

# FINNFARE



**Cannes and Naples Europeans  
Finn Sailing Academy  
Changes to RRS  
Upwind in waves  
U29 Training Camp  
Alessandro Marega Interview  
Jonathan Lobert – Finn to Boardroom**



**The official magazine of the  
International Finn Class**

[www.finnclass.org](http://www.finnclass.org)

**MAY 2025**





# Finn Sailing academy

**"Upgrading your Sailing skills and much more..."**

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Opening shot: Fabian Lemmel at the 2025 Europeans in Naples

## PRESIDENT'S LETTER

Dear Finn sailors,

**T**he 2025 season is underway, and we have just had the European Championship in Naples, Italy, where 110 sailors gathered to contest one of the most prestigious titles in our class. Racing under the shadow of Mount Vesuvius, the event delivered a thrilling variety of conditions — providing a real mix of light and medium conditions. Congratulations to all competitors, and a special mention to Valérian Lebrun of France, who sailed an outstanding series to claim the European title. A huge thank you also to Circolo del Remo e della Vela Italia for hosting an outstanding event that showcased the spirit and strength of the Finn community.

Next on the calendar is the iconic Finn World Masters, returning this June to Medemblik — the spiritual home of Masters sailing. This promises to be another unforgettable gathering, with over 300 entries already received, showing the incredible strength and enthusiasm of the Finn community worldwide. With sailors from over 30 nations attending, it reminds us that the Finn is more than just a boat: it's a worldwide family.

The Finn Gold Cup, scheduled for Cascais at the end of August, is shaping up to be a truly world-class event. In the lead-up, sailors will have the chance to compete in both the Pre-Gold Cup training regatta and the Portuguese National Championship, providing plenty of opportunities to experience and master this iconic venue ahead of the main event. Cascais is set to host a fleet combining established legends and rising talents, racing at the highest level in one of the most spectacular sailing arenas on the calendar.

Looking further ahead, we are also excited about Brisbane 2026, and I am pleased to confirm that more than 90 international sailors have already expressed interest in attending. Combined with a strong ANZAC contingent, we are expecting an exceptional

fleet for what promises to be a truly memorable championship 'down under.'

The three events in Brisbane will all have their own unique character, and we can promise a range of conditions and experiences for those taking on the challenge. If you are coming, then NOW is the time to ensure you have a spot in

one of the many containers. Details will be available on the website.

Regionally, Finn fleets are experiencing impressive momentum. The recent Med Cup in Palamós attracted a strong and competitive fleet, building on the success of major regional events. Growing excitement in Australia ahead of the Brisbane 2026 events is clearly evident through increasing fleet sizes at regattas and training weekends. Finn fleets worldwide are welcoming new sailors, inspired by the Finn's unique combination of athleticism, tactical complexity, and camaraderie.

Following the retirement of Marc Allain des Beauvais as Vice President Development, we have made a good start with coaching and development initiatives across the class. We would like to salute Marc's eight years of dedicated service to the IFA, during which time he made an important contribution to supporting fleets around the world, and in particular provided outstanding support to the French Finn sailors in their Olympic endeavours. We sincerely thank him for his efforts and commitment, and we wish him all the best for the future. Further details regarding the revised VP



*continued over...*





## BACK ISSUES

Sets of back issues of FINNFARE dating back to the late 1990s are available in the Finn Shop. In total there are about 60 editions available, totalling more than 1500 pages. SET 1 covers all available issues from 1997 to 2009. SET 2 covers all issues from 2010 to 2019. There are at least 20 complete sets of all 30 issues. In addition, some sets of the Masters Magazine are available. It includes all copies from 2015 to 2020 (6 editions). See [finnclub.org/shop](http://finnclub.org/shop)



## FUTURE CHAMPIONSHIPS

The following venues and dates are confirmed.

2025 Finn World Masters, Medemblik, NED, 13-20 June, [www.fwm2025.com/](http://www.fwm2025.com/)  
 2025 Finn Gold Cup, Cascais, POR, 30 August to 6 September,  
 2026 Finn Gold Cup, Brisbane, AUS, 12-19 February  
 2026 Finn World Masters, Brisbane, AUS, 20-27 February  
 2026 Open Europeans, Gdynia, POL, late July TBC  
 2026 Finn European Masters, Mar Menor, Murcia, ESP, 16-23 October

To bid for future events please contact the IFA Office.



## PHOTOS

Most of the photos in this issue and from the major events can be obtained as prints or downloads from:  
<http://robertdeaves.smugmug.com>



## #FINNTALKS

Every month there is a new #Finntalks on the Finn Class YouTube channel. If you want to talk Finns, please get in touch.  
<https://finnclub.org/finn-tv/finntalks>

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Next issue: November 2025

Online issues: [issuu.com/finn-class](http://issuu.com/finn-class)



### No. 176 • MAY 2025

FINNFARE is a non-profit publication that is distributed free of charge to all IFA members and interested parties connected to the International Finn Class around the world. Articles, race results, photographs and reports from countries are always welcome. Please include FINNFARE in your news mailing. All advertisement enquiries should be addressed to the Editor. A media pack is available on [www.finnclub.org](http://www.finnclub.org)

Cover photo: Alessandro Marega

Inset: Valerian Lebrun

(Photos: Robert Deaves)





Development role will be outlined at the upcoming AGM, and I look forward to announcing an exciting new appointment to this important position very soon.

Training opportunities – from Sydney to Lake Garda – are helping to bring new sailors into the Finn and deepen the skills of our existing sailors. Importantly, we have renewed our commitment to supporting U29 sailors, providing them with clear pathways, coaching support, and opportunities to develop within the class and continue the Finn's proud tradition of building world-class athletes.

We have also been listening carefully to feedback and are working hard to improve the experience at our major events. Importantly, we are beginning the process of transitioning the Finn

Gold Cup and Finn European Championships to qualification-based events, where each National Finn Association (NFA) will be allocated a set number of spaces for potential competitors. We believe this new approach will drive greater activity within countries as sailors work to secure qualification spots and will give NFAs the ability to select sailors best suited to perform in the conditions and championship formats expected at major international events.

We will be proposing a new Vice President of Sailing at the next AGM. This role will focus on preserving and improving the quality of racing at our major championships, while also maintaining a strong, logical calendar of events that avoids unnecessary conflicts wherever possible. These steps are important to ensure the continued strength, fairness, and prestige of Finn racing worldwide, and to protect the high standards and quality of our racing for the future. Again, this will require a slight amendment to the role as outlined in the constitution and will be outlined at the AGM.

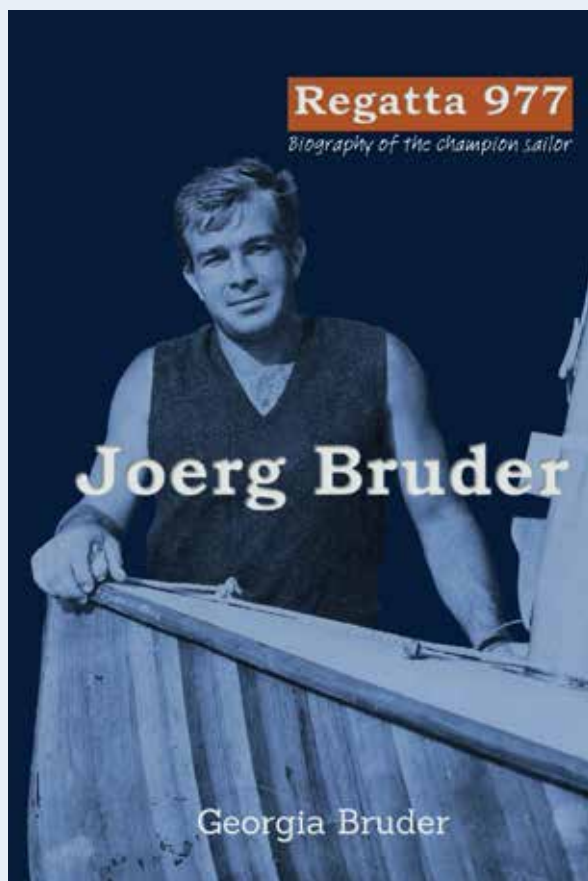
None of this would be possible without the collective passion, dedication, and support of our sailors, clubs, national associations, suppliers, and sponsors. On behalf of the International Finn Association, I sincerely thank you all for your continued commitment to the Finn and for helping to build an even stronger future for our class.

Next for me is the Italian Nationals and then on to Medemblik, and I look forward to seeing many of you there.

Fair winds,

**Rob McMillan**  
IFA President  
AUS 2

## FINN NEWS



### JOERG BRUDER BIOGRAPHY

*Regatta 977: Biography of the champion sailor Joerg Bruder* is now published in English and available through Amazon sites worldwide.

July 1973. The Varig Boeing 707 – flight 820, with destination Orly, France, crash-landed in flames in an onion field in Saulx-les-Chartes, a few kilometres from the airport.

Among the passengers was the 36-year-old Brazilian sailing champion Joerg Bruder, on his way to the Finn Gold Cup to compete for his fourth consecutive world title.

The tragic accident left profound scars on the family. Any topic referring to Bruder became taboo and was automatically diverted. These diversions and the distancing from the sailing world, were slowly erasing his story, leaving it vague and fragmented.

Some facts led his daughter Georgia, who was only three years old at the time of the accident, to want to know more about her father, rebuild and pay tribute to his memory. She interviewed friends, sailors and family members; investigated documents and photographs, registering Joerg Bruder's splendid trajectory. In this manner, almost 50 years later, she realised that despite the painful loss, his presence accompanies and inspires her.

Georgia's fascinating book is a compendium of tales, anecdotes, photos, racing results, memories and sailing stories of one of the most famous Finn sailors.








 **allen**

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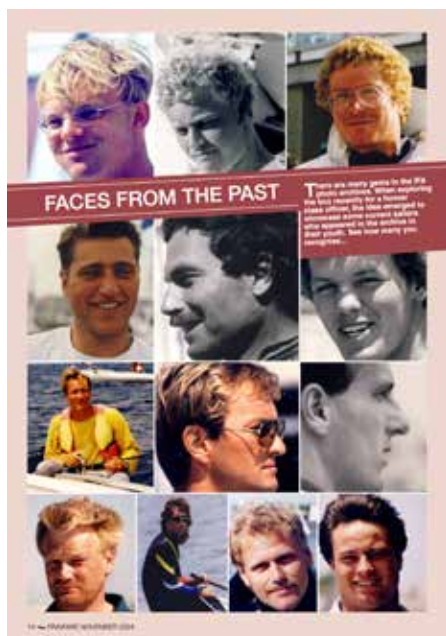
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Ed Wright, 2023 Gold Cup winner.

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## FAMILIAR FACES?

If you were left scratching your head after reading the last issue of FINNFARE and recognised a few of these faces, here are the answers. From top left, left to right: Row 1: Ville Aalto-Setälä, Peter Peet, Tim Tavinor. Row 2: Karel von Hellemond, Jiri Outrata, Roy Heiner. Row 3: Otto Strandvig, Atilla Szilvássy, Enrico Passoni. Row 4: Chris Frijdal, Ian Ainslie, Andre Budzien, Jan Willem Kok.

## EVENTS UPDATE

### 2025 Finn Gold Cup

The programme in Cascais is taking shape with the Portuguese Nationals, an U29 training camp, and a measurement seminar taking place before the Finn Gold Cup gets underway. Please get entries in asap to help the organisers. A sailors meeting will also take place during the events.

### 2026 Brisbane

Entry is now open for all the events in Brisbane in February 2026, through the RQYS website. After an online Expression of Interest, it is expected that about 80 boats will travel from Europe for fleet sizes of 120-130. All the notices of race are published with lots of information on the RQYS website.

### Future events

By the time this reaches you the 2025 AGM will either have happened or be imminent. We have a lot of bids for events to get through, and there are some old favourites as well as exciting new venues on the horizon.

Check out all event pages on [finnclass.org](http://finnclass.org) under the EVENTS menu tab.



DATES	EVENT	NATION	CAT	VENUE
12-Jan	17-Jan	AUS	E	Adelaide
30-Jan	02-Feb	ESP	F	Valencia OW
31-Jan	02-Feb	POR	F	Vilamoura
01-Feb	02-Feb	NZL	F	Timaru
11-Feb	14-Feb	INT	C	Cannes, FRA
20-Feb	23-Feb	USA	E	Key Biscayne, FL
01-Mar	04-Mar	NZL	E	Waiuku
14-Mar	16-Mar	INT	C	Torbole, Italy
14-Mar	16-Mar	INT	C	Palamos, ESP
04-Apr	06-Apr	USA	F	Fairhaven
<b>05-Apr</b>	<b>12-Apr</b>	<b>INT</b>	<b>B</b>	<b>Naples, ITA</b>
26-Apr	27-Apr	SUI	F	Mammern
01-May	04-May	BRA	E	Ilhabela
01-May	04-May	GER	F	Nesselblatt Steinhude
02-May	04-May	ITA	F	Caldaro
03-May	04-May	NED	F	Muiden
03-May	04-May	CZE	F	Nove Mlyn
10-May	11-May	BEL	E	Oostende
10-May	11-May	GBR	F	Thorpe Bay
17-May	18-May	INT	C	Rungsted
24-May	25-May	SWE	F	Hönö
29-May	31-May	FRA	F	La Rochelle
29-May	01-Jun	SUI	E	Arbon
06-Jun	08-Jun	ITA	E	Castiglione d Pescaia
<b>13-Jun</b>	<b>20-Jun</b>	<b>INT</b>	<b>D</b>	<b>Medemblik, NED</b>
23-Jun	25-Jun	AUT	E	Mörbisch
28-Jun	29-Jun	FIN	F	Helsinki
04-Jul	06-Jul	GBR	E	Weymouth
05-Jul	06-Jul	POL	F	Gdansk
07-Jul	12-Jul	FRA	E	Douarnenez
11-Jul	13-Jul	INT	C	Warnemünde, GER
18-Jul	20-Jul	AUS	F	Brisbane
18-Jul	20-Jul	HUN	F	Tihany
01-Aug	03-Aug	NOR	E	Hankö
14-Aug	17-Aug	BEL	F	Scharendijke, NED
22-Aug	24-Aug	DEN	E	Veddelev (Roskilde)
22-Aug	24-Aug	FIN	E	Pori
29-Aug	31-Aug	CZE	E	Lipno - Kovarov
<b>30-Aug</b>	<b>06-Sep</b>	<b>INT</b>	<b>A</b>	<b>Cascais, POR</b>
30-Aug	31-Aug	AUT	F	Attersee
12-Sep	14-Sep	POL	E	Puck
12-Sep	14-Sep	SWE	E	Karlstad
18-Sep	21-Sep	HUN	E	Balatonfüred
19-Sep	21-Sep	NED	E	Medemblik
24-Sep	24-Sep	NOR	F	Kråka Cup, Aster
27-Sep	28-Sep	DEN	F	Dragor
03-Oct	05-Oct	INT	C	Malcesine, Italy
<b>09-Oct</b>	<b>11-Oct</b>	<b>INT</b>	<b>B</b>	<b>Newport Beach, CA</b>
11-Oct	15-Oct	GER	E	Lake Dümmer
16-Oct	18-Oct	BRA	F	Ilhabela
17-Oct	19-Oct	ESP	E	Ibiza
21-Nov	23-Nov	POR	E	Cascais





# Alessandro Marega...and so...

**A**lessandro Marega had a huge 2024. Bronze at the Gold Cup in Aarhus was followed by gold at the Europeans in Cannes and then he rose to the World No.1. This interview with Francesca Frazza, conducted before the European in Naples, sheds light on his thoughts and processes and achieving his goals while enjoying the journey.

