given time to manage Finn class in your country and welcome and good luck to those who are just starting.

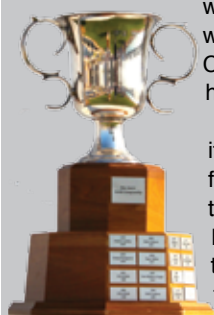
## SILVER CUP 2022

The 2022 Finn Silver Cup will take place as part of the Finn Gold Cup at Malcesine in May.

The IFA Executive looked at several options for running an independent Finn Silver Cup as it felt that an U23 event was important to encourage more young sailors to take up the Finn.

However despite all efforts, no venue could be found for 2022, so the decision was taken to combine with the Finn Gold Cup rather than not hold it.

For future years it is still intended to find venues to hold the event separately. If you wish to do this then please contact the IFA Office.



## COUNCIL MEETING & AGM

An IFA Council Meeting was held on 7 March with representatives of 15 National Finn Associations.

The chief topic was a change to the constitution to allow online and hybrid AGMs. A proposal was later put to an electronic vote with online and hybrid meetings approved. There were also discussions around IFA finances, the ranking list, sustainability, event planning and communication.

Some of this will be discussed at the 2022 AGM on 16 May during the Finn Gold Cup. The agenda and papers for that can be found at [www.finnclass.org](http://www.finnclass.org).

The AGM will be the most important for some time, not least because we will be electing a new President as Balazs Hajdu has decided not to restand after 17 years in the role. Michele Marchesini and Rafa Trujillo and also not standing, and together with several other nominations, there could be some major changes after the AGM. Please engage with the process, and your national association, to ensure there is healthy debate and a smooth transition.



Kiel 1972 - 2022

## 2022 OPEN EUROPEANS

The 2022 Open and U23 European Championship will be a rather special event. It is being held in Kiel from 15-21 August as part of the Kiel 1972-2022 event.

50 years after the 1972 Summer Olympics in Munich, Augsburg & Kiel, the Schleswig-Holstein state capital will once again host a festival of sailing. The event will include all the classes from the 1972 Olympic Games, with the Finn event being the European Championship.

The entry form and Notice of Race are expected to be published shortly and everything can be found at the event website: <http://50jahreolympiakiel.de>





## SCOTT SPEAKS OUT

*GILES SCOTT SPOKE WITH THE BRITISH FINN ASSOCIATION CHAIRMAN, JOHN HEYES, REVEALING A FEW OF HIS SECRETS AND EXPOSING SOME OF THE MYTHS. HERE ARE SOME EXTRACTS FROM THE CONVERSATION...*

**W**hen I first moved into the Finn I went to see Sid, (David Howlett) who told me you need this boat and this rig, this rudder, this sail and then you will be up and running. I remember at the time that my brother had been through a similar process – he had dabbled a bit in the Finn – but he went down the cheaper route, thinking he would just get some gear and see how he went, but I took the approach that I would fork out – and it's a lot to fork out as a student. Sid pointed me in the right direction and actually, the numbers of that rig were probably within 4mm (tip deflection) of anything I ever looked at in the next 14 years. So the changes I was doing with my rigs were basically pretty small.

**RIGS** - My learning continued all the way through to Tokyo because my perception was always that I was struggling a bit in the light to moderate stuff so I needed to get a stiffer rig to get more power all the time but actually, I think it was almost the other way round. In the lighter stuff, you end up stiffening your rig so much that the trim becomes so critical that you have no forgiveness through the rig and actually a softer rig in the lighter stuff can be a good thing. It self-manages itself, when it needs to twist off it does because there's the give in it, but when you go stiff and operate at the other end of the spectrum (which is what I have always done...) you have to be so much more on your sail choice and your active sail trim. So I started with quite a stiff mast and I only ever tried to go stiffer, because I was always quick in the breeze. But to get the gain at the lower end I thought, Oh, I just need to more power, more power, but actually if I was to do it again I think I would probably go the other way.

There were people out there that said they noticed the difference between a stiff and a soft rig downwind, but I never did. I was pretty paranoid to ensure that the pre-bend through my rig was minimal so that I could generate as much sail shape as possible downwind, but maybe that was just because the difference between the rigs I used was quite narrow – I don't know, but all my rig choices were based on upwind sailing.

**NUMBERS** - So in terms of numbers, my mast sideways tip deflection was 354 mm (all figures using the Wilke 12kg bend test) and the stiffest I sailed with was 350mm sideways. Fore & aft was 508 to 510 mm.

The 350mm rig that I used in the Europeans that I won in 2019 was the stiffest rig I had ever properly raced with and it was great for that event as it was max power – max hiking and I could just about hang onto it, but anything above or below that it just got really, really hard. Those rigs were very stiff through the bands. The rig I actually raced with in Tokyo was 353mm, which was 1mm softer at the tip than the rig I used in Rio 2016 but it was probably 2-3 mm stiffer at each band – so it had fall-off at deck level basically, and made the sail shape was a bit more consistent. That was basically the philosophy – to try and stiffen up the part of the rig the sail sees, be better at trimming but still create enough forgiveness by letting the rig fall off when you needed it to – which probably had some holes in it but it generally worked.

**SAILS** - I always used brand new sails and the reason for that was for rig tension and the set-up being so sensitive to small changes and unfortunately that means I thought I had to invest heavily in North Sails. I sailed at 74lbs as my 'go to' tension. If it was super light I would go as low as 72lbs. If it was flat water and I felt that having a high mode was a necessity (like off the start line) I might sail at 75lbs, but that was it.

I stepped my rig forward from 18mm at deck level through to 50mm if it was really breezy and choppy and my centreboard I would leave at 2068mm and do a really nice job of fairing that in underneath. And that was kind of it. Over the years we looked at a lot of different sail shapes and had a lot of different rigs (but not radically different) but more often than not we ended up looking at



something and then gaining confidence that it wasn't right and then going back to what we thought before.

**SPECIALS** - I think there was a period, more for the 2016 cycle, that we could see that competitors were convinced that I was using something special or that North was making me a sail that was different to theirs. The truth of it was when my sail had 'MB-1G' written on it, that's what it was! I never added fuel to that fire but equally, I never shut it down and said 'That's not happening', but we (myself, Matt Howard and Sid) just saw it as that if they wanted to wind themselves up about it then fine. That was quite funny but we did take equipment really seriously – like we'd go to silly lengths with booms and vang levers. You could argue those things make no difference at all, but it was something that Sid always drummed into us. 'It's not slower, it's definitely going to be faster – you'll never know how much faster it is – but the perception of an advantage is worth more than the advantage anyway, so you might as well do it.' I remember when Ben was sailing and they were doing their sails with Juan (Kouyoumdjian) at North and Sid asked him to put an additional horizontal joining seam in the sail and Juan said 'Why, it's not going to do anything', and Sid said, 'Yes, I know but it's going to look different.' So sure enough at the next event there were people running round in circles saying look, that sail got an extra ho-jo; what's that about?

**PUMPING** - The pumping game certainly moved on reasonably consistently over the time I was sailing the Finn. If you look back to just before I came into the boat (2007, before the unlimited pumping over 10 knots), you had the likes of Ben who would just put the rest of the fleet to shame with how much quicker he was downwind, through technique and wave sailing and the next step on from that level was the introduction of free pumping above 10 knots. The guys who really benefited from that were those who were fit but also had the basic understanding and technique that you needed to sail the waves and to be able to layer on the physicality, and not just pump up the back of waves which is what

a lot of people get trapped into. Choose your wave, make sure your timing is right and the decisions are right - when to go up and when to go down. I would go off the boil fairly quickly if I had time away from the boat and Matt would have to up my hours downwind because the technique would fall off and the snappiness of the decision points wasn't right. I don't think I was doing anything different from the other top guys, the group of people capable of being really quick downwind grew. There was a higher percentage of the Olympic fleet that were fast downwind at Tokyo than there had been at Rio 2016 and a similar step on from 2012.

**TECHNICAL** - I think [Finn sailing] teaches you pretty well about the trade-offs and implications of where you decide to focus your time – in terms of performance. Unlike some of the other Olympic classes, (such as the Laser) in the Finn, you have the ability to tweak your equipment which if you make a good job of it you can make easy gains but equally, it can be a massive distraction where you can end up down endless rabbit holes that offer no performance gain. I think over the years, with the help of Matt, I have managed to gain a better appreciation of what is worth the time and investment and that goes into all other forms of sailing, because outside of the Olympic world (apart from dinghy sailing) there is a big technical aspect to sailing and a lot of people are guilty of first looking at the equipment and secondly looking at themselves. I always found the gains I could make by making myself better often outweighed the gains by making the equipment choices better. It's a sliding scale and different for everybody, particularly when you compare it to the America's Cup, but the balancing act is always still there.

**STYLE** - My racing style was always to be risk-averse, I would rarely be out on a corner. If it was a venue where you had to be out on a corner I had to be talked out there, which was the negative side of the way I approached my racing but statistically it's quite a good approach as more often than not my style of tactics came good. It was more percentage-based rather than seat of the pants. We race over a week

with 11 races so a consistent approach is statistically the better way to win. I had a conversation with some of the Olympic (sail) boarders and they said their regatta was likely to come down to just one race and how do you deal with that? My answer was, 'Well, probably not that well,' as my foundation of racing has been winning



across a series. But when I thought about it the basic principles are still the same, it's just your decision points become more critical.

My strategy was always day based and race-based. I would try and do the right thing for that race. Then I would worry where people were and who I was actually racing towards the end of the regatta. I wouldn't be thinking about form in the first few days.