## ORIGINS OF PASSION

*FF: How did your journey in sailing begin, and what made you realise sailing would be a significant part of your life?*

**AM:** I'll answer both questions because for me they are connected. I started sailing at seven years old because summer camps for children bored me. It was love at first sight: after the first day of sailing school I said to my parents, 'I want to be a sailor'. The reason is simple: no one can say 'I don't like moving on the water in silence, in nature.'

## FIRST ENCOUNTER WITH THE FINN

*What drew you to the Finn class?*

After many years in the Laser Class and offshore racing (and after five years as a sailing instructor), I was searching a boat to spend my weekends peacefully and to keep me trained for the

development of sails. So, I found an old Finn (a 1975's 'Clipper') in a garage in a city of Italy and I still have it. Its deck and hull are in glass and fittings in wood, the mast in aluminium obviously. Then I said to myself: 'Why don't you try to do some regattas with a newer boat?' and I bought the yellow HTS and I officially started.

OK, the very first impressions in strong wind with the boat and aluminium mast were like driving a truck down a mountain road. But after that it was more 'human'.

## WHAT WERE THE BIGGEST CHALLENGES?

For me pumping in strong wind, if you are not used to it, it is very demanding because it is a mix of power and technique. Another hard thing I had to work on was go fast in very light wind: the body position, the trim of mainsail and setting. There are not many secrets to improve: many and many hours of training and watching videos of professional sailors who made the history of Finn Class in the past.

## BUILDING A COMPETITIVE EDGE

*What are pivotal moments in your sailing career?*

I can't find any specific moments but for sure, after winning a lot when I was younger, 'take slaps' when I became a more adult sailor. One person who helped me to have many of my sailing characteristics is Branko Pistotnik who was my Laser coach, and he has an incredible race area vision and the 'magical sense' which makes the difference to have always the control in a race. It's strange but also the years as an Optimist instructor were important because having an external point of view of race situations and phases helps you in your own race management.

*How has your approach to training evolved over the years?*

For sure now I am more professional to plan training and to feel what I need to improve. When I was young, I had an approach like 'ok, go out and do some things'. But for me in the last 15 years sailors and sailing in general had a more professional approach on training and on this sport. This is a sport which is growing a lot to reduce the gap between the current state of things and a high level of specialisation. We are a little behind some sports, but the process has begun.

## RECENT SUCCESSES

*You secured a third place at the 2023 Europeans in Hungary. How has this achievement shape your mindset heading into 2024?*

Yes, in 2023 I was third at Europeans but honestly there wasn't a moment I thought to be competitive for winning the championship. Doma and Laurent were totally superior to me. So, I started to train





more and in a different way, specifically for reducing the gap upwind in strong wind. At the end of 2023 I also changed the boat and that has made a difference.

*Were there specific races or moments in these regattas that stood out to you as turning points?*

For me the upwinds at 2023 Europeans. Balaton's conditions were very tough with medium/strong wind and steep choppy. After that championship I said 'ok from today my goal is to improve in strong wind upwind'.

#### WINNING THE 2024 EUROPEAN CHAMPIONSHIP

*A third place at the Finn Gold Cup and winning the European title in Cannes were two monumental achievements. What were your thoughts crossing the finish line?*

The FGC was very important for me because I was in the game until the end, and it gave me a lot of confidence. I was very happy because I had trained a lot during summer, also at sunrise or sunset.

In Cannes it was a special emotion. It was a mix of adrenaline because the stress derived from everything that happened on days before, with many and many cancelled starts and BFDs and ranking changes, happiness for the title and fatigue because all championships were during one month.

Robert's pictures at the finish line are special because I can see all these things and my passion for this sport.

My satisfaction is double because I made same results of Adelchi Pelaschier (Mauro's father) who was a myth and a legend of my club, the S.V.O.C. of Monfalcone. In 1958 he won Europeans and did third at Finn Gold Cup and it is a beautiful coincidence.

*How did you prepare differently and what gave you the edge?*

FGC was my first goal for 2024 and I calibrated my preparations to be at 100% at first week of September: I was sure that if I had arrived on top at FGC I could keep this shape for Italians and Europeans and fortunately so it was. I used all other events to prepare this major events.

#### WORLD NUMBER ONE RANKING

*How does it feel to see your hard work reflected in the rankings?*

It was a surprise because OK I did well in 2024, but other sailors did more races than me, so I didn't expect this. It's an honour for me to be at top of the list, but the beauty of sport is that at the starting line there is no number one or 'special' one, if you do a better job than others, you will win or do good things.

So, if you want to commit yourself to do something, the only way is continuing to work without thinking what you did.



#### THE FINN CLASS: INSIGHTS AND REFLECTIONS

*What makes the Finn class unique compared to other dinghies or keelboats you've sailed?*

I love the sensation you have when you go upwind. It is like a dinghy but also an offshore boat. It's difficult to describe but all Finn sailors can understand. You have a small boat with many, many regulations and settings to have your personal best feeling. And maybe one strange thing: I love free pumping on waves, going at best speed with your body and your technique.

#### CHALLENGES OF THE CLASS

*With the Finn no longer being an Olympic class, how do you see its role in the global sailing landscape?*

After 2021 the class is finding its position and numbers are almost the same than before. It's another thing compared to what it was. Now it is a beautiful boat with those where 'Finn sailing' is not their work can compete. Today you can go on this boat and be competitive if you have an office job, if you were an ex professional Finn sailor or if you are a professional sailor in general. And for me the class has to remain here.

*What keeps you motivated to compete in the Finn despite this shift?*

Because of all the motivations mentioned above, and because I work in the office and, at the moment, for me it is impossible to compete in an Olympic class due to the numbers of days travelling/training required those classes. So, for me to sail the Finn is beautiful beyond the races. I can go out for a hard training session or for one little tour of one hour and it is always good. I'm having a great time in the Finn and that's fine.



#### SAIL DEVELOPMENT AND TECHNICAL INSIGHTS

*Collaboration with Olympic Sails*

*You've been involved in sail development with Olympic Sails. What inspired you to take on this technical role?*

*Can you share an example of how your input or testing has led to a tangible improvement in sail performance?*

I have worked as a sail designer for Olympic Sails since 2021 and when I bought my first 'race Finn' and did my first races with it. They said to me: 'but try to design your sail! It would be best if you compete with your own sails and not with other brands'. So, in winter season between 2022 and 2023 I tried to do some test models and then it all started. To be the designer and also the sailor has the advantage that the development is always fast; you know your numbers on that sail design and you can test them



immediately on the boat. You know where you can improve your sail design and always try to go in that direction. So, our product is always a 'work in progress'.

From the beginning I had complete management regarding the shapes of the sail and the technical aspects of its construction, because we produce the cloth entirely in house with our mill.

*The Finn is a boat that demands both physical and technical excellence. How do you balance these aspects in your preparation?*

Not having much time available, I divide between work in the water and gym when there is not much wind. The perfect day for me is when I can try all aspects: hiking upwind and pumping downwind so I can work with physical and technical at the same time. But in general I calibrate my week routine according to the weather conditions to maintain a high level of training.

*Are there any specific innovations or strategies you're currently working on to stay ahead of the competition?*

Yes, I have some particular exercises to improve the aspects I want to work on. They are a mix of my experience, what I personally need (because what's good for me isn't necessarily perfect for others) and what I saw from other sailors in the past and now.

#### FEELINGS ABOUT WINNING

*Sailing can be an emotional rollercoaster. How do you handle both the highs of winning and the inevitable setbacks?*

In a championship you have to face every race as if nothing had happened before. In the past this was really difficult for me, but now I have more experience, and I can control it. When you win a race in a championship you know that you had only one little step, when you do a bad race I always say to myself 'ok Ale, it's only a sailing regatta, not the end of the world'. And when you do a bad

start, or when you have a bad situation the important for me is don't give up and keep going to your maximum.

#### GOALS FOR THE FUTURE

*What are your short-term and long-term goals in the Finn class? Are there any other sailing classes or challenges you're eager to tackle?*

In 2025 I will have three major goals: Europeans in Naples, Italians in Castiglione and then the big final, the FGC in Cascais which can be so hard physically.

I take the opportunity to invite everyone to the Bongo Cup in Trieste in May, which has become an International Regatta and can be a chance to stay together in the water.

I will also sail offshore races with many beautiful boats in Adriatic and Mediterranean sea.

Let's see what comes out!







# Building Denmark's largest Finn fleet

## Meeting an old friend led to Denmark's largest fleet of 36 Finn dinghies, *Frank Høyer Rasmussen writes:*

One morning in May 2018, I met an old friend, Peter, who had been a crew member on my Grinde many years ago. We hadn't seen each other for several years, but we quickly started talking about the good old days when we sailed together.

Peter told me that he had been sailing an OK Dinghy for a few years but now wanted to try the Finn dinghy. The challenge was that there were no other Finn dinghies in the southern part of Roskilde Fjord, and Peter wanted someone to sail with. He had just bought two Finn dinghies and offered to borrow one and try it out.

I have sailed all my life and have had an Optimist dinghy, OK Dinghy, Folkboat, Grinde, HR 352, H-boat, and Dragon. Since it had been almost 50 years since I had sat in a dinghy, I didn't bite at first – but said that on a day with good sailing weather, I would like to try, and he could call me.

A few days later, the weather was actually quite good with sun and about 5-6 m/sec, and then Peter called. An hour later, we met at Roskilde Harbor where the dinghies were located at the time. We quickly rigged up, and after a bit of instruction on the trim lines, we sailed out onto the fjord. At first, there wasn't much wind, but later it picked up so it was possible to surf. All the great things I remembered from my time with dinghy sailing were suddenly back, and I was hooked – it was so great.

That's how it started, creating one of Northern Europe's largest fleets of Finn dinghies in Veddelev, Roskilde Fjord, which now in 2025 consists of 36 Finn dinghies.

From the beginning, the ambition was to have more people to sail with. We each contacted some of the sailors in our network, which is quite large overall. We acquired a couple of older dinghies so there was something to sail in. In a short time, we were a small group of six sailors who met weekly. In the beginning, we were very active in seeking out candidates who we thought were suitable to put in a Finn dinghy.

We also contacted the Danish Finn Dinghy Club, which actively supported us with knowledge and presence at the harbour. The board was very helpful with good advice and guidance on where there might be dinghies for sale.

From there, it developed further – it spread like ripples in the water. In the first year, we became over 10 Finn sailors, and we could see that it would continue. It became a challenge to acquire dinghies, and we started buying dinghies abroad where there is a larger market.



Currently, we are now 36 Finn dinghy sailors in Veddelev. We sail races weekly all year round, with a judge boat and racecourse, each quarter every sailor in pair has to handle the judge boat and racecourse, which is also a good way to learn and see how things looks from outside the Finn.

After the race, sausages are grilled and enjoyed with a beer on the pier. In the summer season, 20 dinghies gather every Tuesday, and throughout the winter season, 10-15 dinghies gather every weekend. The year ends with a club championship followed by a festive dinner with the participation of wives and girlfriends. The social aspect is crucial for long-term success.

We have built up a good social community where we help each other with big and small things. There are sailors who sail a lot and participate in Masters and Gold Cup and other major regattas domestically and abroad. There are sailors who are content with racing weekly plus a little extra, and there are sailors who only participate in the summer season and enjoy trips on the fjord. The common factor is that everyone is welcome and can participate regardless of level and age. Frank, who helped start it, is 75 years old and still going strong.

In terms of sailing, we have developed a lot, and at the DM 2022 with over 30 participants, the first three places all went to Veddelev sailors. It should be mentioned that since the harbour in Veddelev was built in 1980, there had never been a Finn dinghy in Veddelev before 2018.

It turned out that many experienced sailors have a latent need to sail dinghies again – you just need to be lured onto the water once or twice – then you get hooked and start looking to buy your own dinghy. We grow every season; in 2024, 5-8 new sailors joined.

When the above can happen in Veddelev, it can happen in many places – as long as there are some enthusiasts who want to get it started.

## OPEN DANISH CHAMPIONSHIP ON ROSKILDE FJORD

This year, Veddelev Strands Bådlaug will host the Open Danish Championship, attracting sailors from all over Denmark and other Northern European countries. Veddelev's own fleet provides a solid foundation for many participants. The event is expected to attract at least 60-70 dinghies, making it a must-attend for both participants and those seeking a unique sailing experience, as well as the chance to explore the Viking city of Roskilde and its beautiful fjord.

The event will be held from 22-24 August, with an ample opportunity to arrive early or stay after the event. Veddelev harbour is a small local marina with good land areas and excellent harbour facilities for launching dinghies. If you wish to keep your dinghy before or after the event, there is plenty of opportunity for this. The event includes dinner on Friday and Saturday evenings, which will be held in the clubhouse.

There is a large campsite near the harbour, and plenty of accommodation options in Roskilde city centre, less than 5 km from Veddelev harbour. Copenhagen is less than a 20-minute drive from Roskilde.

You can already register at [manage2sail.com](https://manage2sail.com), where you can also find more information about the event.





# Alessandro Marega seals 2024 European title in Cannes

**Alessandro Marega won the Finn European Championship at the Yacht Club de Cannes after a week of drama and unusual weather conditions. Valerian Lebrun finally ended up second, and also took the European Masters title, while Kristof Kaiser won the bronze.**

There were 152 sailors from 22 nations taking part in the biggest Finn European Championship of all time. Racing took place in two groups over five days in Cannes. While the forecast for the week looked challenging, Monday produced sublime conditions with sunny skies, 10-14 knots from the east, nice waves and simply great sailing conditions. With the challenging forecast, three races were held on the first day.

Marega was the early leader after three great races in a building breeze. He won all three of his group races to sit five points clear of Laurent Hay with Lebrun in third. Lebrun took two race wins while the other race win went to Peter Peet. Then, on forecast, all racing on the second day was abandoned after the wind failed to show up.

The opening series was completed on the third day, with just one late race possible in light winds. Jan Zetzema led for most of the Yellow group race, which was eventually won by Christoph Burger from Tibor Palley and Zetzema. Hay led Blue group all the way to win from Lebrun and Peet. Marega still led overall from Hay and Lebrun. For the final two days the fleet was split into gold and silver groups.