**CAMPAIGN** - It is tough on the road. One thing that kept me going and kept me into it was that I had other things going on in my sailing career. I think if I had done two cycles and 14 seasons of racing, which was the span of my Finn sailing, then I would probably have lost the will. Because I was lucky enough to go off and do Cup racing and get involved in other programmes I was able to stay fresh and whilst I was away getting fresh and keen I was also learning. So, I was getting better and coming back keener, so it was a really positive spiral. Whereas some of the guys who were just Finn sailing or maybe didn't get the opportunity to join other teams it can be hard. Don't get me wrong, it's great going away on tour but you ask yourself some funny questions when you rock up to Arenal Yacht Club for the 14th time.

**RETURN** - I don't want to race my Finn again at the moment, but I might want to do that in 10 years' time.

**The full interview, including Scott's thoughts on the Tokyo 2020 medal race, can be found on the BFA website at [finnuk.org.uk](http://finnuk.org.uk)**







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**W**hen you train for the Olympics, the dilemma of 'what to work on next' can be fairly daunting. My approach is to always evaluate our last data points from regattas, and set goals to improve where we can reduce points on the scoreboard. For our team, I see three categories that can help improve our game team-wide:



1:

# SYNC VISUAL, INTELLECT AND FEEL (PART 1)

*THOUGH WRITTEN BY US FINN COACH LUTHER CARPENTER FOR ASPIRING OLYMPIANS, WHAT HE DESCRIBES IS RELEVANT TO ANY SAILOR WISHING TO IMPROVE*

- We need better preparation so we can sail with more confidence
- 2: We need to sail more consistently in shifty conditions
- 3: We need to approach our sailing with a stronger bond between feel and visual intellect.

Let's start with feel. Feel encompasses a wide range of important sensations (you should write this list down in your notebook):

- How fast is the boat going?
- Do I have a balanced helm?
- Is the groove difficult and elusive, or do I have the perfect amount of gear changeability?
- Is the boat balanced?
- Am I over powered or under powered?
- Do I accelerate well and on demand?
- Is my technique solid through transition?
- Can I race well with the boat feeling like this?
- Do I have different modes to choose from, and can I switch quickly to each?
- Is my hiking technique strong, efficient, and translating into boat speed?
- Am I in sync with the subtlety of the wind velocity increase and decreases?
- Do I feel efficiency on the centerboard?
- Do I feel the subtle sheet pressure on the sail I'm trimming, and have I found the right range?
- The last 3-5 inches of mainsheet trim are what defines the fastest boats?
- Do I know what absolute fast forward is?
- Do I know max height mode?
- Do I accurately know the 'stall points' of sail trim and angle sailed?

**MY FAVOURITE QUESTION IS**, 'how does it feel?' As your coach, I'm looking for answers from the list above. I'm reminding you to think in depth about your sensations. I don't want to hear 'good' or 'terrible', I want you to answer in an intellectual manner.

I'm not asking you to over-complicate moments. I want to teach you how to arrive at answers without hesitation, because you've trained yourself to feel and think with those checklists. It's your new fast track template.

**INTELLECT IS A** term used in studies of the human mind, and refers to the ability of the mind to come to correct conclusions about what is true or real, and about how to solve problems. In the sailing world, there are many types of intellect needed, which all have their time and place:

- 1: Feel intellect is essential, and ALL of the medalists have a PHD in it. You will too. (A-P above)
- 2: Visual intellect is the ability to recognize things, and immediately perceive the complete story. Snapshots is a term we use to identify familiar and repeating tactical situations. When trimming sails, a glance at your mainsail leech is visual intellect - you must decide if the twist and depth is right in an eye's moment. And on the course, an approaching wind field or mixed puff pattern must be part of our visual intellect. Generally, visual intellect is calling on a vast library of stored knowledge in our brain. Our eyes see it, it triggers experience data, and we react. The best sailors in the world dominate with visual intellect.
- 3: Board room intellect is used more in depth for designing equipment, or studying detailed weather phenomena, or maybe it's creating our budgets and strategizing fundraising. It's essential deeper thought, but isn't appropriate in the cockpit during a race.
- 4: Post action intellect is what we do when we debrief.

**VISUAL INTELLECT IS** an area where our team can improve dramatically. I want our team to draw 'more detailed information' from quick looks with confidence. We need to be better sail trim experts, by training our eyes relating 'what we see' to 'how we feel'. This relationship is one of the main points of this article. We should be able to look at a picture of a sail, and know exactly how that boat feels. Visual intellect and feel are bonded as one.

I was asked a few years ago 'what's more important, being able to see it or feel it?' It's both.

Let's look at a common example: If the wind is a steady 8-9 knots in smooth water, we can sail our boat very accurately in a narrow groove. Trim and telltale behaviour can be described as twitchy and accurate, while creating a boat that has minimal feel while being highly efficient. That is the unique relationship of speed and height for that condition.

It's the 'feel' of mainsheet tension in your hand, a completely neutral helm, butt/leg pressure down on the deck (while feeling good load against the efficient centerboard), wind on your face, 'seeing' just enough twist, upper batten telltale behaviour, jib tell tales, and the next approaching wind feature. It's a LONG list, and you are in charge of continuing the cycle over and over with top precision. It's fun, and it's a condition where visual leads you to feel, which sends you back to visual, etc. So the intellectual knows that 'no feel is good, the groove can be narrow, the boat can have great power and pointing, mainsheet trimming through a fairly small range is everything, and once moving the boat can be sailed quite flat with maximum efficiency.'

Let's talk bigger picture. How do we sail more consistently over the length of a regatta? That goal is achieved by having the proper (intellectual) mindset pre-race, during the race, and intellectually focused on each specific condition. Our minds are mini-computers being challenged with a series of scenarios, and we must constantly spit out the best percentage moves in rapid order.

A single sailboat race is a collection of 600 (!) probable input/reaction moments. Here's my math: 40 minute race (2,400 seconds), an input and decision/reaction every 4 seconds = 600. That could be a telltale flick, a wave to steer around, a boat to duck, a puff to hike and ease/trim, a lay-line to hit, etc. When you really think about it, it's amazing we can process all that and react to everything. Pole vaulters run, jam a stick in the ground, and arch over a bar - done! We are major multi-taskers, switching from 'more vang', to 'aft thigh', to

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'am I crossing?', 'down 8', '3 minutes off lay line', and maybe even '15 degree right shift - gybe setting!'

In regatta debriefs, we'll sometimes say 'your event was three key decisions away from finishing top 5'. Really? 600 x 8 races = 4,800 decisions. And I only screwed up 3 times? I'm sure my desktop math is flawed somewhat, but clearly some inputs and decision moments have more 'value' and implications than others.

**LET'S DIG DEEPER.** If I'm having a visual input every 4 seconds, how in the world do I know which ones are the most important to pay attention to? It's like going to the Houston Rodeo in Reliant Stadium: Cowgirls/Cowboys, bucking broncos, Margaritas, flashing lights, 60,000 people, it's hard to know what to look at! So we categorize and highlight the top priorities to watch each race. On the water, you

assess, discuss with your teammates, and use your coach as the information vessel - 'Coach what are you seeing on the course?' Coaches are observers on the sideline reporting bankable facts.

But it's more than a pre-race discussion, or cherry-picking a single 4 second moment; it's the ability to chain together multiple looks, and assess bigger picture decisions. In split seconds, your mind is telling you 'this is different, and the moment of opportunity is NOW', or 'hmm, I'm getting a 'feeling' the puffs are coming from the right more often as the day goes on'. Or, maybe in the midst of a complicated day, your veteran intellect is telling you 'a finish between 4th and 6th is just fine here, position properly to maintain your place'.

I think sailors love racing, for it IS that adrenaline of thinking all the time that is such an intense high. When we get it right, it is nirvana. *[to be continued]*



## SURVEY RESULTS

**A** brief survey was carried out in February principally to direct the Executive towards event planning this year, but also to gauge feelings towards a raft of rule change proposals that have been widely discussed over the past year.

There were 353 responses, of which 77 per cent were from Europe, with the rest evenly split among other regions. Generally the responses represented a good cross section of the class. A relevance factor was introduced to weight active sailors, and this had very little impact on the results. Around 85 per cent were Masters, which again probably represents the current class demographic. The majority were active and planned to sail a major event in the next 2-3 years.

Results are generally in line with what was expected. The only change favoured was removing flags from sails (63 per cent in favour of deleting rule), while on the question of group format, the same system as the masters, with no final race, was preferred. There has been much discussion about changing the free pumping rules but 57 per cent were in favour of no change.

For the equipment changes, there has already been a fair bit of feedback on this, mostly negative. There was no Executive agenda here so there was no explanation, as we wanted members to think through the implications. The Executive just wanted to gather evidence whether there was strong feeling about any of them.

The results of the survey revealed that was no appetite for any change among those who responded. All received a vote for no change by 55-70 per cent. These have been already discussed and rejected by the TC, by the Masters meeting, by the Executive and now by the Survey. The recommendation seems to be that there should be no further discussion on changes for a while as it is causing uncertainty and damage to confidence in the class. There are no submissions to change anything for the AGM.

The details of the main points can be seen below

### Demographics:

- 1. Continental spread:** Europe (77.3%) North America (6.5%), South America (3.4%), Asia (0.3%), Oceania (incl NZL, AUS) (11.3%), Africa (1.1%)
- 2. Activity:** Active internationally (37.7%), Active nationally (35.1%), Moderately Active (15.6%), Slightly active (7.9%), Inactive (3.7%)
- 3. Age Group:** U23 (1.2%), Senior (23-40) (9.7%) Master (40-50)

(18.2%), Grand Master (50-60) (28.2%), Grand Grand Master (60-70) (25.5%), Legend (70+)(14.2%)

**4 Events attended in last 5 years:** 1 (17%), 2 (18.1%), 3 (15%), 4 (7.1%), 5 or more (13%), None (29.7%)

**5. Take part in a FGC or EC in next 2-3 years:** Yes (46.3%), No (27%), Maybe (26.7%)

**6. Fitness:** Very fit (18.4%), Moderately fit (56.1%), Not as fit as I'd like to be (25.5%)

### Event Rules

**6. Free pumping:** Keep rules the same at 10 knots at senior events with option for 12 at Masters (56.4%), Remove free pumping rule altogether (24.6%), Raise wind limit to 12 knots (15%), Other (4%)

**7. Flags on Sails:** Keep the current rules in place, so flags would be required for Finn Gold Cup, Silver Cup and Open Europeans (31.2%), Make flags mandatory for all sails (5.7%), Delete the rule (63.2%)

**8. Number of Races at FGC/EC:** No change (10 fleet races) (58.6%), Reduce series to 7/8 races so there are a few one race days (28.9%), 9 series races plus a final race, which could be a medal race of some description (12.5%)

**9. Target Times for races:** No change (59.5%), Shorter races, say 60 and 45 mins (35.4%), Longer races, say 90 and 75 mins (5.1%)

**10. Courses:** No change (58.4%), Old Olympic style courses (triangle, loop, upwind or downwind finish) (13.9%), Change the course at a lower wind limit, say 12/15 knots (4%), Remove rule to allow different courses for variety (23.8%)

**11. Method of group formats:** Random groups as Masters use Full fleet series and no final/deciding race (48.4%), Gold/Silver/Bronze split after 3 days (30.9%), Groups (random or by rankings, changing each day) for 4 days plus final race(s) on last day so there is a deciding race(s) (20.7%)

### Equipment

Rather than include all figures, in summary all proposals except two received no more than 23% approval, Carbon booms was slightly higher at 31%, while wider hiking pads was 35% in favour.

The full data can be found on [www.finnnclass.org](http://www.finnnclass.org)



## CLASS RULES AND RULE CHANGES

*RICHARD HART EXAMINES THE PURPOSE OF RULE CHANGES AND LOOKS IN DETAIL AT SOME OF THE IDEAS IN CIRCULATION*

**B**efore the days of ISAF/World Sailing Standard Class Rules, our Rule 1 read “The object of these rules is to establish a class of boats which is one-design in all matters that affect basic speed.” It’s still in the rules, but tucked away at Appendix H.4.

For the Class to survive, Rules have to change. Old materials have to be replaced, and new materials may make it reasonable to allow developments. For example the introduction of plastic hulls made double bottoms practicable.

### **What criteria should there be for introducing rule changes?**

Firstly, I believe that a change should not suddenly outclass existing boats. Sixty years ago, we were in wooden boats, and people talked about “magic boats”. Wooden boats are inevitably “one-offs” because of variations in the building material, but the introduction of plastic boats and the Lamboley Swing Test means that half a century on, we have several thousand boats which are far more “one-design in all matters that affect basic speed” than ever before. I think that we should be very careful not to lose this basic strength of our class.

The change from wood to plastic was desirable and unavoidable, and more recently the mast rules had to be changed from requiring Softwood to allow Alu, and later to allow plastic. The challenge is how to manage these changes: how to control the costs and how to prevent undesirable (usually expensive) development. When we changed from Alu to plastic, care was taken to prescribe minima for the width of the mast, so that the plastic masts could be made from reasonably-priced materials.

There is a warning about rule changes: “Beware unintended consequences!” With this in mind, unfortunately I didn’t propose

changes to the old requirements limiting the fore-and-aft dimension of the mast. The result was the wing mast.

In 1996 at La Rochelle there was an example where things worked out well. A reform group (I remember Wolfgang Gerz among four members) promoted the idea of lightening the hull, in particular by removing the requirement for keelbands alongside and aft of the Centreplate Slot. We were able to reduce the hull weight by 5kg without outclassing existing boats.

When the hull weight is changed the LCG and the Lamboley requirements have to be reviewed. There are repeated calls for rule changes to reduce the price of the boat. If the Lamboley is very low, or the LCG in an odd place, then the builder has an extra problem which we will pay for. I think we should be setting reasonable and easily achievable limits, not accommodating extreme boats. When any changes are made we should make sure that nothing gets more extreme.

The weight of the hull was reduced twice during my time as Chair of the Technical Committee. In 1996 we removed the requirement for keelbands. At that time nearly all boats built for a number of years had nearly 10kg of correctors, so we allowed a hull weight reduction of 5kg. In 2008 we allowed lightweight digital compasses, along with a further 3kg reduction.

When we submit a proposed Rule Change to World Sailing, we have to provide a “Reason for Change”. It seems useful to examine the changes suggested in the Finn Class Survey February 2022, also to review the benefits and problems that might result from implementation.

The following comments are my individual opinions and not in any way representing those of any IFA Committee.

**Hull Weight and Radius of Gyration:** When changes are made, a large number of boats are involved, many of which may be unlikely to be weighed and swung any time soon. On the previous occasions mentioned above, the weight reduction was coincident with some reasonably visible changes, which gave us an incentive to do the work. Just now, do we really want to get involved? The previous reductions were carefully worked out to make it practicable for almost all competitive boats to remain optimised. The current suggestion is likely to be difficult for a significant number of boats. So far as reducing the Lamboley is concerned, I reiterate that it is intended to encourage builders to build reasonable boats within easily achievable parameters. The current Lamboley figure is small anyway (very few wooden boats got near the 1100mm minimum). Why should most of our boats be disadvantaged to suit a small number of boats where the correctors have had to be placed at the ends? If a bunch of boats are built 5 metres long, should we alter our rules to make these legal?

**Mast weight and Centre of Gravity:** When the Rules were changed to make plastic masts practicable, we had a 2-year transition period where masts had to be corrected to the old 10.5kg, then AGM was





invited to vote for 8kg or 7.5kg. We chose 8kg. If we want to change to 7.5kg, no problem: many masts will be able to get near the new weight (but some sailors will be left knowing that they are using inferior gear). The Centre of Gravity Position was set to 2.4m for Plastic Masts because when we learned to make wooden masts that didn't fall down, their C of G was at or slightly above that height. I notice that many of the current plastic masts have correctors at that height, which suggests that we've got it right as it is.

Wide Hiking Pads: Why? What's wrong with the present ones?

Booms: Yes, there's an argument for Carbon, and it's been looked at over the years. To me, if we're going to have a uniform section plank shape, it lends itself to Aluminium Extrusion. Once we get into Carbon we're going to be in a bigger armaments race than we have just now with Alu booms. The Finn Class has a great appetite for spending money, but several factors limit the possibilities for achieving advantages from 'Special' Alu booms.

Composite Centreboards: I've never replaced a Centreplate in my Finn. I hope somebody checks these out before we all have to go out and buy one, then reweigh and re-swing. Why, after 70 years, is there a fuss now about the Alu Plates not being flat? Will we find that the composite boards are more fair?

### Finally

For years we have obsessed with making the boats lighter and making them suitable for lighter people. Why? Lighter people have the choice of OKs and the various manufacturers' classes that come and go. If we try to break into that market we won't get far. Yes, the 8 or 9 kg that we've been able to take out over the years without outclassing boats has made it easier to pull them up the launching ramp, but to jeopardise the uniformity of our current stock of boats seems imprudent. Also I think that the quite large weight reduction allowed by the introduction of Composite Centreboards would make the boats significantly more difficult to handle in heavy weather at sea. Perhaps we should concentrate our minds on being the best and most uniform class for fleet racing on seas, lakes and rivers, for people in our weight group. For us, a couple of kg of weight or a Centimetre of Hiking Pad width won't change much except to cost money and leave us fiddling around instead of going sailing.

### Addendum

I submitted the above before the results of the Finn Class Survey were prepared. Then I was asked to comment on the results.

So far as Equipment Rules are concerned, it is encouraging to see that I'm in tune with the wishes of a majority of the respondents.

Regarding Pumping, it's interesting to see that most people want to leave things alone, although a quarter of us want to do away with the Free Pumping Rule. I think that if the Masters don't want to use the Free Pumping Rule, they could simply request a Race Committee not to apply the "O" Flag procedure. Personally, I'm not strong enough to pump anyway in more than about 10 kts, but we should remember the situation we had before Free Pumping, with Jury Boats and Yellow Flags all over the place.

I was most interested in the Survey Result about the Format for future events, where we may need split fleets because of high numbers. I was delighted to see that the results supported the idea of fleet races throughout, using "random" allocation as with the Masters'. I am enthusiastic about avoiding restrictions on entry numbers: how do you promote our sport by stopping people from going racing? I don't like the idea of splitting people into Gold, Silver and Bronze fleets halfway through the week: As a youngster, I wanted to race against Andre Nelis, Willi Kuhweide etc. If I were relegated to the crabgrass fleet, I'd try anything for a win by taking chances with the starter, shooting the corners and so on, instead of learning how to race properly. If I'd travelled across Continents to take part, I'd not be encouraged by relegation half way through the week.

Regarding courses, if we have split fleets I think we will often be constrained to racing two [groups or flights] on each course, with Inner and Outer Loops. Race Committees are used to this system.

Let's hope that we will be able to enjoy our sport this year.



## THE COMEBACK OF THE CUNNINGHAM

**I have sailed a Finn since 1987. In the first 10 years, pulling the Cunningham was essential to open and depower a Dacron sail. But with the modern sail, with materials getting more and more durable, I felt that the Cunningham lost its efficiency and initial value, writes Michael Gubi.**

Doyle Austria has now launched an answer to that problem. The new FINN Maxx Pro Structured Luff is a sail-design with parallel panels in general. But the core section is a vertical structures luff lens. The idea to create a Finn sail in this design is derived from big boat sailing where structured luff technology has been incredibly successful in recent years. Normally it is a design for all kinds of headsails. But as the Finn mast is shroudless, there is a certain similarity in the impact of tensions between those sails and the Finn.

A problem of all sails is that with increasing windspeeds, the profile tends to be pushed backwards, creating unwanted lateral force. With modern materials that effect could be easily prevented by using heavier and more stable sailcloth. But the negative outcome of heavy cloth is more weight and especially a less flexible sail. And flexibility is, what you need to manage gusty and increasing winds and higher waves.