The fourth day was filled with drama and uncertainty after a day of waiting for wind, then multiple restarts and finally multiple hearings in the jury room. However, Marega maintained his lead from Lebrun with Nick Craig up to third.



The fleet was held on shore while the wind built, but it was never as strong as forecast. The first race of the day in 6-9 knots was initially won by Craig, after race leader Hay was black flagged. Hay was later reinstated after a hearing, as were several others, and then disqualified again with new evidence. The second race took seven attempts to get away, with half of the top 10 also black flagged, including Craig, Lebrun and Hay. The race was led from start to finish by Paul McKenzie. In the silver fleet the race wins went to Andreas Francke and Tangi Capitaine.

This all set the scene for the final day with everything still to play for and many letter scores at the top. Unfortunately, only two gold fleet races were held amid forecasts of strong wind and storms, while the silver fleet were held on shore and then abandoned. Lebrun won the opening race in winds up to 18 knots and big seas with Marega in second, setting up a final race showdown.

The wind decreased a lot for the final race with some big shifts, and ended in heavy rain and 15-16 knots as the first front came through. Everything came down to a fight between Marega and Lebrun for the title. Marega rounded four boats ahead of Lebrun at the first upwind. During the second upwind everything changed, a storm came in from the right, bringing rain and a big right shift, which also brought a course change. Unfortunately, the leading pack could not find the new mark and headed to the old mark which was still in place. McKenzie won his second race this week, followed by Burger and Marega and, with Lebrun in eighth, Marega became the new European Champion.

Marega said, "I am super happy and, in the end, I'm not the one the one that won European championship, but the whole process did, the commitment, the fatigue of this whole last year and I must say that sacrifices in the end do really pay off."





1	ITA 1103	Alessandro Marega	1	1	1	4	(10)	4	2	3	16
2	FRA 111	Valérian Lebrun	7	1	1	2	3	(bfd)	1	8	23
3	HUN 808	Kristóf Kaiser	6	2	3	10	4	5	(27)	7	37
4	POR 21	Filipe Silva	3	6	5	4	5	rdg	4	(30)	40
5	AUS 22	Paul Mckenzie	8	6	6	5	(24)	1	19	1	46
6	SUI 7	Christoph Burger	9	8	3	1	16	(bfd)	11	2	50
7	NED 6	Martijn Van Muyden	2	9	6	6	(40)	17	3	10	53
8	HUN 5	Tibor Pallay	4	18	7	2	9	7	(37)	20	67
9	GBR 790	Nick Craig	5	3	2	5	1	(bfd)	18	48	82
10	NED 29	Bas De Waal	4	5	24	8	28	(bfd)	7	6	82
11	ESP 107	Agustin Juarez Marrero	11	4	10	9	(dsq)	28	21	5	88
12	FRA 38	Michel Audoin	16	11	12	17	(51)	6	14	14	90
13	POL 6	Bartosz Szydlowski	5	3	7	6	(bfd)	25	20	28	94
14	GBR 74	Lawrence Crispin	8	5	8	8	34	27	6	(62)	96
15	SWE 72	Peter Overup	10	12	5	23	(37)	20	10	16	96
16	HUN 50	Akos Lukats	14	14	27	19	12	2	16	(dnc)	104
17	FRA 75	Laurent Haÿ	2	4	2	1	(bfd)	bfd	9	9	104
18	AUS 330	James Bevis	10	2	9	22	(56)	45	5	13	106
19	NED 703	Eric Bakker	7	8	17	13	22	(bfd)	8	34	109
20	ITA 788	Roberto Benamati	20	7	13	15	21	24	12	(52)	112
21	ESP 7	David Terol	6	15	4	11	26	(bfd)	22	33	117
22	GER 8	Jürgen Eiermann	9	21	13	19	15	10	(38)	38	125
23	NOR 77	Peder Nergaard	24	17	15	7	18	21	(41)	25	127
24	NED 148	Peter Peet	1	16	(ufd)	3	2	rdg	dsq	4	130.7
25	SWE 5	Fredrik Tegnhed	17	26	17	9	(46)	13	23	26	131
26	POR 61	Fernando Bello	13	10	18	34	8	19	40	(42)	142
27	AUT 333	Gerhard Weinreich	11	16	11	20	(64)	8	36	40	142
28	HUN 30	Kantor Zsigmond	(bfd)	15	12	33	20	35	13	15	143
29	DEN 117	Peter S Bøje	18	21	25	41	(60)	3	26	17	151
30	HUN 180	Gergely Gerencser	19	9	8	16	35	(bfd)	31	37	155
31	ITA 45	Nicola Capriglione	39	13	14	(62)	42	9	15	29	161
32	NED 66	Ewout Meijer	15	13	16	31	(59)	39	24	27	165
33	HUN 131	Svastits Attila	27	22	26	18	6	(bfd)	35	32	166
34	UKR 17	Andriy Podvezko	24	20	27	12	(65)	16	32	44	175
35	BUL 7	Zlatko Atanasov	18	19	10	7	50	(bfd)	28	43	175
36	NOR 26	Steffen Emhjellen	13	27	33	13	13	(bfd)	29	49	177
37	FIN 50	Freddy Markelin	20	40	21	24	19	(bfd)	47	12	183
38	UKR 7	Vladimir Stasyuk	3	7	32	31	27	(bfd)	ufd	19	196
39	ESP 22	Adrian Bedoya Mey	26	(dnf)	31	11	52	11	57	11	199
40	ITA 2	Marco Buglielli	38	30	45	21	33	18	17	(46)	202
41	NED 7	Cees Scheurwater	22	42	28	40	31	12	33	(dnc)	208
42	GBR 90	Richard Sharp	23	23	41	(50)	43	14	42	23	209
43	USA 19	R Phillip Ramming	31	22	25	18	(67)	42	50	21	209
44	SUI 41	Dominique Wälchli	32	31	19	24	29	40	(45)	39	214
45	GER 164	Claus Wimmer	17	29	14	29	53	31	43	(58)	216
46	ITA 920	Alberto Romano	42	36	35	12	30	46	(54)	22	223
47	ITA 4	Francesco Faggiani	39	32	34	22	14	43	(44)	41	225
48	ITA 11	Paolo Cisbani	26	17	30	26	54	38	34	(56)	225
49	BEL 4	Yves Basette	29	37	35	27	48	30	(53)	24	230
50	FRA 57	Morvan Bourbin	25	28	44	46	11	22	(60)	55	231
51	FIN 201	Kristian Sjoberg	(bfd)	10	4	34	17	15	dnf	dnc	234
52	GER 329	Axel Schmidt	36	23	21	17	61	33	(dnc)	47	238
53	FRA 129	Alain Férec	28	29	20	49	47	(bfd)	49	18	240
54	ESP 76	Alejandro Cardona	16	11	(dnf)	45	45	47	52	31	247
55	BEL 41	Tony Delava	33	44	36	25	(68)	34	39	36	247
56	CZE 54	Matouš Červenka	33	34	37	39	38	23	46	(61)	250
57	SUI 99	Laurent Chapuis	22	42	23	44	39	(bfd)	48	35	253
58	BEL 98	Gwyn Hagenaers	30	24	29	36	41	36	(59)	57	253
59	NOR 64	Petter Fjeld	32	26	36	23	62	(dnf)	25	50	254
60	BEL 18	Sigurd Vergauwe	28	24	28	32	49	49	(ufd)	45	255
61	POR 55	Jorge Pinheiro De Melo	35	31	15	51	(66)	32	30	63	257
62	GBR 5	John Greenwood	15	12	11	15	57	(bfd)	dnc	dnc	264
63	FRA 21	Christophe Dyen	42	49	38	20	25	44	(61)	51	269
64	NED 50	Jan Zetzema	44	(65)	40	3	32	41	56	53	269
65	TUR 12	Sinan Sümer	50	25	20	29	36	(bfd)	51	59	270
66	NOR 41	Christian Dahl	12	39	(dnf)	16	23	37	dnc	dnc	281
67	NED 147	Ted Duyvestijn	35	25	32	47	(dsq)	29	55	60	283
68	ESP 182	Jordi Tur Casado	43	35	22	25	(58)	48	58	54	285
69	ESP 118	Xavier Mayoral	34	33	18	36	63	26	(dnf)	dnc	287
70	NED 68	Joost Houweling	23	20	23	43	55	50	(dnc)	dnc	291
71	SVK 1	Peter Mosny	21	14	(dnf)	21	7	bfd	dnc	dnc	294
72	GBR 9	Tim Tavinor	25	43	16	28	44	(bfd)	dnc	dnc	310
73	ESP 86	Paco Castaner	30	18	19	28	(dnf)	dnf	dns	dnc	326
74	HUN 150	Zoltan Csanyi	40	28	24	26	(bfd)	bfd	dnc	dnc	349
75	CZE 75	Vladimir Skalicky	34	55	34	14	69	(bfd)	dnc	dnc	360
76	POR 73	Nuno Es Silva	12	70	22	43	(bfd)	ret	dnc	dnc	378





77	GER 488	Andreas Franke	14	53	9	(ufd)	1	3	80
78	BEL 891	Frederik Boone	36	45	26	(63)	12	9	128
79	ITA 52	Franco Martinelli	49	(56)	42	30	3	7	131
80	ESP 555	Juan Grau Cases	21	41	43	(60)	30	5	140
81	NED 67	Remko Boot	(dnf)	32	dnf	14	6	11	140
82	USA 47	Robert Kinney	(53)	46	31	38	18	8	141
83	FRA 60	Jean Francois Cutugno	(62)	40	44	35	7	21	147
84	FRA 202	Yann Vilein	(57)	30	46	48	9	16	149
85	NED 450	Willem Schopman	47	35	(64)	35	19	17	153
86	AUT 400	Bernhard Klingler	37	47	46	(48)	5	24	159
87	GER 334	Andreas Gillwald	29	19	37	(ufd)	2	dsq	164
88	HUN 972	Gyula Mónus	41	43	29	(57)	16	39	168
89	ESP 737	Ignacio Nieto	(63)	59	39	54	10	12	174
90	FRA 373	Harri Veivo	31	57	50	33	4	(dnf)	175
91	SWE 2	Svante Collvin	38	46	(58)	37	11	43	175
92	FRA 73	Andrea Cutugno	56	33	(60)	37	29	20	175
93	FRA 6	Maxime Nocher	40	(64)	53	45	8	30	176
94	FRA 426	Marc Vibert	48	36	55	(59)	28	13	180
95	FRA 880	Herve Brillaud	(65)	38	39	55	26	25	183
96	AUT 337	Rudolf Gerzer	(59)	38	45	41	31	32	187
97	SUI 1	Hans Fatzer	53	(58)	55	39	27	14	188
98	GBR 35	Soeren Vonsild	65	39	30	(dnf)	14	41	189
99	HUN 181	Gaál Csaba	(63)	44	52	40	34	23	193
100	USA 117	Michael Mark	27	48	43	38	(52)	37	193
101	FRA 85	Aubert Lerouge	19	37	47	52	(53)	38	193
102	SWE 21	Mats R Karlsson	58	(dnf)	dnf	32	17	10	194
103	SUI 39	Hans Stockli	(52)	52	48	51	25	19	195
104	UKR 0	Igor Pietukhov	44	54	40	(60)	24	33	195
105	GER 477	Harald Leissner	49	60	59	(65)	15	15	198
106	GBR 18	Jonathan Pyke	46	45	38	(74)	22	49	200
107	GER 277	Bernd Rimmele	47	57	(dnf)	46	23	27	200
108	CZE 211	Martin Kaloš	43	49	(54)	53	33	29	207
109	SWE 91	Pär Friberg	48	52	(56)	27	32	52	211
110	FRA 69	Pierre-Louis Bossart	52	(63)	62	56	37	6	213
111	SUI 13	Peter Kilchenmann	(66)	61	49	50	21	34	215
112	GER 236	Andreas Lohmann	(70)	50	57	30	42	36	215
113	NED 56	Rick Bomer	45	(62)	41	42	47	44	219
114	FRA 9	Benoit Thomas	(55)	51	52	42	46	31	222
115	NOR 73	Karsten Eskelund	64	53	(dnf)	69	36	2	224
116	ESP 39	Jose Maria Pujadas	(50)	48	48	47	48	35	226
117	POR 56	Pinheiro De Melo Francisco	59	41	(dsq)	56	45	28	229
118	NOR 55	Arild Heldal	41	27	33	52	(dnf)	dnf	230
119	ITA 168	Germano Lucchetta	37	47	51	70	(ufd)	26	231
120	AUS 14	David Champaloup	51	34	49	57	44	(62)	235
121	FRA 711	Tangi Capitaine	(dnf)	dnf	dnf	10	ufd	1	242
122	BAH 1	Pierrick Bourbin	54	(dnf)	dnf	ufd	13	22	243
123	SWE 82	Marcus Löfgren	45	(dnf)	dnf	58	61	4	245
124	FRA 888	Bernard Claudel	60	(dnf)	50	44	40	51	245
125	ITA 1101	Giovanni Pelosi	58	(ufd)	ufd	59	35	18	247
126	GBR 20	Andy Denison	55	51	47	(72)	58	42	253
127	HUN 64	Balázs Szűcs	51	55	(56)	54	38	56	254
128	ITA 7	Antonio Pitini	57	59	51	(66)	39	59	265
129	ITA 912	Emanuele Belgrano	61	61	42	(63)	62	40	266
130	NOR 22	Magnus Christiansen	54	54	53	(69)	60	48	269
131	GBR 40	Russell New	(bfd)	65	59	49	55	45	273
132	BEL 76	Paul Goossens	46	58	61	64	(65)	46	275
133	ARG 1	Ricardo Reyes Anderson	69	56	dnf	75	20	57	277
134	FRA 511	Claude Got	56	50	58	(73)	64	58	286
135	GER 678	Christian Wilmers	(69)	63	63	53	50	64	293
136	GER 315	Christoph Boog	(68)	62	57	65	59	53	296
137	TUR 33	Ali Turksen	61	60	(62)	61	54	60	296
138	GBR 34	Peter Blick	(66)	66	61	61	57	55	300
139	AUT 17	Christoph Aste	(67)	64	65	66	63	50	308
140	GER 190	Jan Duken	64	(dnf)	dnf	55	51	61	308
141	FRA 89	Olivier Le Biavant	(71)	66	60	71	68	47	312
142	NED 113	Peter Van Der Vliet	68	68	66	68	43	(dnf)	313
143	SUI 85	Thomas Frautschi	(72)	67	54	62	67	65	315
144	BEL 78	Björn Cotteleer	(71)	67	63	58	66	66	320
145	ESP 97	Carlos Cantín Mas	67	(dnf)	dnf	64	41	dnf	326
146	POR 58	Henrique Silva	70	(dnf)	dnf	67	49	63	326
147	SUI 600	Adrian Schmidlin	(dnf)	dnf	dnf	68	56	54	332
148	ESP 1	Roger Jordana	60	69	(dnf)	dnf	dnf	dnf	360
149	ESP 321	Charles Heimler	62	(dnf)	dnf	67	dnf	dnf	360
150	FRA 81	Alain Domken	(bfd)	dnf	dnf	dns	dnf	dnf	385
150	ESP 431	Carlos Gómez Keenan	dnf	dnf	dnf	dnf	dnf	dnf	385
150	FIN 6	Olli Ovaskainen	dnf	dnf	dnf	dnf	dnf	dnf	385



Lebrun "I am happy that the event finished because it was quite a long week, we didn't sail much, but I think the conditions were quite difficult. We had a lot of light wind with windshifts so I'm not tired physically but I'm tired mentally. It was really hard to manage."