Looking at the screenshot of design-program you can imagine the interaction of the parallel panels and the structured luff lens. Tensioning the string of the Cunningham-Lens creates a directly forward facing energy that prevents the sail profile from being pushed back, causing unwanted lateral force. The blessing of the construction is, that forward facing energy is only applied, when needed. In light winds the profile stays in the place where it was designed primarily. But with increasing windspeeds, the pushback begins, and the Cunningham will start its beneficial value. The more wind, the more tension on the Cunningham and as an outcome the more energy to keep the profile in place.

The sail is recommended for sailors below 95 kg in conditions starting with 10-12 knots for heavier guys in a breeze of 15 or more. First tests and race results were very promising. Near future will show if the sail is the same game changer in the Finn Class, as in big boat sailing.

There is a nice video about the ultimate sail test in March on Lake Garda on my youtube-channel [www.bessersegeln.at](http://www.bessersegeln.at).





# DANISH FINN PROMOTION

*IN DECEMBER 2020 THE DANISH FINN CLASS ORGANISED ITS MOST SUCCESSFUL CAMPAIGN SO FAR*

## Michael Staal explains the idea behind the campaign:

The average Finn sailor in Denmark is far away from the young beasts that aimed for the Olympics, but the image of a Finn sailor among the Danish sailing community is that you have to be +0.1 tonnes and immensely strong to sail a Finn. So we thought we would benefit from portraying who is actually having a lot of fun in the Finn.

If we, in an honest and pragmatic way, can break the barrier of physicality we think we can attract more potential middle-aged club sailors to the Finn. This is where we have the potential.

During summer of 2020 we collected anonymous data on 36 sailors – height, weight, age and years of experience in the Finn. Based on the data (which we believed was representative) we made some analysis and correlated with actual racing results from 2020.

The analysis is even more interesting than we had imagined and supports our

initial beliefs, that Finn sailing is accessible and possible for a wide range of body types.

To do this we created attention in a fun and relevant way, so we introduced a guessing competition in the media and on our own platforms. The guessing contest had a 'fun' prize related to physicality and was launched and supported on Facebook to create as much traction and attention as possible. We co-operated with a sailing magazine to extend the reach beyond our own communities. The competition lasted for 1 week.

Then we launched our 'big article' with the analysis on our website to control the message 100%. On FB, the sailing magazine etc we pushed only posts with links to our website.

The initial traction on FB from the competition proved to be worthwhile, as it attracted almost the same number of readers to the article on our website. We would never, ever have had the amount of readers on such an article, had we only published it in an ordinary way. It was our

most successful ever communication on our FB and website.

Inspired by us, another sailing magazine contacted us to make their own article on senior dinghy sailing in Denmark, and asked us for co-operation. We can in future re-use and profit from this campaign on FB - the internet never forgets.

All in all we are very satisfied with this campaign. It has provided us with a lot of more followers and new names flocking around our communication activities. And probably we have broken just a little bit the image of what it takes to have fun in a Finn.

We think this campaign can be copied in other countries. All it takes is a local analysis (we believe this to be necessary - based on local data) and the same concept of creating attention in a fun and relevant way on Social Media. Create a lot of traction on social media for the competition and use this traction afterwards for article to follow and thrive on that traction.

## THE STEPS

### Step 1a: Competition posted on FB page

Links posted on all local Finn fleet Facebook groups pointing to the competition. In the following days we spread links and posts on other FB sailing groups.

### Step 1b: Cooperation with sailing magazine

Spread the news about the competition. The magazine picked details from our website article (step 2) that we provided. We also showed the magazine a few initial tables and findings from our analysis to get them interested.

### Step 1c: Introduction article on website

CAN YOU SPOT A FINN SAILER? We penetrate the facade and brutally reveal the real sailors behind Finn sailing in Denmark.

We offer a prize for everyone who can guess correctly who is the Finn sailor in the picture. The winner of the prize will be drawn among all correct guesses. The prize is a large box of cookies that matches our motto: 'Finn dinghy sailors can always eat another cookie.'

MinBaad.dk (Danish sailing magazine) wrote a good article about our competition.

When the winner of the competition was announced, we followed up with an article that reveals weight, height, age and number of years of experience in the Finn (opposite).

Our traditional class contains some of the world's strongest, most agile and enduring athletes across all sports. We linked to videos from the training of Olympic sailors. Warning: 'Do not try this at home!'

### Step 2a – article on the Danish website

THE DISCLOSURE. The photo showing lightweight Frank, heavyweight Jens

Kristian and middleweight Anders dispel the myths about what physique and age it takes to sail Finn. Photo: Klaus Rasmussen. Thanks to everyone for playing along!

The right guess: All 3 are Finn dinghy sailors. The winner of the competition, the

winner of a proper box of good cookies, was Peter Rose from Egå Sailing Club.

### Step 2b – the disclosure of the competition on Facebook

In the following days we posted links on other FB groups as in step 1a.

### Step 2c – Cooperation with magazine

The sailing magazine had already received the entire article (step 2a) and prepared this article for their magazine website.





FAR LEFT: THE COMPETITION

LEFT: WILLI MEISTER AT THE 2013 DM. AT 77 YEARS AND 70 KG, WILLIE COMPLETED ALL RACES

## THE STATISTICS

We collected data on a representative sample of the Danish Finn dinghy sailors. The results were surprising. The average weight and height supported the myth that Finn sailors are big, heavy and 'have hair between their teeth'. Our three role models in the picture puncture that myth. All three sailors are competitive with their vastly different physiques. Here are two examples that show that weight is not the deciding factor for being fast.

### 2020 Danish Championship in Reersø

DM was sailed in 2020 in wind from 8-10 m/s wind to 10-12 m/s with 30+ competitors. with some nice waves on the course. In these conditions weight has the greatest impact on speed upwind. Above this wind strength, the effect of high weight decreases. Under this wind strength, the light people get an advantage upwind, which corresponds to the advantage the heavy ones have in the range 8-10 m/s.

The light ones always have an advantage on the downwind, but good technique is more important than low weight. First place was middleweight (85-98 kg), second was lightweight (under 85 kg), and third to fifth were heavyweight (+100 kg) and 15-30 kg heavier than Nos. 1 and 2. In the top 10 the weight difference was 35 kg.

**Conclusion:** The best sailor wins in a Finn.

Nos. 1 and 2 at this year's strong wind DM could get through, even if they were not the fastest upwind. They were marginally slower on the upwind, but faster on the downwind due to good technique. And they sailed on average tactically a little smarter.

### Pork Cup in Veddelev 2019

Inside the Roskilde Fjord, the day offered 2-4 m/s and completely flat water, with 30 Finns.

It is under these conditions that one expects the light sailors to have an advantage. Physically / mathematically it should be like that. But reality has shown that the most skilled sailors, despite a significant overweight in the dinghy (+30 kg) can sail at roughly the same speed as the lightweights.

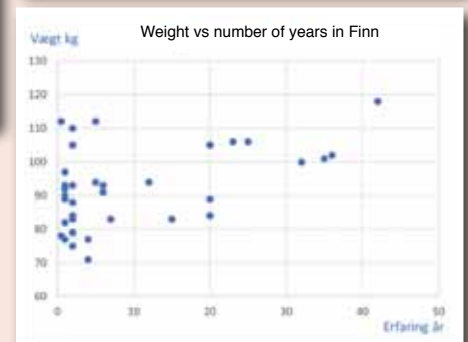
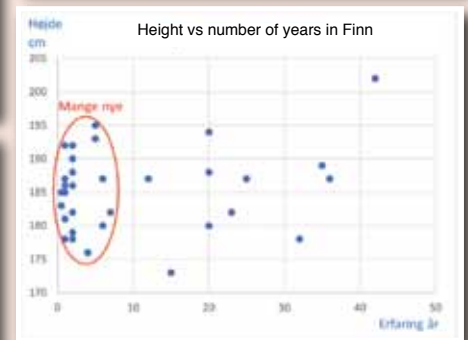
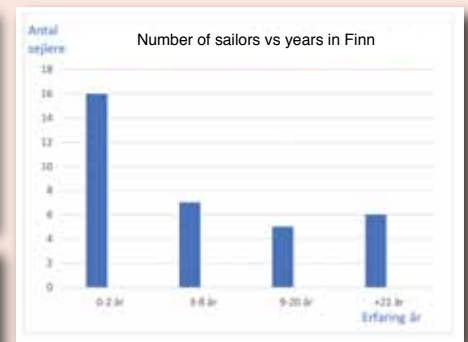
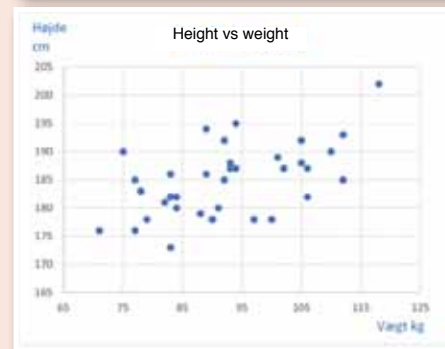
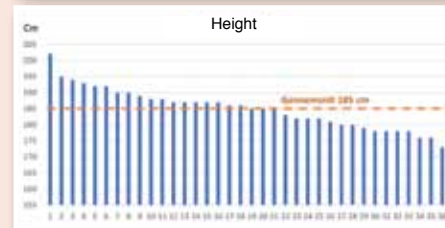
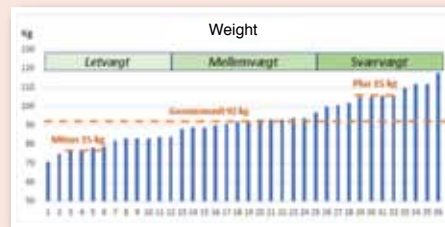
First place was middleweight, second and third were heavyweights. The best lightweights were only ninth and tenth. In the top 10 the weight difference was 40 kg.

**Conclusion:** The best sailor wins in a Finn.

If you weigh between 70 and +115 kg, you can compete on an equal footing in a Finn dinghy in all wind speeds below 6 m / s.

### The explanation

The reason for the very low weight sensitivity of the Finn is that the mast and sail are adapted to the individual sailor's weight. The mast is made of carbon fibre, which makes it possible to build it to bend adapted to the individual sailor. Light and



heavy people get the perfect mast / sail combination that provides a 'fast forward engine' on the dinghy in all wind conditions.

1. You buy a mast that fits your weight.

2. The sail is purchased to fit the mast.

The mast is the most important factor in making a Finn go fast – next to the helmsman's abilities. The choice of material carbon fibre means that the mast has a relatively high initial price. On the other hand, it lasts forever if one does not abuse it. The average age of the good masts in the Danish fleet is about 10 years, and some of the fastest masts are +15 years old and have the same deflection numbers as when they were produced. Used masts can be purchased at reasonable prices.

### The many other factors?

Information was also collected on the sailors' height, age and number of years in the Finn. See graphs above.

• The sailors who have sailed the longest in the Finn dinghy (up to 40 years) belong to the heavyweight class.

• The group of sailors who have sailed between 10-20 years in the Finn dinghy typically belong to the middleweight class.

• The group of newly arrived sailors with less than 5 years of experience in the Finn dinghy is divided equally between lightweight, middleweight and heavyweight.

• The study shows that there is no unambiguous relationship between height and weight. Some are tall and light.

Others are short and heavy. We call a third category "slim without being ragged", and they are available in several different heights. The sailors are available in many "configurations", especially when you also add factors such as strength, fitness and

mobility, which vary greatly across the field.

• The average age is high. It can also be said that we miss young people sailing the dinghy. It is a general problem in sailing Denmark that keeping sailors in dinghies is difficult. We miss getting outtailed by good young sailors - once we have taught them how to do it. But until then, we're having fun with who we are now.

• Among the middle-aged, there are several who have sailed dinghies for many years, but only recently found their way into the Finn.

• There are quite a few sailors who come from keelboats but have been attracted to dinghy sailing. It is far more affordable in terms of price and time to sail a fun race in a dinghy. The keelboat, on the other hand, is superior to spend the night in.

• Finally, there is a growing portion of former dinghy sailors who have come to mind how fun it once was and now relive the joy of sailing dinghy.

Everyone has the opportunity to hear a little more about the possibilities for sailing the Finn. You will be invited to visit, and you may be offered a cup of coffee - and a cookie. In most places it is also possible to get a test drive if the circumstances suit.

All these posts can be found on [www.facebook.com/Finnjolle/](https://www.facebook.com/Finnjolle/) and <https://finnjolle.dk/>



# DUTCH COURAGE

*DC COMPOSITES IN THE NETHERLANDS HAVE TAKE OVER THE PRODUCTION OF THE FORMER PETTICROWS FINN AND HAS ALSO DEVELOPED A NEW MODEL, THE TT2*



**It is not often a new Finn builder comes onto the scene, and it has been a long time since there was a production facility building Finns in The Netherlands, but that has now come to reality with DC Composites, in Warmond, building the all new TT2 Finn from a newly developed mold, as well as taking over the tooling for the former Petticrows**

**Finn, previously built by Tim Tavinor in the UK.**

Joost Houweling explained, "In June 2020 we were approached by Tim Tavinor who was selling his boat building business Petticrows Ltd. He had come to an agreement to sell the Dragon building part of his business to Portugal and was looking for someone to continue the Finn building part of his company."

Tim had parted ways with Devoti Sailing in 2004, and Joost had been one of a group of people that encouraged Tim to start building Finns again in 2014, taking a proven hull shape and developing it with modern CNC and laser scanning technology.

"We felt privileged to being seen as qualified enough to continue his work. It took some time to work out the details, but we also wanted to develop the ideas further. So in November 2020 we made the decision to continue Tim's legacy.

"Although the Petticrows' hull shape was a World Cup winning boat we wanted, and felt the need, to start fresh with a newly designed hull shape which has a low rocker that Tim and David Howlett already had

commissioned to be designed, but had not yet been built because of the uncertainty that Brexit would bring to UK based entrepreneurs."

While Joost provided the investment, the boat building itself is handled by Wiebe de Witte, a composite specialist at DC Composites, who brings huge experience and a high level of quality to the production process.

So all the moulds and tooling were shipped out to Joost's premises in the Netherlands, and Tim helped with the installation and consultancy to pass on some of his extensive knowledge.

Over the winter of 2020-2021 a new CNC machined plug and mould were built to the new design. By that time Europe was well into the Covid travel restricted era, so it took a while to finally get started building but Wiebe and Joost were able to bring the first three new boats to the 2021 Finn World Masters championships in Murcia, Spain, where they provoked a lot of interest.

"We now offer both the original Petticrows Finn (re-named TT1 Finn) and our new design the TT-2. So far we have built about 15 boats with more in the pipeline and we are really looking forward to seeing how they will perform at this year's events, as hopefully everything starts to return to normal."



*LEFT: THE CNC PLUG TAKES SHAPE • RIGHT: THE FIRST BOATS ARRIVE IN SPAIN IN OCTOBER 2021*





## IFA FRANCE LOOKS FORWARD

**The new President of IFA France, Jean-Jacques Granchamp writes: During our AGM at the French Championship, at the end 2021, the board of the IFA France, as well as its president, Marc Allain des Beauvais decided not to restand.**

One outcome of this AGM is that a new board was elected, which we are pleased to introduce: Finance - Hervé Brillaud; Secretary - Jean-Philippe Ducros; Technical, measurement and coaching - Fabian Pic; President - Jean-Jacques Granchamp.

With the new board, a key objective is to communicate transparently upon the state of our association and upon the direction we intend to go for this first year. An audit of the organisation, sailing and finances was requested to establish a starting point for the association. We are continuing our rigorous analysis and by working this way we believe we are starting from a solid and sound basis. Please note that our association is formed as a non-profit organisation. It is not an ARUP, a French acronym used for public bodies

To be clear, a first goal is to reduce some of our previous activities. Looking to the future there are new ideas from both young sailors and masters, to the benefit of the class.

We would also like to honour our biggest and talented French Finnist with the title of President of Honour. The board has nominated Mr Serge Maury. He was Olympic champion, world champion, European champion, multiple French champion with many podiums and medals of world or national events. This is the minimum we can do considering his huge sportive record. Mr Jean-Paul Gaston remains our honorary president, as he was the one handling the association for many years.

We have a simple strategy based on 'good sense', meaning, to allow young sailors to taste and then enjoy of the class, and for the older sailors to be together as much as possible after a difficult period; a community with simplicity and friendship, which was for decades the salt and pepper of our nice class. Ethics and integrity are our key words.

We now have the target to create a new user-friendly web site to be operational for 2022. A Facebook page has been created, linked with our old website. This is useful to inform Finn friends from all horizons, but also our members. There was a period when the website did not work which was painful for all of us. Of course it happened at the time when the sailors were planning their calendar.

We are also delighted to say that the association is assisted by our skilled regional representatives, and this period after the Covid crisis is now fundamental for restarting examine our sailing activities. A great season of French sailing awaits.

As explained in my speech made during the AGM in October, we look forward and sail in the right direction. Please contact us with any inquiries.

With my board, we would like to say good sailing. Sportively yours. Jean-Jacques Granchamp, IFA France Association President

### KEN RYAN

Ken Ryan from Ballsbridge, Ireland passed away on 22 February 2022 at the age of 88. He wasn't actually a Finn sailor, but the Finn class owes him a lot. Ken's first involvement in international sailing came in 1968 while the Finn class prepared for the 1970 Europeans in Dun Laoghaire. Following this Ken was invited to travel to Cascais, Portugal for the Finn Gold Cup to assist in the event management of that regatta.



Ken's relationship with the International Finn class continued and while attending the 1971 Gold Cup in Toronto, Canada he was persuaded to take on the role of Honorary Secretary, a position he held for five very eventful years, that included the introduction of the first aluminium masts, the revolutionary Lamboley swing test; the first double-bottomed Finns; and the terrible loss of Jörg Bruder in an airplane crash near Paris on his way to the 1973 Gold Cup in France to defend his third title.

Ken was frequently invited to assist with event management around the world and attended every Olympic Games from 1972 to 2008, either as a member of the Irish team, chef de mission or Olympic Jury Member. After his active years in Finn administration he was instrumental in establishing the International Judges programme. Thanks to him the winner of a major regatta is indeed the winner by the time of the prizegiving (no appeals possible).

Finally, in the 1990s he was a quiet but effective diplomat supporting the Finn class in its campaign to remain Olympic. Ken was undeniably a true Finn sailor at heart.

## GOODBYE TO FINN FRIENDS

### ART DIEFENDORF

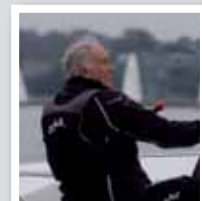
Art Diefendorf died in New Hartford, NY, on 26 November, 2021. An avid Finn sailor famous for his red hulled Newport Finn #260, Art served as the USA Finn Association's President between 1976 and 1982. He had the vision and energy to take advantage of a new generation of sailors who accepted the challenge of an Olympic Finn campaign. After his presidency, Art remained active in Finn leadership including being a founding member of the Finn Foundation.

Art was a story teller extraordinaire and inspired so many to sail in and serve the class. His stories communicated values that were endemic to the Finn culture: that if you wanted to be the best, you have to race with the best; that great players are committed to the other class players and are joyful to be a part of it; that in the rivalry you learn from loss, how to deal with adversity, and share mutual respect; that by class participation you grow by standing for each other; that racing the amazing Finn is as good as it gets.