Kaiser, "I actually can't believe it. It was such a tricky day, the wind was extremely shifty, and I made a lot of bad decisions, but the other participants made them as well so yeah, it's a pretty unbelievable feeling at the moment."

Marega did not have long to appreciate his first title in the class with the 2025 Europeans in Naples just five months later.

#### Masters

- 1 FRA 111 Valérian LEBRUN
- 2 POR 21 Filipe SILVA
- 3 SUI 7 Christoph BURGER

#### Grand Master

- 1 AUS 22 Paul McKENZIE
- 2 NED 6 Martijn van MUYDEN
- 3 GBR 790 Nick CRAIG

#### Great Grand Masters

- 1 FRA 38 Michel AUDOIN
- 2 GBR 74 Lawrence CRISPIN
- 3 NED 703 Eric BAKKER

#### Legends

- 1 NED 50 Jan ZETZEMA
- 2 SUI 1 Hans FATZER
- 3 ESP 39 Jose Maria PUJADAS

#### U23

- 1 HUN 131 Svastits ATTILA
- 2 HUN 181 Gaál CSABA





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# RACING RULE CHANGES FOR 2025-2028

**E**very four years World Sailing publishes a new edition of the Racing Rules of Sailing. Each year Member National Authorities can make submissions for changes to the book, and World Sailing itself through its committees can also submit changes. When voted in, these changes are put on the shelf until the end of the fourth year, after which they are compiled into the new rulebook. To minimise any risk of confusion for Olympic athletes, coaches and race officials, this is always done at the end of each Olympic cycle. That is why we now have a Racing Rules of Sailing 2025-2028.

## RULE 42 – PROPULSION

You will be happy to know that the new racing rules contain no changes to Rule 42, the propulsion rule. What was (il)legal during the last four years, will still be (il)legal this quadrennium.



**INTERNATIONAL JUDGE, JOSJE HOFLAND RUNS THROUGH SOME OF THE CHANGES TO THE NEW RACING RULES. JOSJE IS A FORMER EXECUTIVE DIRECTOR OF THE IFA AND IS REGULARLY SEEN ON THE JURY AT MANY FINN EVENTS.**



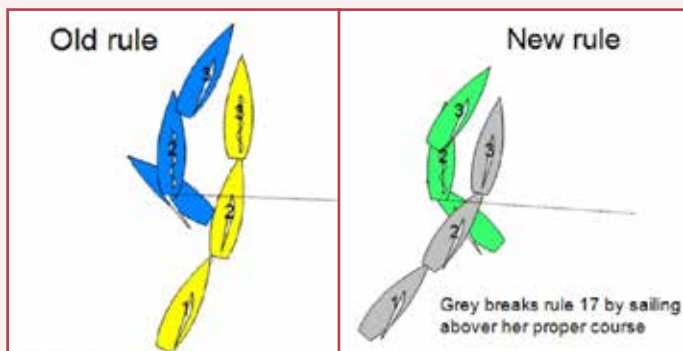
The interpretations of this rule have not been changed either – you can find them on the World Sailing website by searching for ‘rule 42 interpretation’, clicking ‘submit’ and selecting ‘Documents’.

Another interesting document for both Finn sailors and judges is the ‘Finn Rule 42 Judging Guide’, which focuses on describing class-specific techniques and breaches for each area of the course (start, upwind, downwind, etc). It is also available from the World Sailing website. Search ‘Finn guide’, click ‘submit’, and select ‘Documents’.

## RULE CHANGES

This article covers only a selection of all the changes made to the 2025-2028 rules. However, you can easily see for yourself where changes were made, because in your rulebook there will be a vertical line next to any wording that has been changed. In addition, there is a study version of the rules available from the World Sailing website, which will show you every single change and a reference to the submission that caused the change. Go to the World Sailing website, search ‘study pack’, click ‘submit’ and select ‘Documents’.





**SO, WHAT HAS** changed? Well, in terms of 'game changers', not that much.

Here's one: the last sentence of rule 17 - the 'luffing rule' - has been deleted.

#### 17 ON THE SAME TACK; PROPER COURSE

If a boat clear astern becomes overlapped within two of its hull lengths to leeward of a boat on the same tack, it shall not sail above its proper course while they remain on the same tack and overlapped within that distance, unless in doing so it promptly sails astern of the other boat.

**This rule does not apply if the overlap begins while the windward boat is required by rule 13 to keep clear**

Rule 17 says that you are always allowed to sail above your proper course, unless the overlap that you create meets 3 conditions:

1. it is created to leeward of the other boat;
2. it is established from clear astern; and
3. it is created within 2 hull lengths of the other boat.

Then, and only then, are you not allowed to sail above your proper course.

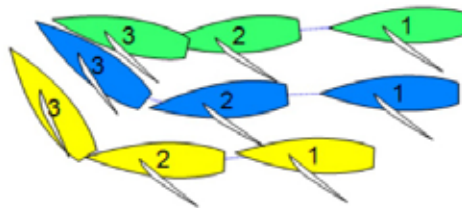
Note that 'luffing rule' is strictly speaking not the correct term, as the rule does not tell the leeward boat when it cannot luff; it tells the leeward boat when it must not sail above its proper course (a defined term, essentially denoting the quickest way to the finish line.)

Yellow does not break rule 17 when she luffs at position 2, as the overlap was established while Blue was tacking (subject to rule 13).

Until now, if you were on port tack and got slam-dunked by a starboard tacker, and you created a leeward overlap before they had completed their tack onto port (i.e. before they got onto a close-hauled course), you were not bound by rule 17, and you could luff that windward boat to head to wind.



Yellow luffs hard and breaks rule 16.  
Green is unable to keep clear of Blue  
Although there is no contact between Yellow and Blue  
Yellow breaks rule 14(b) as she caused the contact between Blue and Green



With that last sentence now gone, it no longer matters that the boat that tacked on you has not yet completed its tack. As soon as the other boat has gone past head to wind, and is now on the same tack as you, and they create an overlap, that overlap is governed by rule 17. That means that the leeward boat must not sail above its proper course – in this scenario, a close-hauled course.

**ANOTHER CHANGE CAN** be found in rule 14, the 'no contact' rule. It now looks like this:

If reasonably possible, a boat shall  
(a) avoid contact with another boat,  
(b) not cause contact between boats, and  
(c) not cause contact between a boat and an object that should be avoided.

However, a right-of-way boat, or one sailing within the room or mark-room to which she is entitled, need not act to avoid contact until it is clear that the other boat is not keeping clear or giving room or mark-room.

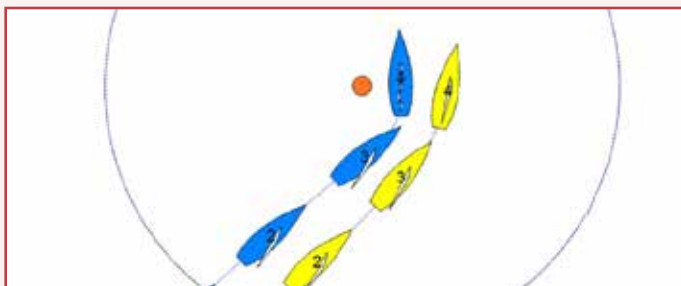
Even though most of us felt that it could not be right that you could force two other boats, or another boat and the starting vessel to collide, rule 14 did not actually state that that broke the 'no contact' rule. It does now.







There are also changes to the definitions, such as mark-room. The final paragraph is gone. It used to say that mark-room for a boat 'does not include room to tack, unless she is overlapped inside and to windward of the boat required to give mark-room and she would be fetching the mark after her tack. ...'. In the diagram below, Blue is now protected by the basic mark-rounding rule (18.2(a)) until she passes head to wind. After that the boats are on different tacks and 18.2(b) turns 18.2(a) off. Blue becomes the tacking boat and the basic tacking rule (13) applies. Meanwhile Yellow's luff is governed by rule 16.



There is a new definition continuing obstruction. While the term was used in rule 19 'room to pass an obstruction', it was never actually defined.

#### Continuing Obstruction

An *obstruction* is a *continuing obstruction* when the boat with the shortest hull referred to in the rule using the term will pass alongside it for at least three of her hull lengths. However, the following are not a *continuing obstruction*: a vessel under way, a boat racing, or a race committee vessel that is also a mark.

#### WHAT ELSE?

Rule 18, the mark-rounding rule – by far the longest and most complex rule in the book – has been rewritten to make it more easily understood. The layout and rule numbering have been changed, but the meaning of the rule has not.

Rule 20, Room to tack at an obstruction, now says that 'a boat may hail for room to tack and avoid a boat on the same tack by hailing 'Room to tack'.

You must now use those words to call for room to tack. As before, the 'Introduction' to the Racing Rules states that a 'language other than English may be used for a hail required by the rules provided it is reasonable for it to be understood by all boats affected. However, a hail in English is always acceptable.' So, in international regattas you should use 'room to tack', and in national regattas you have the choice to use either the English or the equivalent wording (as specified in your rulebook) in your own language.

#### PART V

Part V – Protests, Redress, Hearings, misconduct and Appeals - has been restructured. For those of us who happen to know a few of the Part V rule numbers, and who now find themselves lost, trying to find the right rule, the World Sailing website offers a spreadsheet clarifying where each (part of a) rule went. Search 'destination', click 'submit', and select 'Documents'.

When rules expand to cover more and more situations, their structure eventually suffers to the point where there are bits and pieces all over the place. The difference between protests and requests for redress, the different time limits and other requirements made Part V less and less transparent – hence the restructuring of this section.

The most crucial change is in rule 60.3(a), which now says: 'When delivered, a protest shall be in writing and identify the protestor, the protestee, and the incident.'

This reduces the actual requirements for a valid protest, but what is gone is the possibility to add or change stuff later, before or during the hearing. In essence, if the above information is not complete when you submit your protest, then the protest committee has no choice but to rule it invalid. No option to add or correct, after you have handed the protest in.

#### ASK THE PROTEST COMMITTEE!

Each regatta you go to has a protest committee, or an International Jury. If you have any questions about the rules, you can always go and talk to them (they usually like to talk about rules!). The current rulebook is new to all of us, and it is through questions and debate that we all end up learning more.

See you on the water!  
Josje Hofland

With thanks to John Standley and Richard Slater (AUS)  
for allowing use of the slides from their New Rules Webinar.

While World Sailing no longer produce a printed copy of the RRS, it can be downloaded from their website at sailing.org, along with updates.

If you cannot do without a hard copy then many MNAs publish a versions with their own prescriptions, otherwise you can get an unadulterated version here:



<https://robertdeaves.uk/publications/books/ers-and-rrs-2025-2028/>



# WORLD TOUR FOR FINNS • RESULTS

## SOUTH AMERICAN CHAMPIONSHIP

Iate Clube de Santa Catarina • 20-24 Nov 2024

13 entries

1	BRA 114	Antonio Moreira	6
2	BRA 32	Pedro Lodovici	12
3	BRA 11	Robert Rittscher	18
4	ARG 20	Fernando Saux	28
5	BRA 108	Cristiano Ruschmann	28
6	BRA 203	Gustavo Raulino	35
7	ESP 777	Juan Manuel Sampietro	43
8	BRA 17	Leonardo Fabiano Seger	46
9	BRA 30	Eduardo da Costa e Silva	49
10	BRA 4	Luciano Pauls	50

## NZ South Island Championships

Timaru • 1 -2 February 2025

11 entries

1	NZL 93	Richard Hawkins	10
2	NZL 692	Isaac Armstrong	12
2	NZL 5	Brendon Hogg	12
4	NZL 20	Chris Wells	19
4	NZL 265	M Parson	19
6	NZL 30	Andrew Duncan	23
7	NZL 81	Paul Bamford	29
8	NZL 19	Denis Mowbray	37
9	NZL 7	Rick Chapman	41
10	NZL 88	S Dodger	8

## MANDELLI TROPHY

Circolo Vela Torbole • 14-16 Mar 2025

29 entries

1	ITA 5	Arkadii Kistanov	10
2	GER 193	Thomas Schmid	17
3	SUI 7	Christoph Burger	22
4	GBR 74	Lawrence Crispin	28
5	CZE 54	Matous Cervenka	34
6	GER 501	Fabian Lemmel	39
7	FIN 201	Kristian Sjoberg	40
8	ITA 1103	Alessandro Marega	48
9	AUT 73	Markus Schneeberger	51
10	GER 323	Jonas Jung	58

## 2024 NORTH AMERICAN CHAMPIONSHIP

Coconut Grove SC • 12-15 Dec 2024

25 entries

1	USA 16	Rodion Mazin	9
2	USA 81	Jack Jennings	11
3	BRA 53	Pedro Trouche	11
4	USA 606	James Golden	14
5	USA 19	R. Phillip Ramming	33
6	USA 1138	Scott Griffiths	40
7	UKR 7	Anatolii Nosar	41
8	CAN 27	Simon van Wonderen	48
9	USA 47	Robert Kinney	48
10	USA 245	Peter Commette	52

## USA NATIONAL CHAMPIONSHIP

Key Biscayne, FL • 20-23 Feb 2025

29 entries

1	USA 16	Rodion Mazin	15
2	AUS 2	Rob McMillan	22
3	BRA 53	Pedro Trouche	23
4	USA 81	Jack Jennings	27
5	USA 7	Nikita Mazin	50
6	BRA 305	Fabio Prada	51
7	USA 19	R. Phillip Ramming	55
8	USA 741	Andrew Kern	68
9	USA 47	Robert Kinney	71
10	USA 1138	Scott Griffiths	72

## NZ NATIONAL CHAMPIONSHIP

Waiuku • 2-4 Mar 2025

21 entries

1	NZL 2	Ray Hall	16
2	NZL 93	Richard Hawkins	32
3	NZL 111	Karl Purdie	37
4	AUS 15	John Warlow	39
5	NZL 4	Mark Perrow	40
6	NZL 11	Sean Cleary	41
7	AUS 98	Lucas Prescott	42
8	NZL 8	David Hoogenboom	68
9	NZL 81	Paul Bamford	69
10	NZL 5	Brendon Hogg	71