In 1968 Art, together with Rush Marshall, initiated a Finn Regatta at Willow Bank YC on Lake Cazenovia. A few years later they recovered an old-fashioned cast iron toilet from a local railroad station and decided to have some fun by making it the perpetual regatta trophy; one that the winner never wanted to take home for a year. The Toilet Bowl has been a enjoyable fixture on the Finn circuit ever since.

### RAY NEW

Ray New passed away on 5 February at the age of 72. Ray was a familiar face at the Finn World Masters, but made a huge contribution to the British class as Treasurer for many years as well as leading the highly successful BFA U23 squad. He was universally respected, both on and off the water, a fair-minded competitor and as a true gentleman by all that met him. He supported the World Masters organisation by further developing the random fleet allocation system. A longer appreciation will be published in the Finn Masters magazine.



# FINN SAILING FROM AROUND THE WORLD



## AUSTRALIA



David Bull writes: Thankfully all our state borders are now open as is our International border and we are all back to what we might call normal. Most clubs in Australia have a break from club sailing over the Christmas New Year period as this is the period in which National Championships are held. Clubs generally recommence club sailing towards the end of January.

The **Australian Championships** were scheduled to be run from 12-17 January 2022, however with planning having to be put in place many months ahead and the uncertainty of State borders opening it was decided to postpone the Championships to the end of September 2022.

In the meantime most restrictions were lifted and the Sydney Fleet decided to run the **NSW State championships** over four days from 8-10 January in often tricky conditions on Sydney Harbour. James Bevis reported there was a solid turnout of 15 boats including one interstate visitor from Victoria. Numbers would have been better if not for some late scratchings due to covid.

Three races were completed on day 1 in light ENE breeze with the start line located west of Shark Island. There were some mixed results and no more so than Matt Visser who bagged two wins and a last, highlighting just how tricky it could be. Leading the way after day 1 was Anthony Nossiter from Commodore Jay Harrison and Rob McMillan.

Day 2 saw a change in racecourse area to 'The Sound' located between Sydney Heads. Three races were completed in generally light sometimes south – sometimes southeast breeze making for some interesting racing and another day of somewhat mixed results. Top performer for the day was Matt Visser with a first and third leaving us wondering just how fast his new Tokyo branded boat is.

Two races were completed on the final



day in a light shifty NNE breeze. Though he only won a single race, consistency was enough for Anthony Nossiter to take the win from McMillan, who won three races and Rockal Evans who won one.

1	AUS 221	Anthony Nossiter	20
2	AUS 2	Rob McMillan	22
3	BER 9	Rockal Evans	26
4	AUS 5	Matt Visser	30
5	AUS 303	David Ellis	38
6	AUS 330	James Bevis	52
7	AUS 110	Marcus Whitley	53
8	AUS 68	Jay Harrison	54
9	AUS 24	Greg Solomons	55
10	AUS 10	John Condie	57

Three time Olympian Anthony Nossiter led a good fleet of 12 Sydney boats together with four boats from the Melbourne fleet led by life member John Shalvey travelled to the beautiful seaside town of Eden on the NSW/ Victorian border to participate in the 2022 **Twofold Bay Yacht Club Regatta**. Reports suggest it was a top regatta, lots of fun, tight racing and a regatta to note next for year.

Rockal Evans won with Nossiter second and Marcus Whitley third.

The Victorian fleet has had a terrific resurgence with Andrew 'Couttsy' Coutts organising regular sailing from the beautiful Daveys Bay Sailing Club on the Mornington Peninsula, south of Melbourne.

The **Victorian State Championships** will be held from 12-14 March at DBSC with 10 Melbourne boats already entered and two from Adelaide Sailing Club, Guy Maegraith and Darren McPherson making the long journey.

Our President, Phil Chadwick spent a couple of afternoons in February, while on a business trip, coaching and helping with set ups followed by a BBQ and drinks afterwards provided by the Association. This has created a lot of enthusiasm within the fleet and plenty of interest in the Finn.

The South Australian fleet based at Adelaide Sailing Club recently held a coaching and boat set up afternoon, once again led by Phil Chadwick. We are indeed fortunate Phil has to travel with his employment and he generously gives his time to run these events. The ASC kindly provided a RIB free of charge, which was most generous and the Association provided drinks and pizza afterwards. The session was extremely successful.

The **South Australian State Championships** were sailed mid February with eight boats competing. Congratulations to Guy Maegraith for winning.



Coaching/training sessions followed by debriefing and social drinks and food provided by the Association has been a tremendous driver for promoting and growing the Class here in Australia. We would encourage all fleets to give this some thought.

A contingent of nine Brisbane Finns entered the annual two day regatta from 26-27 February at **Hervey Bay Sailing Club**, located around four hours north of Brisbane.

Unfortunately the south east of Queensland experienced huge amounts of rainfall which caused major flooding during this period. Those of us who departed Brisbane early Friday or before, managed to get through, the rest were unable to do so and as a result only four boats were able to sail. Some of us were stranded in Hervey Bay until Wednesday when the flood waters eventually receded. Thankfully there are lots of nice restaurants and bars with cold beer...

Larry Kleist won from Phil Chadwick in second and Lucas Prescott in third.

The Australian fleet is now looking forward to International events, while Bob Buchanan entered for the Masters while the next years should see a good contingent of entries for Kavala and Italy in 2024.

Like all fellow Finn sailors around the world, our thoughts are with our friends in Ukraine and we give them our support during this very difficult time.





## BELGIUM



### Speculoos Regatta

Paul Goossens writes: On the 14 November, we had our last regatta of 2021. This was on the Galgenweel Lake in Antwerp. As many races were cancelled because of Covid, this was the last opportunity, resulting in the highest participation we ever saw for this race. In total we had 112 sailors, including 14 Finns.

The key was to find clear wind and Sebbe Godefroid was out for revenge after his defeat at the Belgians. He succeeded but didn't get it for free; positions were changing constantly throughout the race, so it was very exciting. In the end Godefroid won from Yves Bassette and Stijn Helsen.

### Sustainability Cup

Our first regatta in 2022 was also on Galgenweel, a new event called the Sustainability Cup from 12-13 March. The 13-year-old Antwerp Snipe Cup was combined with the Finn class.

With predominantly southerly, later south-easterly wind between 9 and 15 knots, at the end of the first day and after five races, Filip Willems, sailing coach, former Olympian was first, just ahead of Belgian Champion Sigurd Vergauwe. There was also a battle between the up-and-coming talent of Matisse Cattrysse and Yves Bassette.

On day 2, Vergauwe didn't miss a single shift. He worked hard to catch every puff and secured the series

1	BEL 18	Sigurd Vergauwe	16
2	BEL 4	Yves Bassette	28
3	BEL 1092	Matisse Cattrysse	29
4	BEL 50	Filip Willems	35
5	BEL 15	Alain Denis	47
6	BEL 8	Filip Verhaeghe	48
7	BEL 2603	Stijn Helsen	50
8	GER 45	Dirk Sundermann	50
9	BEL 891	Frederik Boone	56
10	BEL 41	Tony Delava	73



## BRITAIN



The British season started with the Spring One Day Open Series, with the first event at Mengham Rythe Sailing Club. Designed as an early Spring 'sharpeners', the weather proved a little sharper than forecast, resulting in just 12 boats heading out for the start of the first race, in a fresh to frightening 18-25 knot chilly northerly. Tim Carver marked his return to the UK racing circuit with a consistent score line while Dan Belton impressed with his results.

Several boats made use of the discard for the chilly third race, leaving just seven hardy souls starting the final race in 25-knot squalls coming though on the run.

Lawrence Crispin and Allen Burrell fought it out at the front. Crispin won two races to Burrell's one, while only three points separated the next six boats, with Belton taking third on countback

The BFA Spring Series continues on 16 April at Warsash SC, followed by



Bough Beech on 2 April and concludes at Burghfield SC on 23 April.

1	GBR 74	Lawrence Crispin	2
2	GBR 2	Allen Burrell	4
3	GBR 12	Daniel Belton	8
4	GBR 49	James Downer	8
5	GBR 90	Richard Sharp	9
6	GBR 61	John Heyes	10
7	GBR 100	Mathew Walker	11
8	GBR 8	Tim Carver	11
9	GBR 750	Ivan Burden	15
10	GBR 3	Simon Pettit	22

Photos: Andrew Wylam



## CHILE



Antonio Poncell dominated the 2021 Chilean Nationals with nine race wins from 12 races to take the title. Held Marina Pintué UC from 4-7 of December 2021, the event attracted 13 Finns for four days of racing in great conditions. In the age categories, Felipe Gil won the Masters prize, Poncel won the Grand Masters, Joaquín Alliende and Marco Montabetti won the Legends, the largest group of sailors taking part.,

1	CHI 12	Antonio Poncell	11
2	CHI 75	Matias Poncell	23
3	CHI 21	Felipe Gil	25
4	CHI 1	Francisco Rompeltien	41
5	CHI 6	Marco Montabetti V.	56
6	CHI 27	Joaquín Alliende	80
7	CHI 4	Martín Nash	87
8	CHI 10	Marco Montabetti D.	98
9	CHI 28	Juan Carlos Gallego	111
10	CHI 26	Alejandro Alliende	118



## DENMARK



Martin Nielsen writes: Thanks to a relatively mild and ice-free winter season so far, the two major Finn fleet locations in Denmark, Veddelev Strand Bådelag (VSB) in Roskilde Fjord, and Vallensbæk Sailing Club on Oresund, has seen 10-15 starting Finns for their weekend races since November. Only 2-3 weekend races have been called off due to ice or storms. In VSB, the many relatively new Finn sailors bravely complete 3-4 short races every Sunday. The friendly but intense races are typically followed by a much needed and warming BBQ and race evaluation session on the clubhouse terrace.

The winter season 2022 ranking in VSB, as per Feb. 6:

1	DEN 309	Thomas Hanssen	34
2	DEN 25	Hans Tønder	35
3	DEN 909	Peter Gudsøe	39
4	DEN 303	Martin Nielsen	78
5	DEN 16	Døren Kjær	82
6	DEN 61	Kasoer Sandstrøm	84
7	DEN 19	Frank Højer Rasmussen	94
8	DEN 238	Bo Hjorth	112
9	DEN 311	Anders Petersen	119
10	DEN 198	Jeppe Damgaard	123

After a period of storm and bad weather an early training camp featuring Per Baagøe as coach, was arranged in Vallensbæk. The participants were treated to two days of sunshine and warm



temperatures. The first day had very light winds which was wisely used to get starts honed and mark roundings improved. After all these years in the Finn, there are still things to learn. Sunday came with southerly winds around 10 knots, so short races were arranged where individual feedback was given on where and how to improve. A total of 14 sailors participated, with four sailors coming all the way from Hamburg to get the first sailing hours of the year. The sailing was tight and friendly, with a smile on everyone's tired face when we ended Sunday afternoon.



## FRANCE

After opening with an 11,2 Laurent Hay won the next four races to easily claim the win this year at the Semaine Internationale de Cannes, from 14-18 February. 53 Finns took part. Race wins on the first day went to and Michael Good and Jurgen Eiermann, while Christophe Dyen. Generally sailed in light winds.

1	FRA 75	Laurent Hay (below)	12
2	FRA 2	Christophe Dyen	24
3	FIN 201	Kristian Sjöberg	24
4	GER 8	Jürgen Eiermann	31
5	FRA 9	Guillaume Boisard	34
6	SUI 7	Christoph Burger	42
7	SUI 83	Jürg Wittich	45
8	UKR 10	Valentyn Klymentyev	64
9	GER 909	Udo Murek	72
10	POR 21	Filipe Silva	77



## NEW ZEALAND



Pieter-Jan Postma made a welcome return to Finn sailing at the 2022 New Zealand National Championship hosted by the Royal Akarana Yacht Club. With the starting field of 17 Finns, he won all seven races – the last one by just four seconds - to take the title from Karl Purdie and Mark Perrow.

1	NZL 7	Pieter-Jan Postma	6
2	NZL 111	Karl Purdie	13
3	NZL 4	Mark Perrow	20
4	NZL 81	Paul Bamford	32
5	NZL 16	Tom Dodson	37
6	NZL 5	Brendan Hogg	38
7	NZL 2	Ray Hall	41
8	NZL 8	David Hoogenboom	45
9	NZL 20	Christopher Wells	47
10	NZL 19	Denis Mowbray	50

## NETHERLANDS



Chris Frijdal writes: In The Netherlands we had many active Finn sailors sailing through the winter. Approximately 50 Finns, distributed over four locations, were training every Sunday as long as the weather allowed. Sometimes we had cool paradise-conditions, sometimes wet and really cold days. But always great to be a couple of hours on the water with Finn friends.

So we are ready for any Finn fight in 2022. Our first regatta starts on the 12 March and the first really big thing is the Tuliprace in

Lake Loosdrecht on the 9-10 April.

We are also proud that DC Composites is building its TT2 Finns in Holland. TT, of course, is standing for Tim Tavinor the great man from Petticrows. Over 15 boats have already been sold and we are really anxious how the boats will perform, but first signals are very positive.

On the 20 February it was decision time on our AGM. The most important decision was the 100 per cent agreement to organise the Finn World Masters 2025 in Medemblik. We already had the agreement of the FWM-committee, but to have the total support of

all Dutch Finn sailors is heartwarming. The other good news is that Jan Zetzema will be the president of the organizing committee.





## ITALY



The third Pietro Lino Mandelli Trophy - Finn Cup was held at Circolo Vela Torbole from 11-13 March. Though a good pre-entry was predicted, numbers on the day were considerably down. Florian Raudaschl won each and every race to take the win, and didn't have to sail the final race, leaving Kristian Sjöberg to take the final bullet. Conditions were generally moderate winds with great racing.

1	AUT 3	Florian Raudaschl	5
2	AUT 7	Michael Gubi	13
3	FIN 201	Sjöberg Kristian	14
4	DEN 246	Jens Kristian Andersen	18



5	ITA 4	Francesco Faggiani	24
6	SUI 99	Laurent Chapuis	34
7	ITA 11	Paolo Cisbani	35
8	AUT 73	Markus Schneeberger	37
9	DEN 306	Christian Reed Rasmussen	39
10	DEN 7	Martin Mikkelsen	44



## USA



The Finns were the third largest class at the West Marine US Open Sailing Series Miami. Sailing out of Coconut Grove Sailing Club, the fleet was able to enjoy the hospitality of the Miami Fleet. Friday and Saturday were light air days with wins for Larry Suter, Rodion Mazin, Peter Frissell and John Dane. The breeze finally showed up on Sunday between 13-21 knots with Mazin taking race three wins.

1	USA 16	Rodion Mazin	10
2	USA 63	Peter Frissell	2
3	USA 96	John Dane III	20
4	USA 64	Dave Martin	24
5	BRA 44	Fabiano Vivacqua	40
6	USA 99	Stephen Fuccillo	42
7	USA 1138	Scott Griffiths	44
8	USA 32	Charles Heimler	45
9	USA 101	Lawrence Suter	51



## SWEDEN



Torsten Jarnstam writes: At the time of writing, winter is taking a firm grip on our elongated country here in the Nordic region. Mostly we have had ice on lakes for a few months. Lately there has been quite a lot of snow, at least in some places and cold weather we have right now... but it will probably not be long before spring is here. We Finn sailors long to be able to sail our Finn again and participate in this year's Sweden Cup.

Some Swedish Finn sailors will travel to Helsinki to take part in this year's Finn World Masters - which are sailed on the water where the 1952 Olympic racing took place and the Finn participated in the Olympica for the first time.

Sweden Cup 2022 will consist of:

1. The spring regatta on Hönö / Öckerö (outside Gothenburg) 21-22 May.
2. USS regatta in Uppsala 18-19 June. This regatta will include the 70th anniversary of the Finn at the Olympics. The Finns will sail on their own course area (Modern Finn dinghies, Wooden Finns and older plastic Finn). On Friday evening, a barbecue party will be arranged at UKF / Uppsala Kanotförening. Then, among other things, the club facility will be shown, where the first Finn in the spring of 1950 could be seen premiere sailing with the designer Rickard Sarby himself at the helm. Mikael Brandt will tell about the history of Finn and Bert Sarby will tell about his uncle Rickard Sarby.

3. Open Swedish Championships for OK Dinghy and Finn sailing in Kalmar 26-28 August. It is close from the harbour out to nice waters for the Swedish Championships sailing in Kalmarsund.

This is what Pär Friberg / SWE 91 says: "Feel free to push extra for the Swedish Championships in Kalmar. Tell everybody how good sailing water it is, how close it is to the continent and what beautiful girls there are in Kalmar."

In connection with the Swedish Championships sailing, the Swedish OK Dinghy association and the Swedish Finn Association will hold their respective annual meetings on Friday 26 August.

4. Sola Cup regatta in Karlstad 17-18 September / Sweden Cup final / Class championship for master sailors.

At the annual meeting in Kalmar, I will leave the chairmanship of the Swedish Finn Association. I do it after a total of 14 years (1986-1988, 2009-2013 and 2015-2022). I congratulate the new chairman on an inspiring and pleasant assignment to continue developing Swedish Finn sailing. For my own part, I will in the future be involved in the board work, this based on my role to continue to be the editor of the Association's website, help the board with, among other things, compile annual reports, mass media contacts, etc. If no one else on or outside the board wishes to have the task of writing Sweden's reports to FINNFARE, I can absolutely imagine continuing to write in FINNFARE.

At the age of 76 and when in recent years I have been enriched with two grandchildren, who are more and more with



my grandfather, my decision to hand over the chairman's club to a younger member of the Swedish Finn Association feels very good and important.



# UGLY IGOR TRANSFORMATION

*USAFA PRESIDENT, PETER FRISSELL DESCRIBES WHAT HAPPENED WHEN HE TOOK ON THE RENOVATION OF AN OLD VANGUARD HULL THAT EARNED THE NICKNAME UGLY IGOR*

**Igor is a 1979 Vanguard that was once owned by Alec Cutler. The boat was given to the USAFA and the project started off as a COVID project. It will be used for a promotion boat when it's finished.**

Alec Cutler put an amazing amount of time and money into the boat. For example, someone spent hours drilling specifically sized holes in the tiller to save a few ounces (see right). The rudder is a work of art with a very complicated lamination structure. It is not sure if this boat was the one Alec sailed when he got third in the Gold Cup but it was fast in its day. My concept of getting old usable boats into the hands of club sailors has had some unintended consequences. Rodion picked up an old Vanguard from somewhere around Long Island and delivered it to Steve Smulders house. When it arrived, the boat was ugly so Rodion came up with the name Ugly Igor, a fitting name for such a sad looking thing.

We decided to weigh it first using a hanging scale. After weighing, finding some water, letting it dry for a week then reweighing again it was still over 300 Lbs. There it sat while I wondered what to do with it. Well, I couldn't give it away with the red paint on it so I tried some AquaStrip from TotalBoat. This stuff really works as it took only about 6 hours to totally strip all the red paint off the boat. I found that using

a rag soaked with AquaStrip wipes off almost all of the residue left after scraping.

The next weekend I wondered what a little sanding would do. Wet sanding certainly has its advantages, with the largest being no cloud of dust is created. But it does seem to be slower when you want to remove massive quantities of material. Opting for the aggressive method a huge mess of dust was created. At this point, I was in for a dime, in for a dollar and time for demolition on the inside.