## AUSTRALIAN CHAMPIONSHIP

Adelaide • 12-17 Jan 2025

48 entries

1	AUS 221	Anthony Nossiter	7
2	AUS 110	Marcus Whitley	21
3	AUS 21	Bucky Smith	27
4	AUS 5	Matt Visser	32
5	AUS 333	David Ellis	39
6	AUS 250	Pat Cummin	39
7	AUS 98	Lucas Prescott	40
8	NZL 4	Mark Perrow	42
9	AUS 3	Larry Kleist	54
10	AUS 2	Rob McMillan	62

## VALENCIA OLYMPIC WEEK

Valencia, ESP • 30 Jan-2 Feb 2025

14 entries

1	ESP 161	Miguel Fernández Vasco	5
2	ESP 22	Adrián Bedoya Mey	13
3	ESP 888	Andres Ivan Lloret	21
4	ESP 2	Guillermo Altadill	21
5	POR 26	Gonçalo Castro Nunes	22
6	ESP 86	Francisco Castaner	24
7	ESP 118	Xavier Mayoral Jove	24
8	ESP 76	Alejandro Cardona	32
9	ESP 337	Miguel Cabrerizo Morales	34
10	ESP 737	Ignacio Nieto Taramona	51

## MEDITERRANEAN FINN CUP

Palamos, ESP • 14-16 Mar 2025

29 entries

1	ESP 7	David Terol	10
2	NOR 1	Anders Østre Pedersen	11
3	FRA 75	Laurent Hay	16
4	AUS 22	Paul Mckenzie	30
5	ESP 71	Xavier Penas	34
6	FRA 61	David Huet	40
7	FRA 96	Florian Fauchaux	42
8	NOR 77	Peder Nergaard	42
9	NOR 64	Petter Fjeld	59
10	SUI 99	Laurent Chapuis	64

## FINN SAILING ACADEMY INVITATIONAL REGATTA

Vilamoura, POR • 31 Jan - 2 Feb 2025

16 entries

1	POR 68	Frederico Melo	12
2	POR 1	David Terol	25
3	GER 501	Fabian Lemmel	26
4	NED 148	Peter Peet	26
5	GBR 21	Laurence Crispin	31
6	FIN 233	Samy Salomaa	43
7	NED 29	Bas de Waal	43
8	NED 1	Ronald von Klooster	61
9	TUR 12	Sinan Sumer	66
10	GER 65	Micheal Ziller	68

## SEMAINE INTERNATIONALE

Cannes • 11-14 Feb 2025

38 entries

1	SUI 7	Christoph Burger	20
2	GBR 74	Lawrence Crispin	21
3	SUI 59	Simon Bovay	21
4	GER 8	Jürgen Eiermann	33
5	FIN 201	Kristian Sjoberg	39
6	ESP 22	Adrian Bedoya Mey	42
7	NOR 26	Steffen Emhjellen	53
8	SUI 41	Dominique Wälchli	59
9	SUI 95	Michael Good	68
10	ESP 76	Alejandro Cardona	70

## NORTH AMERICAN MASTERS

Fairhope YC • 4-6 Apr 2025

27 entries

1	USA 16	Rodion Mazin	3
2	USA 35	Darrell Peck	7
3	USA 9	Rob Coutts	10
4	UKR 7	Anatolii Nosar	12
5	USA 1138	Scott Griffiths	17
6	USA 180	Luke Buxton	18
7	USA 74	Henry Sprague	23
8	USA 40	Charles Rudinsky	27
9	USA 117	Michael Mark	27
10	USA 154	David Hickman	31





## Naples Memories 2025 European Championship











# Valerian Lebrun wins tight European title in Naples

**V**alerian Lebrun won the 2025 Open Finn European Championship in Naples, Italy, after leading from start to finish. Federico Colaninno pushed him all the way and took second, while third place finally went to Deniss Karpak, in his first regatta back in the class. 111 boats from 20 nations took part.

Naples has a special place in Finn Class history, as it was there, way back in 1960, that Paul Elvstrom won his third Olympic Gold Medal in the class. Naples had also twice hosted the Europeans, first in 1957, and then again in 1967. The venue at the Rotonda Diaz is a perfect arena for sailing, located right in the city centre of Naples, flanked by the famous Castel dell'Ova with Vesuvius towering over the city on one side and the island of Capri on the other. The event attracted the attention of the many hundreds of Napolitans and tourists passing by each day.

The organising authority was the Circolo del Remo e della Vela Italia with the Reale Yacht Club Canottieri Savoia, the Club Nautico della Vela and the Tennis Club Napoli and was organised under the patronage of the Comune di Napoli.

Lebrun took the early lead on the first day after two challenging races in a very unstable breeze. Arkadii Kistanov and Karpak took a win each and sat in second and third. The northerly offshore wind produced a minefield of a race course with big holes, big shifts, gusts, lines and patches all over the Gulf of Naples,



The wind switched to onshore thermals on the second day and stayed there for the week, resulting in an onshore delay each day, but the racing kept on schedule all week. A solid breeze developed building to 12-15 knots. Lebrun extended his lead from Karpak with Kistanov down one place in third. The race wins went to Peter Peet and Kistanov.

Colaninno made the best of the third day with a first and a second, in a gradually veering breeze through the day. Lebrun responded with a third and a first to maintain a narrow lead. Kistanov was back up to second with Karpak in third.

On the fourth day, Colaninno was again dominant going one better than Thursday and winning both races, but despite this Lebrun extended again to hold a 16 point lead into the final day.

The final day was a nail-biting finale, with light and unstable winds and some big recoveries. The breeze never fully developed with lots of cloud over the bay. Both races started under black flag, and though two downwind legs were sailed under Oscar for free pumping the wind never fully established and became quite light and shifty in the second race of the day.

Race 9 followed the form of the past week with most of the favourites near the front. Marega finally found the front, rounding ahead of David Terol and Laurent Hay. Marega extended away for a comfortable win. Behind him Colaninno did a good job to catch up when Oscar was raised at the second top mark, with Hay in second. Lebrun crossed in fourth to sit 14 points behind Colaninno going into the last race.



1	FRA 111	Valerian Lebrun	3	2	5	2	3	1	(29)	2	4	10	32
2	ITA 71	Federico Colaninno	7	(23)	9	13	1	2	1	1	2	1	37
3	EST 2	Deniss Karpak	6	1	(dsq)	4	5	6	8	5	7	8	50
4	ITA 1103	Alessandro Marega	2	15	(16)	7	4	4	15	3	1	7	58
5	ITA 51	Arkadii Kistanov	1	5	23	1	2	5	(27)	8	5	9	59
6	GBR 790	Nick Craig	20	(21)	15	8	17	15	4	6	8	2	95
7	POR 21	Filipe Silva	4	(dns)	13	11	10	7	11	4	25	23	108
8	FRA 75	Laurent Hay	5	3	19	6	12	18	23	20	3	(24)	109
9	GBR 74	Lawrence Crispin	12	10	2	12	6	9	30	7	23	(dnc)	111
10	AUS 22	Paul McKenzie	15	(33)	4	25	15	21	7	11	10	3	111
11	SUI 7	Christoph Burger	13	9	18	26	13	3	12	13	9	(33)	116
12	ESP 7	David Terol	26	(dsq)	8	5	23	10	6	17	6	27	128
13	GER 501	Fabian Lemmel	28	4	3	17	22	20	5	(bfd)	14	18	131
14	ITA 115	Roberto Strappati	19	27	25	22	8	11	3	10	13	(34)	138
15	AUS 2	Rob McMillan	10	13	7	3	11	30	39	15	28	(43)	156
16	SWE 72	Peter Overup	22	8	21	14	18	14	21	(30)	22	17	157
17	HUN 11	Elemér Péter Haidekker	(102)	18	10	39	42	19	2	12	11	6	159
18	HUN 808	Kristóf Kaiser	11	7	6	27	9	23	16	14	(bfd)	51	164
19	NED 29	Bas De Waal	21	25	12	33	29	12	13	19	18	(ufd)	182
20	HUN 7	Antal Székely	14	11	(39)	15	36	38	17	16	20	35	202
21	NED 148	Peter Peet	60	12	1	16	16	17	41	(bfd)	15	28	206
22	SUI 59	Simon Bovay	(46)	20	11	44	7	33	36	21	19	31	222
23	ITA 40	Marko Kolic	(dnf)	16	bfd	42	14	8	10	26	12	11	251
24	GER 193	Thomas Schmid	18	55	17	19	(bfd)	34	9	29	32	53	266
25	DEN 21	Otto Strandvig	30	62	(bfd)	31	28	26	40	35	24	13	289
26	HUN 50	Akos Lukats	8	14	59	24	45	(85)	35	43	27	38	294
27	GER 8	Jürgen Eiermann	43	19	(90)	37	21	37	51	25	31	44	308
28	ESP 71	Xavier Penas	24	26	24	18	(dnc)	59	52	22	26	64	315
29	POL 2	Michał Gonciarz	29	24	54	20	24	32	43	44	47	(56)	317
30	ITA 45	Nicola Capriglione	49	31	38	9	26	49	(59)	41	38	57	338
31	HUN 5	Tibor Pallay	23	30	36	52	27	25	(dsq)	18	16	ufd	339
32	GER 60	Thilo Durach	(72)	42	34	29	58	36	14	46	50	45	354
33	ITA 2	Marco Buglielli	33	35	(bfd)	46	37	56	34	51	42	26	360
34	ITA 147	Carlo Varelli	58	(79)	56	65	20	29	24	56	37	20	365
35	ESP 76	Alejandro Cardona	54	50	26	45	50	(dnc)	49	31	44	19	368
36	ESP 6	Jordi Tur Casado	40	(67)	31	35	34	58	67	33	41	30	369
37	ITA 67	Gino Bucciarelli	17	22	51	(85)	30	42	31	54	51	78	376
38	GER 323	Jonas Jung	9	6	22	(ufd)	bfd	16	44	9	bfd	50	380
39	FIN 201	Kristian Sjöberg	52	90	(bfd)	36	43	53	26	23	36	32	392
40	BRA 97	Ricardo Santos	69	39	14	(dnc)	65	24	22	28	bfd	21	395
41	HUN 180	Gergely Gerencsér	16	28	(dsq)	60	bfd	43	32	53	29	25	399
42	USA 19	R. Phillip Ramming	103	106	(70)	38	62	28	47	55	33	37	401
43	BRA 11	Robert Rittscher	57	46	28	10	38	13	63	36	(bfd)	dnf	404
44	FRA 96	Florian Fauchaux	34	98	27	51	19	22	18	27	(bfd)	ufd	408
45	GER 488	Andreas Franke	31	45	44	87	(bfd)	82	19	45	40	22	415
46	ESP 22	Adrián Bedoya Mey	45	56	(bfd)	59	32	65	20	59	17	66	419
47	HUN 3	Szebasztian Kaloczy	39	49	33	83	55	(88)	28	65	34	36	422
48	NOR 77	Peder Nergaard	48	70	20	49	53	35	72	(bfd)	64	15	426
49	DEN 117	Peter Sigetty Bøje	55	53	30	48	35	27	48	40	(bfd)	dnc	448
50	AUT 73	Markus Schneeberger	(77)	58	32	77	51	50	66	34	62	29	459
51	GER 19	Andreas Bollongino	36	36	41	69	46	73	50	(80)	53	59	463
52	GER 309	Daniel Uhl	47	78	57	71	59	(89)	45	72	30	5	464
53	ESP 86	Paco Castaner	(dnf)	52	61	54	52	52	33	81	35	47	468
54	HUN 30	Zsigmond Kantor	73	73	(bfd)	53	31	57	25	24	21	dnc	469
55	GER 595	Fabian Rossbacher	44	48	35	40	(bfd)	44	85	63	56	55	470
56	ITA 29	Pasquale Orofino	25	71	62	68	(73)	69	60	58	45	14	472
57	NED 116	Marco Eeman	27	(76)	50	76	44	68	53	64	43	60	485
58	ITA 11	Paolo Cisbani	(89)	88	47	30	54	62	64	32	46	63	486
59	POR 26	Gonçalo Maria Castro Nunes	32	65	60	64	(66)	51	55	47	49	65	488
60	SUI 99	Laurent Chapuis	78	(82)	37	41	72	45	42	48	55	76	495
61	NOR 26	Steffen Emhjellen	59	63	(bfd)	34	68	48	57	61	57	49	498
62	GBR 13	Roman Khodykin	87	(91)	43	56	78	40	69	70	58	4	506
63	GER 65	Michael Ziller	(dnc)	17	48	70	41	54	78	38	48	dnc	506
64	GBR 68	John Mackie	56	75	53	32	33	55	(90)	86	67	62	519
65	FRA 87	Stéphane Marcelli	53	74	42	50	(bfd)	47	81	57	76	42	522
66	ITA 42	Fulvio de Simone	(86)	44	71	72	61	66	56	71	81	12	534
67	FIN 233	Sami Salomaa	51	64	46	43	49	31	76	66	(bfd)	ufd	538
68	GER 334	Andreas Gillwald	70	37	(bfd)	61	25	67	54	bfd	75	40	541
69	NED 68	Joost Houweling	38	68	29	23	(bfd)	39	79	42	bfd	dnc	542
70	GER 137	Jan Heinrich Meyer	(83)	60	74	55	47	60	74	50	65	61	546
71	ITA 920	Alberto Romano	61	38	75	92	79	64	(93)	37	63	39	548
72	HUN 972	Gyula Monus	63	81	(bfd)	89	40	86	68	39	59	41	566
73	NOR 18	Petter Fjellstad	79	61	81	63	48	41	37	(91)	73	84	568
74	GBR 18	Jonathan Pyke	41	29	49	67	63	75	(97)	74	87	85	570
75	NED 67	Remko Boot	62	87	68	21	80	80	(91)	62	39	72	572





76	ESP 555	Juan Grau Cases	(84)	59	79	28	67	61	71	67	60	81	574
77	CZE 318	Martin Plecity	65	54	69	(ufd)	85	71	46	49	72	67	578
78	ITA 171	Nando Colaninno	71	94	40	62	(bfd)	63	73	52	69	70	594
79	POL 26	Boguslaw Nowakowski	(dsq)	32	83	84	39	46	82	69	80	87	603
80	ITA 60	Riccardo de Sangro	91	72	58	74	(bfd)	84	77	60	74	16	607
81	ITA 12	Antonio Braucci	42	77	64	91	64	76	84	(dsq)	61	54	613
82	NED 939	Willem van Walt Meijer	50	43	87	102	95	(dnc)	58	68	66	46	616
83	ITA 177	Stefano Caruso	37	40	78	79	70	87	98	96	(bfd)	48	633
84	ITA 77	Alberto Bellelli	35	47	72	57	56	72	89	(dnc)	dnc	dnc	652
85	FIN 6	Olli Ovaskainen	85	89	52	58	75	78	62	76	83	(dsq)	658
86	ITA 601	Alberto Simeone	67	34	(bfd)	66	82	79	38	75	bfd	dnc	665
87	SUI 12	Franz Bürgi	66	(95)	65	88	71	74	86	88	68	73	679
88	SUI 33	Bernhard Seger	92	(101)	67	75	81	70	75	83	70	68	681
89	GER 477	Harald Leissner	68	(96)	77	47	77	96	65	89	78	86	683
90	ITA 64	Filippo Petella	96	51	63	80	57	83	96	79	82	(dnf)	687
91	HUN 2	Peter Sipos	94	57	66	86	76	(dnc)	80	93	86	52	690
92	HUN 33	Zoltan Horvath	76	69	76	73	88	92	103	82	54	(dnc)	714
93	ITA 44	Juan Ignacio Cataneo	74	100	55	78	(bfd)	90	94	77	79	77	725
94	ITA 912	Emanuele Belgrano	100	(102)	82	81	74	100	88	73	71	71	740
95	ITA 72	Gianluca Montella	93	93	(bfd)	90	69	81	87	92	89	58	752
96	BRA 103	Luis Mosquera	75	(97)	73	95	90	94	61	84	94	89	757
97	ITA 971	Francesco Marino	90	66	92	93	91	(95)	70	87	90	82	761
98	ITA 146	Antonio Rutoli	88	84	93	97	86	77	(101)	85	84	69	763
99	NOR 55	Arild Heldal	80	105	45	(ufd)	60	91	dnc	dnc	52	dsq	769
100	AUT 323	Christian Hoßmann	81	83	84	(100)	83	97	95	90	88	80	781
101	ITA 79	Giuseppe Lino	101	86	88	98	93	99	(102)	78	91	83	817
102	ITA 7	Antonio Pitini	98	99	91	99	89	98	100	(dnf)	77	79	830
103	HUN 280	Levente Varnai	95	80	85	103	94	93	(dnc)	dnc	93	75	831
104	FRA 511	Claude Got	97	103	94	96	87	(dnc)	92	95	85	88	837
105	ITA 13	Giulio Piccialli	82	104	97	104	97	(dnc)	104	97	bfd	74	872
106	ITA 1111	Stefano Thermes	(dnc)	dnc	89	94	92	dnc	83	94	92	dnf	880
107	HUN 69	Csaba Ferenc Stadler	64	41	(dnc)	dnc	dnc	dnc	dnc	dnc	dnc	dnc	889
108	HUN 51	Istvan Rutai	(ret)	92	80	82	84	dnc	dnc	dnc	dnc	dnc	898
109	ESP 321	Charles Heimler	(dnc)	dnc	96	105	96	dnc	99	98	dnc	dnc	942
110	ITA 52	Franco Martinelli	(dnf)	85	86	101	dnc	dnc	dnc	dnc	dnc	dnc	944
111	FRA 307	Xavier Lacombe	99	(dnc)	95	dnc	dnc	dnc	dnc	dnc	dnc	dnc	978



## U29

- 1 ITA 71 Federico Colaninno
- 2 POL 2 Michal Gonciarz
- 3 GER 323 Jonas Jung

## Masters

- 1 FRA 111 Valerian Lebrun
- 2 POR 21 Filipe Silva
- 3 SUI 7 Christoph Burger

## Grand Masters

- 1 GBR 790 Nick Craig
- 2 AUS 22 Paul McKenzie
- 3 GER 511 Fabian Lemmel

## Great Grand Masters

- 1 FRA 75 Laurent Hay
- 2 GBR 74 Lawrence Crispin
- 3 AUS 2 Rob McMillan

## Legend

- 1 ITA 79 Guiseppe Lino
- 2 ITA 7 Antinio Pitini
- 3 FRA 511 Claude Got



However, it was not so simple a race with the left side coming in for a change and some new faces at the front. Roman Khodykin led round with Lebrun in the mid-20s and the title was suddenly in doubt. Colaninno moved to the front on the second upwind, closely followed by Nick Craig. The Italian led round the top and down to the finish, to win his fourth race.

Then all eyes were on Lebrun. He had rounded the gate about 13th and then lost a few upwind. He needed a top 14 to win the title and just managed to recover to cross 10th just ahead of a bunch of boats to win the title.

Speaking of the win he said, "My best friend used to be our coach and a few years ago and he told me if it's too easy you will not be happy, so I am very happy because it was not easy. Today I had to fight against the Italian, who sailed incredibly well in both

races and he pushed me all the way. I needed to finish top 14 but I did not know whether I had done that at the end, so I can tell my best friend, I am happy because it was not easy at all."

"The championship was exactly what we expect from the Finn class. We sailed ten races in very nice weather, in a single fleet with 110 sailors including very good young sailors who have come back into the class, and I was very happy about that because it was very competitive. It was an incredible event, and the venue is perfect for sailing. We had different wind conditions."

This was probably the toughest Finn championship since 2021 with a very deep field of talent, both young and old, and certainly sets the scene for the coming years. The class is in a very healthy place right now. Next year's Open European Championship will be held in Gdynia, Poland at the end of July.







# NICHOLAS HEINER HANDS OUT GOLDEN NUGGETS



**I**n early 2025, the Finn Class hosted two webinars with Nicholas Heiner. The first, 'The Trim of the Finn' was very successful with almost 400 signing up, with more than 600 signing up for the second one on race strategy. Heiner, an Olympian from 2020, gave two very insightful and useful webinars and the feedback from those attending was overwhelmingly positive. It is hoped to host more of these webinars in the future – there have been many requests.

These webinars were provided free of charge for those who registered in advance, with support from the IFA, and the German and Dutch class associations. Both webinars are still available to view for a small registration fee through [finnclub.org](http://finnclub.org).

For future webinars it is likely that a small charge will be made once a suitable platform for this has been investigated.

The IFA would like to thank Nicholas and his team for putting together two very interesting and instructive webinars. Hopefully this is the start of something and we can continue with more.

Afterwards, the Danish class published some notes on the first webinar, but without giving away too much....

**MAST:** Choose a mast that suits your size, weight and physical ability. Nicholas Heiner used masts that were 365 to 370 lateral stiffness. He weighed around 95 kg and was in absolute top form. Giles Scott was a bit taller and used masts with 355 lateral stiffness. Wilke and HIT are very knowledgeable when you tell them this (remember to tell them how much and how long you can hike).

**MAST POSITION:** He adjusted the mast to the conditions, moving the mast 35 mm between the extremes. Recommends that as a Master sailor you have two settings, light/medium and medium/hard. Before the start of a sail, or before you go out on the water, you set the mast up to the conditions. Here you need to take into account how the conditions are expected to change. If you are sailing in a place where you know the wind will decrease during the sail, but is blowing quite strongly right now, it is recommended to choose a medium trim, where you trim the sail flat to start with.

**RUDDER PRESSURE:** There must be adequate pressure on the rudder so that the boat sails itself and is easy to steer. The dinghy must be kept as flat as possible, at all times. This is done by working with mast and centreboard position. The greater the distance – the less rudder pressure.

**MAST INCLINATION:** 1mm moved in the deck corresponds to 1 turn on the mast foot.

**MAST AND SAIL:** The starting point is that you have a mast that suits you. Start with a standard sail for size and weight from the chosen sailmaker, and if you think there is too little/too much power

in the sail, have it adjusted by the sailmaker, or when you order a new one. It's cheaper than buying a new mast.

**SAILS:** Sails vary, even if they are from the same manufacturer, model and adjustments. So test the sail and learn how to use it before you race with it.

**LEECH TENSION:** If the tension is too low, the boat feels limp and sails sideways when a gust of wind comes. If there is too much, it heels when a gust of wind comes, and the extra wind is not converted into speed. The optimal situation is that the boat sails faster when the gust comes, and you can handle the extra forces with the rudder.

**MAST AND SAILS:** 34.5 kg of luff tension suits North sails in all conditions, while WB and others vary between 31 and 35 kg depending on the conditions. He emphasized that 1 mm in mast bend difference (at half height) to the 'normal mast' means about 2 mm on the sail's luff curve, while 1 cm more or less in mast rake (or 1 mm in the deck), means 4 mm difference in mast bend. This means that by adjusting the mast rake you can change the sail shape more than the sailmaker.

**AFT TENSION AND LUFFING:** Every time you sheet out with a boom width, the aft tension increases corresponding to 1 cm extra aft tension. This means a big change in the sail shape. If you have the sheet all the way out on the luffing, and it feels like there is too much aft tension, then slacken the sheet and see if that helps. A light flying boom under those conditions has the same aft tension as when the boom goes into the deck (But it is only 5 to 7 cm).

**OLD SAILS:** Sails shrink. This means that they become particularly flat at the top, which can be counteracted by adding extra (around 4 mm was the estimate) mast curves at the top of the sail. Then it works fine again.

**CLASSIC VS FANTASTICA:** The Classic is more forgiving and easier to sail. The Fantastica is generally faster but requires that it be sailed flat and that more work is done with it both on upwind and downwind. It is more 'box-shaped', so does not tolerate as much heeling. The prerequisite for sailing fast in a Fantastica is strength, good fitness, endurance and training. Otherwise, you may be better off with a Classic. His assessment is that the TT2 is in the middle between the two Devoti models.

**PUMPING:** Masters sailors should pump less, and make sure to sail the waves, and choose the waves they want to pump on carefully. Otherwise, it's a waste of good energy.

There is always something to learn and get better at when sailing Finn.





Photos by Robert Deaves

**Congrats** 🎉🎉🎉

**Valérien Lebrun, European Champion 2025**

**Oskari Muhonen, Winner of the Finn Gold Cup 🏆 2024**

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SCAN ME





# FROM THE FINN TO THE BOARDROOM: A JOURNEY OF GROWTH AND PURPOSE

**F**or over a decade, my life revolved around the Finn dinghy, a boat that demanded not only physical strength and technical precision but also an unshakable mental resolve. Competing at the highest levels of this iconic Olympic discipline taught me invaluable lessons about resilience, adaptability, and the relentless pursuit of excellence. However, as my career in the Finn class progressed, I began to see parallels between the challenges of competitive sailing and those faced in other high-pressure environments, such as business and management.

After retiring from active competition, I found myself at a crossroads. Like many athletes, I had to answer the question: What comes next? For me, the answer lay in taking the lessons I had learned on the water and applying them in a new context. Transitioning into management consulting was not an obvious choice, but it was a deeply intentional one.

In the Finn, every race demands strategic thinking, quick decision-making, and the ability to perform under intense pressure, all skills that are equally critical in the corporate world. As I began coaching other athletes and working with teams, I realised that my experiences could also resonate with leaders and professionals outside of sport. Businesses, much like sailing teams, face unpredictable conditions and need to navigate complex environments to succeed.

This shift in focus allowed me to channel my passion for performance and growth into helping others excel in their own fields. Today, as a management consultant and coach, I continue to draw on my Finn sailing roots, whether it's in developing leadership strategies, fostering teamwork, or teaching individuals how to thrive under pressure.

In this article, I'll share how the principles of Finn sailing can inspire and benefit the next generation of sailors, both on and off the water. From mental toughness to teamwork and beyond, the lessons I've learned are not just confined to the sport, they are a toolkit for life.

## MENTAL TOUGHNESS: THRIVING UNDER PRESSURE

The Finn is a demanding class where races can be won or lost in split seconds. The ability to manage stress, stay focused, and recover quickly from setbacks is often the difference between victory and defeat. During my time as an athlete, I developed mental strategies that became critical not just on the water but also in my professional life.



**JONATHAN LOBERT SAILED FINNS  
FROM 2007-2016, TOOK PART IN TWO  
OLYMPICS, WON THE BRONZE MEDAL AT  
LONDON 2012 AND WAS EUROPEAN  
CHAMPION IN 2016**

One of the key lessons I learned is that pressure isn't something to fear; it's an opportunity to grow. To perform under pressure, you need to embrace discomfort and build routines that create a sense of stability even in chaotic situations. For example, before major competitions, I would break down my preparation into small, manageable tasks, focusing on what I could control rather than worrying about unpredictable factors like weather or the competition.

For Finn sailors, developing mental toughness starts with self-awareness. Recognise your triggers and understand how stress impacts your performance. Techniques like mindfulness, visualisation, and controlled breathing can help you stay present and calm when the stakes are high. Breathing, in particular, was a game-changer for me. Before a race, I took the time to breathe deeply and connect with my feelings to better align with my environment. This practice gave me confidence and prepared me to handle the unexpected.





### TEAMWORK IN AN INDIVIDUAL SPORT

While Finn sailing is technically a solo sport, no athlete succeeds alone. Behind every medal and championship is a network of coaches, training partners, and support staff who make success possible. One of the most valuable lessons I learned during my career is the importance of building and nurturing this support system.

In training, my closest competitors were often my greatest allies. By pushing each other to improve, we elevated the entire fleet's level of performance. This collaborative mindset is equally important in the business world, where leaders must learn to build strong, trusting relationships with their teams to achieve shared goals.

For Finn sailors, cultivating a culture of collaboration starts with communication. Be open to feedback, share your own insights generously, and recognise the strengths of those around you. Whether you're on the water or in a boardroom, mutual respect and a shared commitment to excellence create an environment where everyone thrives.

### DRIVING INNOVATION THROUGH CROSS-DISCIPLINARY COLLABORATION: EXCELLENCE IN R&D

Throughout my career, I've had the privilege of working with some of the most innovative minds in the sailing and engineering worlds. One of the most rewarding aspects of my journey was the

time I spent collaborating with WB-Sails on sail development and working closely with the engineering teams at Dassault Systemes. These experiences allowed me to bridge the gap between cutting-edge technology and real-world performance, creating solutions that not only enhanced my competitive edge but also pushed the boundaries of what was possible in the Finn class.

With WB-Sails, I was deeply involved in refining the design and performance of sails for the Finn dinghy. The work required an acute attention to detail analysing the impact of every curve, seam, and material choice to optimise speed and handling. This process taught me the importance of iteration and feedback. Each adjustment on the water fed into our understanding of what worked and what didn't, leading to sails that gave sailors a tangible edge in competition.

At Dassault Systemes, I collaborated with teams of engineers who brought cutting-edge simulation technology to the sailing world. Using advanced 3D modeling tools and computational fluid dynamics, we explored ways to optimise the interaction between the sailor, the boat, and the environment. This deep dive into the technical side of sailing gave me a new appreciation for the value of data-driven decision-making. The ability to test and refine designs in a virtual environment saved time and resources while delivering innovations that could be trusted on the water.

### COLLABORATION ACROSS EXPERTISE: UNLOCKING EXTRAORDINARY RESULTS

Through these experiences, I came to understand a powerful truth: individuals with vastly different backgrounds and expertise can achieve extraordinary results when they learn to communicate, understand each other, and become mutual resources for growth.