Almost all the Harken fittings were still in good shape despite being over 40 years old. An estimated weight for the hull only, without fittings, is 183 lbs and the boat now weighs in that range. It appeared water was inside the tanks for so long that seaweed grew inside which took a long time to dry out. But being stored for a few months in a heated, dry environment has allowed much of it to evaporate out. Sanding off about 80 per cent of the gelcoat on the outside didn't reduce the weight very much. At least 50 per cent of the dust was collected during the sanding operation and ended up filling a box measuring 9"x9"x3 1/2". It weighed about 4Lbs. The gelcoat had a lot of bubbles in it and I sanded down to the fibreglass finding lots of pinholes. A method recommended by a number of websites was to mix up some epoxy and thin it 15-30% with denatured (not 70 per cent isopropyl) alcohol. Applying with a razor blade so the coating is very thin reduces sanding.

The next step was a new traveller bar and centerboard cap. After some

discussions I decided to laminate a new traveller bar out of wood (above right) and cover it with fibreglass. A fixture was made and a traveller bar laminated. The fixture was designed to create the vertical curve and used with 1/8" x 6" wide boards. After laminating the fore-aft arc was created with a band saw.

The new traveller bar and centreboard cap were placed, with aluminium backing plates made to attach the traveller bar to the deck.

After the traveller and cap were installed the next step was to fibreglass the places where the boat was smashed.

There were stiffening tubes under the deck, which had broken, creating soft spots. When the boat was upside down again I glassed them back together.

I learned a number of things while taking the boat apart, one of which being whoever raced the boat certainly put a lot of time into it. Screws were removed from things like the port holes and bailers, I assume for weight reduction. The centerboard trunk stiffener was made out of Nomex foam and the attempt to lighten the front may have accomplished its goal, but certainly didn't enhance the looks.

Only a few more fittings are needed and the boat will get a donated mast and be ready to lend to prospective Finn sailors.





# FINN CALENDAR 2022

WHILE EVERY CARE HAS BEEN TAKEN, YOU ARE STRONGLY ADVISED TO CHECK WITH ORGANISERS BEFORE TRAVELLING. A FULL LIST OF EVENTS AND LINKS CAN BE FOUND ON FINNCLASS.ORG

## JANUARY

8-10 Jan	NSW State Championships	Woollahra SC	AUS
21-23 Jan	West Marine US Open Miami	Miami, FL	USA

## FEBRUARY

4-6 Feb	Valencia Olympic Week	Valencia	ESP
14-18 Feb	Semaine Internationale	Cannes	FRA
19-20 Feb	Twofold Bay Regatta	Twofold Bay	AUS
26-27 Feb	Sail Sandy	SYC, Vic	AUS
26-27 Feb	Torquay Pharmacy Regatta	Harvey Bay	AUS

## MARCH

11-13 Mar	Garda Cup	Torbole	ITA
12-14 Mar	Vic State Championships	Davies Bay YC	AUS
12-13 Mar	Nantes	SNO	FRA
18-20 Mar	Miami Sailing Week	Miami, FL	USA
26-27 Mar	Trofeo Bongo	Trieste	ITA
26-27 Mar	Cerdon du Loiret	CV Centre	FRA

## APRIL

2-3 Apr	COPPA ITALIA 1	Gaeta	ITA
2-3 Apr	Gerhard Vellusig Memorial	Alte Donau	AUT
7-10 Ap	North Americans	Fairhope, AL	USA
9-10 Apr	Sail Port Stephens	NSW	AUS
9-10 Apr	Finn Schwerpunkt Neufeld	Neufelder See	AUT
9-10 Apr	Centre Nautique d'Arradon	Arradon	FRA
9-10 April	Tuliprace	Loosdrecht	NED
15-18 Apr	Lake Boga	Vic	AUS
22-24 Apr	Trofeo Dr.Schaer	Kaltern	AUT
23-24 Apr	Blåveisen	Ulbrand/KNS	NOR
30 Ap-1 May	British Masters	Keyhaven	GBR
30 Ap-1 May	Cerdon du Loiret	CV Centre	FRA

## MAY

7-8 May	Polyester Cup	Kastrup	DEN
7-8 May	COPPA ITALIA 2	Grado	ITA
7-8 May	Finn Regatta MRSV	Starnberg	GER
13-15 May	British Nationals	WPNSA	GBR
14-15 May	Ranking 1	Rauma	FIN
14-15 May	Silberreihher	Neusiedl	AUT
<b>15-21 May</b>	<b>FINN GOLD CUP</b>	<b>Malcesine</b>	<b>ITA</b>
<b>15-21 May</b>	<b>FINN SILVER CUP</b>	<b>Malcesine</b>	<b>ITA</b>
19-22 May	U.S. National Championship	Long Beach	USA
21-22 May	Vår regatta	Hönö	SWE
21-22 May	Northern Champs	YDSC	GBR
26-29 May	Championnat de France	Quiberon	FRA
26-29 May	Schweizer Meisterschaft	Thun	SUI
27-29 May	Puchar PZŻ Krynica	Pucharu	POL
27-29 May	Open Dutch Championship	Almere	NED
28-29 May	Ranking 2	Kotka	FIN

## JUNE

2-3 June	Open	Christchurch	GBR
4-5 June	COPPA ITALIA 3	Castiglione d. Pes.	ITA
11-12 June	Puchar Prezydenta	Sopot	POL
11-12 June	Traunsee Schwerpunkt	Traunsee	AUT
15-19 June	South Americans	Brasília	BRA
16-19 June	Staatsmeisterschaft	Mondsee	AUT
17-19 June	Italians and Masters	Bracciano	ITA
18-19 June	Puchar Burmistrza	Czaplinek	POL
18-19 June	USS regattaen	Uppsala	SWE
18-19 June	Biscarosse	CNBO	FRA
25-26 June	Club Nautique	Saint-Jacut de la mer	FRA
25-27 June	NordCup	Gdańsk	POL
tba June	Køge bugt mesterskab	Vallensbæk	DEN
25-26 June	Finn Duell	Wolfgangsee	AUT
29-30 June	Finnish Championships/R3	Helsinki	FIN

## JULY

<b>1-8 JULY</b>	<b>FINN WORLD MASTERS</b>	<b>Helsinki</b>	<b>FIN</b>
2-3 July	Cannes	YCC	FRA
2-3 July	Great Lake Championship	Detroit, MI	USA
15-17 July	West Marine U.S. Open	Long Beach, CA	USA
16-17 July	Gdynia Sailing Days,	Gdynia	POL
16-17 July	70th Anniversary of BSC	Bosham SC	GBR
16-17 July	COPPA ITALIA 4	Capodimonte	ITA
22- 31 July	Deutsche Meisterschaft	Travemünde	GER
23-24 July	Puchar YC	Rewa	POL
30-31 July	Southern Champs	Mengeham	GBR
30-31 July	Regaty Fair Play	Szczecin	POL

## AUGUST

12-14 Aug	Danish Nationals	Nykøbing Sjælland	DEN
12-16 Aug	CORK OCR	Kingston, ON	CAN
13-15 Aug	Benelux Championship	Scharredijke	NED
13-14 Aug	Airisto regatta/R4	Turku	FIN
<b>15-21 Aug</b>	<b>OPEN &amp; U23 EUROPEANS</b>	<b>Kiel</b>	<b>GER</b>
19-21 Aug	Notway Nationals	Asker	NOR
25-28 Aug	Open Russian	Moscow	RUS
26-18 Aug	Swedish Nationals	Kalmar	SWE
27-28 Aug	Rofi Pokal	Attersee	AUT
27-28 Aug	Scottish Championship	Largs	GBR
27-28 Aug		Žnin	POL

## SEPTEMBER

2-4 Sept	Polish Nationals and Masters	Sopot	POL
3-4 Sept	Dragør Cup	Dragør	DEN
3-4 Sept	Cerdon du Loiret	CV Centre	FRA
8-11 Sept	North American Masters	Rochester, NY	USA
9-11 Sept	Spanish Championship	Hospitalet-Vandellos	ESP
10-11 Sept	Ciboure	Yacht Club Basque	FRA
10-11 Sept	Ranking 5	Pori	FIN
10-11 Sept	COPPA ITALIA 5	Numana	ITA
10-11 Sept	Eastern Champs	Thorpe Bay YC	GBR
<b>13-17 Sept</b>	<b>EUROPEAN MASTERS</b>	<b>Hospitalet-Vandellos</b>	<b>ESP</b>
18-18 Sept	Sola Cup	Karlstad	SWE
17-18 Sept	Sté Nautique de Saint Malo	Saint Malo	FRA
24-25 Sept	Union Nautique de Plobsheim	Plobsheim	FRA
24-25 Sept	Dutch Master Championship	Muiden	NED
24-25 Sept	Harboe Cup	Skaelskor	DEN

## OCTOBER

1-2 Oct	Zakończenie Sezonu	Zegrze	POL
1-2 Oct	Finn Herbstpreis	Alte Donau	AUT
1-2 Oct	Roskilde Fjord	Veddelev	DEN
1-2 Oct	Cerdon du Loiret	CV Centre	FRA
7-9 Oct	Trofeo Menoni	Malcesine	ITA
8-9 Oct	The Last Event	Warsash SC	GBR
8-9 Oct	Boerenkoolcup	Loosdrecht	NED
8-9 Oct	Yacht Club de Carnac	Carnac	FRA
15-16 Oct	Høstcupen	Bærum seilforning	NOR
15-16 Oct	Cannes	YCC	FRA
29 Oct-1 Nov	Maubuisson	CVB	FRA
30 Sep-3 Oct	Australian Championship	Woollahra	AUS

## NOVEMBER

Nov	Fæasje Cup	Vallensbæk	DEN
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## FUTURE CHAMPIONSHIPS

2023 Finn Gold Cup, Coconut Grove YC, Miami, USA, 24-31 Jan  
 2023 Finn World Masters, Kavala, GRE, May 26-June 2  
 2023 Finn European Masters, Campione, Garda, ITA, September  
 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.



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