Working with WB-Sails and Dassault Systemes, our success relied on bridging gaps between disciplines. Sailmakers, sailors, and engineers often spoke different 'languages', but by finding common ground, we turned diverse insights into practical solutions. I saw first hand how mutual understanding and collaboration enabled us to surpass our goals and deliver results that none of us could have achieved alone.

This synergy, where diverse skill sets intersect, leads not only to achieving goals but often to surpassing them entirely. I





realized that mutual understanding doesn't come naturally; it requires effort, curiosity, and a willingness to see the value in perspectives that differ from your own. But when this connection is achieved, the results can exceed even the loftiest expectations.

For Finn sailors, this lesson is invaluable. Success on the water doesn't just come from personal effort; it comes from leveraging the strengths of those around you like coaches, training partners, and even competitors. By embracing diverse inputs and creating an environment of trust and collaboration, you can discover solutions and improvements that might otherwise remain out of reach.

In my current role as a consultant and coach, I apply this principle to help leaders and teams achieve their potential. Whether I'm working with executives or athletes, I encourage them to foster environments where different perspectives are welcomed and celebrated. It's in these spaces that innovation flourishes, performance skyrockets, and growth becomes exponential.

By learning to communicate and collaborate across disciplines, we unlock the ability to achieve results far beyond what we thought possible. Whether you're developing cutting-edge sails, leading a team, or competing in the Finn, the key is the same: growth comes from the connections we build and the resources we become for each other.

#### THE RICHNESS OF EXPERIENCES: LESSONS FROM TRAVEL AND COLLABORATION ACROSS CULTURES

The Finn doesn't just shape athletes; it opens doors to the world. During my years of competition, I was fortunate to sail in some of the most iconic and diverse locations on the planet. From the windy bays of San Francisco to the subtle and technical challenges of Lake Garda, and the unpredictable conditions of Mediterranean waters. Each venue brought its unique character and required constant adaptation. But beyond the technical demands of the sport, what truly enriched my journey were the cultures I encountered and the people with whom I collaborated.

Competing internationally meant being immersed in a global community united by a shared passion for sailing, yet each culture brought its own perspective and approach. For example, working with French engineers who were new to the world of sailing challenged me to bridge the gap between their technical



expertise and the realities of performance on the water. Explaining the nuances of the Finn, the balance between speed and manoeuvrability, and the importance of details that might seem trivial at first glance required patience, clarity, and mutual respect.

These collaborations were profoundly rewarding. The engineers brought fresh perspectives and cutting-edge methodologies, which, when combined with my hands-on experience, led to innovations that pushed the boundaries of what was possible. I learned to translate the language of sailing into the language of engineering, creating a common ground where insights could flow freely. This process taught me the value of clear communication and the importance of seeing challenges through the eyes of others.

Traveling also gave me a sense of humility and curiosity. Every destination brought not only new waters to master but also new customs, languages, and ways of thinking. Being in unfamiliar environments forced me out of my comfort zone, whether it was adjusting to different training styles or simply learning to connect with people from vastly different backgrounds. In these moments of discomfort, I grew the most.

For Finn sailors, and sailors in general, the message is clear: the value of your journey goes far beyond the regattas or the waters you sail on. Take full advantage of the opportunities that come with traveling and working with people from different walks of life. Embrace the diversity of thought, expertise, and culture that you encounter along the way.

The lessons I've gained through these experiences have proven invaluable not only on the water but also in my professional life. Collaboration across disciplines and cultures teaches adaptability, deepens understanding, and fosters innovation. These qualities are just as critical in the boardroom or on a project team as they are in the cockpit of a Finn.

#### LESSONS FROM PARIS 2024: INSIGHTS FROM BEHIND THE SCENES

As a television commentator for the French broadcast of the Paris 2024 Olympic sailing events, I had the unique privilege of following the competition up close. This role allowed me to immerse myself in the action, analysing the performances of the world's best sailors, understanding their strategies, and observing the dynamics that set champions apart from the rest.

One of the key insights I gained was the value of meticulous preparation. The athletes who stood out were those who left nothing to chance. From analysing weather conditions to fine-tuning equipment







## WHAT I'M DOING NOW: TRANSFORMATIONAL EXPERIENCES FOR LEADERS AND TEAMS

Today, I work in France and internationally, partnering with leaders and their teams to create truly transformational experiences. Drawing from my career as a professional athlete and Finn sailor, I bring a unique approach that blends the precision of elite sport with the emotional and strategic depth needed to excel in business and life.

What makes my approach truly singular is the way I immerse participants in the world of competitive sailing, a powerful metaphor for business and life. The high-pressure environment of regattas, the need for strategic decision-making, adaptability, and teamwork all serves as rich parallels to the challenges leaders and organisations face daily. By drawing on my academic background and combining it with the lessons learned

as an Olympian and Finn sailor, I offer a perspective that is both deeply personal and universally relatable.

Through these talks and sessions, participants don't just gain insights—they live the experience. They are guided to see their challenges differently, harness their potential, and develop the mindset of a top performer. This is not just a training program; it's a journey that empowers individuals and teams to transform the way they think, work, and celebrate their success.

## THE LEGACY OF THE FINN

The Finn class has a unique place in the world of sailing. It's a boat that demands everything from its sailors: strength, strategy, and heart. But it also gives back in equal measure, shaping those who sail it into better athletes, leaders, and individuals.

As I reflect on my own journey, I'm grateful for everything the Finn has taught me. Its lessons continue to shape my life, and I hope to pass them on to others.

To all the Finn sailors: sail hard, dream big, and never stop learning. The Finn will give you friends forever and will take you further than you can imagine both on the water and beyond.

and perfecting race strategies, they approached every detail with a mindset of continuous improvement. This level of commitment reminded me of my own days in the Finn, where small adjustments often made the difference between winning and losing.

Another striking observation was how successful sailors adapted to changing conditions. The racing at Paris 2024 showcased the unpredictability of the sport, with shifts in wind and currents challenging even the most experienced competitors. Those who thrived were not necessarily the strongest or fastest but the most adaptable athletes who could pivot their strategy mid-race and maintain focus under pressure.

A lesson that particularly resonated with me was the power of simplicity. Many of the top performers at Paris 2024 achieved success not by doing more but by doing things more simply and effectively. They focused on getting the basics right: clean starts, consistent speed, and smart positioning, and avoided overcomplicating their approach. By staying calm and executing a clear plan, they created opportunities for others to make mistakes. Watching this unfold reaffirmed the importance of simplicity in both sailing and life: when you focus on what truly matters, you increase your chances of success and let your competitors be the ones who overthink and falter.

The teamwork behind the scenes also stood out. While sailing may appear to be an individual effort on the water, the influence of coaches, meteorologists, and support staff was undeniable. These professionals provided crucial insights and guidance, enabling athletes to perform at their best. This reinforced the idea that even in a sport like Finn sailing, success is a collective effort built on trust and collaboration.

For Finn sailors looking to elevate their game, the lessons from Paris 2024 are clear:

- **Preparation is everything:** Master the details, from your equipment to your mindset.
- **Stay adaptable:** Conditions will change your ability to adjust quickly can define your success.
- **Focus on simplicity:** Perfect the fundamentals and let others make the mistakes.
- **Build your team:** Surround yourself with people who push you to be better and provide the expertise you need to succeed.

By embracing these principles, Finn sailors can not only excel on the water but also prepare themselves for any challenge life throws their way.







# SET YOUR COMPASS: FINN SAILING ACADEMY LAUNCHES CONTINENTAL CUP

**I**t began, as all good adventures do, with a deep love, of the sea, of sport, of family legacy. For more than two decades, the coastal resort of Vilamoura, Portugal, has witnessed the steady rise of one of the most dedicated sailing hubs in the world: the Finn Sailing Academy. It started with a tribute, a memorial regatta in honour of a father. Today, it stands on the brink of something even more audacious: a global leap. In 2026, the Academy sets sail with its most ambitious project yet – the Finn Sailing Academy Continental Cup, a five-continent challenge for the world's most passionate Finn sailors, culminating in a grand final back home in Vilamoura in 2027.

## FROM VILAMOURA, WITH LOVE

Every February, Vilamoura becomes the heartbeat of the Finn sailing world. What began as a single commemorative race has grown into a prestigious Invitational event, drawing sailors from across the globe to kick off their regatta season in style. Sun-soaked days, pristine waters, and a calendar built around wind

## *From Vilamoura to the World - How the Finn Sailing Academy is Redefining Adventure and Excellence on the Water*



patterns rather than work schedules, Vilamoura has become synonymous with elite training, camaraderie, and adventure.

Yet, as anyone who's spent time at the Academy will tell you, this is more than a place, it's a philosophy.

## A DAY IN THE LIFE: WHERE SAILING MEETS SOUL

At the heart of the Academy is a simple routine, finely tuned through years of lived experience. Days begin early but gently. "I start with a mooring coffee and light breakfast," the Academy's founder, the World and European Finn class champion, Filipe Silva shares, "and take my kids to school. By 10 a.m., it's time to check sea and wind conditions, and prepare for the day on the water."

Sailors enjoy serene mornings at the Academy's private bungalow village, long breakfasts, quiet coffee overlooking the pool, the occasional dip, or even time to catch up on emails. Around 11:30 a.m., they gather outside the classroom, load their gear into the Academy van, and cycle to the harbour. There, the real work begins: rigging the Finns, going over goals, and launching by 12:30 into Vilamoura's signature 12-knot sea breeze.

The Academy's sailing sessions, running until 4 p.m., are equal parts technique and joy. "I see it in their faces, just pure happiness. The sun, the water, the feeling of progress." After sailing, it's back to





the bungalows for a shower, and a short rest before regrouping at 6 p.m. for intense debriefings that blend theory, video, and practical insight. And then? A good meal, at a hand-picked local spot or cooked in the comfort of their self-catered villa.

#### COACHING ON THE WATER: WHERE SCIENCE MEETS ART

The Academy doesn't just teach Finn sailing, it refines it. Each training week is designed to adapt to the sailor's level, goals, and the conditions at hand. From elite racers to passionate amateurs, every participant is coached with the same blend of rigour and empathy.

Training techniques at the Academy revolve around three pillars:

1. All round Finn tuning and rigging
2. Boat handling, downwind and upwind techniques
3. Strategy, tactics and racing rules

"I sail with members when needed," says Filipe. "I mostly, I coach from a RIB, it gives a better overall view and lets me track each sailor's performance closely."

"At Finn Sailing Academy we invite top quality coaches for our clinics, in 2025 we had Olympic Gold Medalist, Gold Cup and World Champions delivering clinics."

When asked what defines a successful week, he's quick to point to progress and awareness. "The biggest breakthrough comes when members learn to feel the boat, it transforms their entire perspective."

#### TRAINING FOR 2025 AND BEYOND: WHAT TO FOCUS ON

Looking towards 2025/2026, the Academy is encouraging sailors to hone three key areas:

- **Big Fleet Tactics** – Knowing how to position on the starting line, protect lanes and sail in fast lane areas.
- **Mental Flexibility** – Training in unfamiliar conditions, learning to read sea and weather patterns.
- **Differentiation Drills** – Using simulated races, surprise

#### THE CONTINENTAL CUP: SAILING THE WORLD IN 2026

And now comes the next chapter: the Finn Sailing Academy Continental Cup. In 2026, the Academy invites the world to follow the wind across five continents in a global celebration of sailing and shared passion. The motto? "Sail the world, meet yourself." Here's what the venues looks like:

- **February 2026** – Brisbane, Australia. Southern hemisphere summer, epic sailing, Finn Gold Cup, Finn World Masters, Australian Finn Nationals, and the famed Aussie racing spirit.
- **May 2026** – Sardinia, Italy. Mediterranean elegance and tactical challenges in one of Europe's most iconic sailing spots.
- **June 2026** – Istanbul, Turkey. East meets West with variable winds and rich sailing history on the Bosphorus.
- **September 2026** – Tangier, Morocco. Raw beauty, unique currents, and warm hospitality in Africa's northwestern tip.
- **November 2026** – Rio de Janeiro, Brazil. Tropical passion and rhythmic waves under the gaze of Sugarloaf Mountain.
- **Final** – February 2027 – Vilamoura, Portugal. Back where it all began, the Grand Final promises to be a celebration of all that's been learned and shared.

Each event will feature chartering options, guided training camps, and a full Academy experience including land-side hospitality. "We want sailors to not only race but explore – culture, cuisine, climate, and themselves."





challenges to develop adaptability on avoiding problems, taking wiser race decisions and avoiding unnecessary risks.

When asked what to not focus on, the answer is simple: “Don’t obsess over perfection, hours on the water at sea, enjoy the moments, results will show up.”

### THE WILD ARCTIC LEAP

Perhaps nothing encapsulates the Academy’s spirit better than its 2024 Arctic adventure. “Some called us crazy,” the Finn Sailing Academy founder laughs, “but we made it happen.”

In an extraordinary feat of logistical and spiritual adventure, the Academy organised a Finn event in the Arctic Circle, nestled among Norway’s majestic Lofoten Islands. Sailors experienced the surreal: 24 hours of daylight, midnight races, and a balmy 20-degree Celsius breeze under a crystalline sky. “It was a lifetime experience. The sailors left changed.”



### HOSTING AND COACHING—A BALANCING ACT

Running events and coaching isn’t always smooth sailing.

“Competing while managing gear, sailors, and logistics is one of the hardest things,” Filipe admits. “You need to be present as a coach, as a host, and often as a problem-solver all at once.”

Yet, that’s also where the Academy shines - offering an all-inclusive package that takes the stress off sailors and allows them to focus on their experience. Every tour is designed with balance in mind: performance and pleasure, growth and gratitude.



All photos: OSGA\_PHOTO

### THE NUMBERS AND THE PEOPLE

Since its inception, many sailors from multiple nationalities have trained at the Academy. Skill levels range from seasoned Olympians to passionate newcomers in search of mastery or simply the joy of sailing the Finn.

“The beauty of this class is that it attracts thinkers and fighters. Each sailor brings something different—and when they meet at the Academy, they leave as friends.”

Families are welcome, and many sailors bring partners or children along. “Vilamoura and the Finn Sailing Academy is more than a sailing venue – it’s a holiday, a retreat, and a place to reset.”

### WHAT’S LEFT TO SAY?

Perhaps the best summation of the Academy’s ethos comes from one of the many debriefings held under the soft Algarve dusk: “We’re not just here to win races. We’re here to understand the sea, understand our Finns, and most importantly, ourselves.”

In 2026, Finn Sailing Academy dares the world to join this mission, crossing continents in pursuit of excellence, adventure, and connection.

Because sometimes, the boldest thing you can do is to follow the wind - and see where it takes you.





# First U29 Training Camp

*In March 2025 the first U29 training camp was held at Torbole just before the Mandelli Trophy. Jonas Jung, GER 32, reports.*

**T**he idea behind the U29 Finn training camps is to bring together young sailors from different nations for two IFA-supported training sessions each year, allowing them to learn, network, and build a strong community. Both training camps are scheduled alongside a World Tour regatta, enabling participants to immediately test and measure their improvements in a competitive setting. One training is held in the south, the other in the north, ensuring that sailors from all over Europe have access to high-level coaching.

For our first training camp, we quickly settled on Lake Garda in combination with the Trofeo Mandelli. Garda is always a (relatively, as we soon discovered) safe bet for training, and the Trofeo Mandelli typically attracts a strong international fleet – perfect preparation for a full, competitive season.

## THE COACH

Selecting a coach was an easy decision – we simply looked at past results. Of the last six editions of this regatta, Florian Raudaschl (AUT 3), a former Olympian and owner of Doyle Austria, had won four. We approached him at last year's Trofeo Menoni in Malcesine, and with a shared commitment to supporting young sailors, Florian agreed to coach us for the week.

However, Florian had been involved in our training long before we even arrived at Garda. In the months leading up to the event, he guided us through rigorous mental and physical preparation. He provided hours of onboard footage, which we studied to analyse the movement patterns of top sailors.

## ON THE WATER

The training began on Tuesday before the regatta. We met at noon, and after a quick check and trim of our boats, we headed out. A



two-hour, high-intensity session in light conditions immediately helped improve our light-wind performance. Florian filmed all of us, providing real-time commentary as he analysed our mistakes.

This footage became a key part of our post-training video analysis sessions. What surprised us most was the structured recovery routine that followed sailing: video analysis, a 30-minute hot shower, 30 minutes of stretching, jogging, journaling, and additional stretching whenever needed. Despite spending only 2–3 hours on the water per day, we never felt like we were missing out—we were constantly learning.

## A FRUSTRATING FORECAST

Unfortunately, the next day was a lay day. Rain in the mountains behind Lake Garda prevented any wind from building, but we made the most of it. We fine-tuned our boats, tweaking details we had never even considered before. We also had a theory session, covering everything from trim and strategy to tactics and race analysis.

On the final day of training, we finally got some classic Garda conditions – 16–18 knots of southerly Ora with small waves. The focus of the day? Upwind speed in strong breeze. We worked on starts, tacks, hiking, re-trimming, and fine-tuning body movements and wave patterns. After two hours of upwind training, we moved on to downwind work. Florian even jumped into my Finn, still wearing sneakers and a hoodie, and demonstrated why he's one of the fastest downwind sailors in the world.

After the debriefing and our usual post-training routine, we all went to bed early, ready for race day.

## REGATTA CHALLENGES

We were disappointed to learn that the next three days would bring more rain than wind. A weak and unpredictable northerly breeze made for tricky racing. To make matters worse, an Optimist regatta to the south forced the race committee to set the windward mark dangerously close to the cliffs in the north, creating turbulent conditions.







reached the top mark without tacking once.

After a disappointing finish near the back of the fleet, I was relieved when the real Ora finally filled in – and with it, a pure speed race. I nailed my start, found a great lane, and rounded mark one in the lead. Thanks to Florian's downwind coaching, an area I had struggled with before, I increased my lead on the run. I managed to hold my position through the second lap and secure the win, ending the regatta on a high note.

#### LOOKING AHEAD

Despite the ups and downs, we all learned an incredible amount from Florian's expertise and dedication. This training camp has given us a solid foundation for future collaborations, and we are already making plans for what's next.

For now, our focus is on the next training camp later this year, where we aim to provide the same level of quality coaching.



Despite the challenges, our starts, speed, and positioning were solid. Florian documented everything and provided us with valuable feedback and tips between races. The unpredictable shifts and gusts meant that whoever was lucky on the second upwind leg usually won the race.

Day two brought the same unstable conditions, if not worse. Our improved speed gave us a reliable foundation, but the randomness of the shifts made it difficult to stay mentally strong. Personally, I struggled to meet my own expectations and needed a boost from Florian after a particularly frustrating performance.

#### A ROLLERCOASTER OF A FINAL RACE

The final day started even worse – low clouds and a light southerly breeze. The race committee sent us out early to avoid missing any wind, but in my opinion, they started the first race too soon. As I sailed toward the top mark, I recorded shifts of nearly 60 degrees, just as the committee signalled orange. Florian quickly towed me back to the start line, where I crossed 10 seconds late, close to the committee boat. Meanwhile, sailors who had started at the pin end



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# SAILING UPWIND IN WAVES

*Mikko Brummer, of WB-Sails discusses the art of sailing in waves. He provide some practical insights and explore the theoretical aspects behind the practice. When you understand why you are doing something, you will remember it.*

**L**et's start with the theory. Water does not move with the waves. Rather, waves travel through the sea at a speed determined by the wavelength: longer waves travel faster than short ones. The height of the wave is loosely connected to the length: longer waves are usually higher than short ones, but no direct correlation exists. Typically, the wave height is 1/10 or 1/12 of its length. Height depends on wind strength, the time the wind has blown, and the distance the wind has swept over, which is called fetch. With the wind coming from land, fetch is the restricting factor preventing higher seas from forming, while with onshore winds, the determining factor is the time the wind has been blowing and at what strength.

Waves tend to pitch up boats, i.e., rock the boat around a transverse axis, while rolling happens around the longitudinal axes.

Sailing upwind rolling is very much damped by the sail. Pitching causes additional drag but is only significant when in phase with the boat's natural tendency to pitch – the reason Finn Class invented the famous Lamboley test. Pitching is amplified if a wave is rising under the boat's bow at the same time as the bow is already in motion upwards. Ditto when the bow falls behind the wave, and there's no water underneath to prevent the motion.

Besides pitching, the up-down bouncing of the boat in waves, called heave, slows the boat. The reason is that heave causes the hull to generate waves on its own when bouncing up and down, like the ripples of a stone thrown into the sea – the waves consume energy, adding to the drag.

## WAVE ENCOUNTER AND CRITICAL FREQUENCY

How the waves interfere with your sailing depends on a factor called frequency of encounter: how often the bow of your boat meets a wave. This frequency depends on one hand, on how fast you are moving towards the wave (your VMG) and, on the other, on the speed at which the wave is moving towards you. As stated above, every boat has a critical frequency at which pitch and heave enter in resonance with the wave encounter. At this frequency, the drag of the hull is considerably increased. The speed of the wave is determined by its length, and with the Finn sailing upwind at 5.2 to 5.5 knots, we end up in a critical wavelength of 7-8 metres. That means a chop height of 50 to 75 cm – that's when you need to put your finest out when steering, applying the 'bow oval' technique explained below. The peak resonance for pitching is relatively narrow – smaller waves tend to go unnoticed as the boat punches through them more easily. In larger waves or a swell, the hull is contouring the wave, following its surface more gently, as the encounter frequency no longer resonates with the Finn's natural frequency.

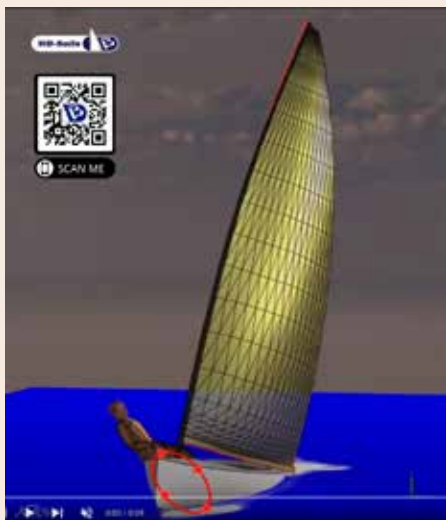
## STEERING IN WAVES – THE BOW OVAL

Sailing upwind in waves is one of the trickiest and most critical aspects of sailing - especially when wind and wave conditions aren't in sync. The technique of steering in waves goes as follows: When approaching a wave, as soon as the bow starts lifting up, you need to head up more towards the wave. Continue on the higher course until you've reached the top of the wave, and the bow starts falling down. At this point, you want to bear away quite abruptly to not crash land behind the wave but rather keep more in contact with the sea and land softer.



*SLAKING THROUGH THE WAVES: THE BOW OVAL. WHEN THE BOW STARTS LIFTING, YOU WANT TO HEAD MORE TOWARDS THE WAVE. CONTINUE ON THE HIGHER COURSE UNTIL YOU'VE REACHED THE TOP OF THE WAVE, AND THE BOW STARTS FALLING DOWN. AT THIS POINT, YOU WANT TO BEAR AWAY QUITE ABRUPTLY TO NOT CRASH LAND BEHIND THE WAVE BUT RATHER KEEP MORE IN CONTACT WITH THE SEA AND LAND SOFTER. THE ELLIPSE METAPHOR COMES FROM METEOROLOGIST, SAIL DESIGNER AND COACH MARTIN GAHMBERG. IT NICELY VISUALISES THE ACTION OF STEERING AROUND THE WAVES.*





SCAN THE QR CODE FOR A LITTLE DYNAMIC SIMULATION OF THE FINN SAILING IN WAVES, WITH THE RESPONSE OF THE MAST AND SAIL UNDER VARYING PRESSURE. IN THE SECOND PART, TURBULENCE, OR 'BAD AIR', YOU CAN SEE HOW TURBULENCE IS SHED ALTERNATELY FROM THE WINDWARD SIDE WHEN THE BOW IS PITCHING DOWN AND FROM THE LEEWARD SIDE WHEN THE BOW IS CLIMBING UP THE WAVE. THE LIGHTLY LOADED RIG/SAIL IS SHOWN AS A RED OUTLINE.



ABOVE: IN A SWELL, THE BOAT IS NO LONGER PITCHING BUT CONTOURS THE WAVE PROFILE. YOU WANT TO SPEND LONGER IN THE LULL AT THE BOTTOM, WHERE THE CURRENT IS WITH YOU, AND GET FAST OVER THE CREST, WHERE YOU ARE FACING THE CURRENT AGAINST YOU. SEE THE ORBITAL MOTION ILLUSTRATION FOR MORE.

BELOW: THE ORBITAL MOTION OF WATER WITHIN A WAVE: AT THE CREST, THE SURFACE WATER IS RUNNING AGAINST YOU, AND AT THE BOTTOM, IT IS PUSHING YOU TOWARDS THE WIND AT THE SAME SPEED. THIS INFLUENCES NOT ONLY THE APPARENT WIND BUT ESPECIALLY THE 'APPARENT' CURRENT, AS THE SPEED OF THE SURFACE FLOW IS SIGNIFICANT COMPARED TO THE SPEED OF YOUR BOAT. CONSEQUENTLY, YOU MUST MOVE YOUR TILLER A LOT JUST TO FOLLOW THE APPARENT CURRENT.



If you look at the boat's bow when passing over a wave, it should draw a diagonal oval in the air: first heading up swiftly as soon as the bow starts rising, then holding the high course until the bow starts dropping down, and bearing away harshly here. Then, keep your somewhat lower course until the bow starts rising again. With this technique, you may gain a couple of centimetres in height at every wave compared to a boat next to you that steers a straighter course.

Trying to keep an as constant speed as possible is also essential – accelerating and decelerating consumes energy, resulting in a slower average speed. With three decades following and working with the Finn, Olympic coach and sail designer, Jocke Wilenius says that you can tell from the distance in the rib that top sailors always appear to be progressing at a more constant speed and heel than less experienced ones.

The oval technique, sometimes called snaking, gives the most dividends when the chop is in the critical height and length. When the boat starts contouring in more significant and longer waves, you want to head up at the crest to cross swiftly and stay longer at a lower course at the bottom of the swell. The reason lies in the orbital motion of water within a wave: At the crest, the surface water is running against you, at a rate up to 2 knots for a 1.5 metre high wave, and at the bottom, it is pushing you towards the wind with the same speed. So, you want to spend longer in the lull at the bottom and get fast over the crest. The rudder movements can be large, up to +/- 20 degrees, because of the crest and bottom surface flow. The flow creates an apparent current towards the rudder, similar to the forming of the apparent wind in the air. With the boat moving at 5.5 knots and the current up to 2 knots, the effect is significant at the surface but diminishes with depth towards the tip of the rudder.

## WAVES AND SAIL TRIM

Pitching affects not only the hydrodynamics but also the aerodynamics. The head of the sail is moving fast back and forth with increasing pitching, affecting the apparent wind speed and angle in the upper part of the sail. When the bow rises, apparent

wind speed decreases while the angle increases simultaneously. Conversely, apparent wind speed increases when the bow is pitching down, and the angle narrows. Aerodynamically, the latter effect wins since the aero force increases as the square of the wind speed but only linearly with the angle. This means that when the bow strikes down, the force in the head of the sail increases, and with it the increasing heeling moment has to be dealt with. In the Finn, the highly efficient mast does most of the work, while in many classes, like the Laser, you need to adjust the mainsheet at the passing of each wave.

Adjusting the sail trim for a chop helps:

- You should add some rake for less leech tension for a softer and more open leech. More twist means more tolerance for sneaking in the chop.
- Ease a little the outhaul for fullness in the lower part of the sail. This helps you keep the power through the waves without heeling too much.
- In a swell, you can keep the leech tension and a flatter sail as you steer more smoothly over the waves.
- Use lots of Cunningham. It helps to open the upper leech. This works best on the Neo model, designed for choppy water, while the Classic is less responsive for the Cunningham.

Anticipate the wave set: look ahead and time your steering to match the rhythm of the waves. Look for paths through waves: Use the 'valleys' or smoother paths instead of just ploughing through peaks. And don't forget active body movement: You should pump your legs and torso through each wave. Coordinate your movements with the motion of the boat and the waves. As you approach a wave, lean forward as the bow starts to rise and shift your weight back as the boat descends on the back of the wave. The body motion should come a fraction of a second before you start moving the tiller. You want a smooth, rhythmic surge over each crest, not a bounce. As someone has said, sailing in waves is like dancing with the sea. You need to feel the motion and respond with smooth, rhythmic tiller and body move adjustments.





# WORLD RANKING LIST - MARCH 2025

PI	Name	Sail	Total	Ev
1	Alessandro Marega	ITA 1103	1064.39	6
2	Peter Peet	NED 148	1014.83	15
3	Christoph Burger	SUI 7	994.69	9
4	Laurent Hay	FRA 75	982.68	17
5	Lawrence Crispin	GBR 74	959.11	13
6	Valerian Lebrun	FRA 111	956.37	7
7	Bas De Waal	NED 29	955.83	18
8	Nick Craig	GBR 18	917.31	8
9	David Terol	ESP 7	879.43	13
10	Filipe Silva	POR 21	859.34	11
11	Kristian Sjoberg	FIN 201	856.27	11
12	Bartosz Szydlowski	POL 6	855.76	9
13	Jürgen Eiermann	GER 8	846.46	9
14	André Budzien	GER 711	832.44	5
15	Tibor Pallay	HUN 5	831.74	5
16	Cees Scheurwater	NED 7	829.68	15
17	Kristóf Kaiser	HUN 808	821.11	4
18	Peter Boje	DEN 117	813.49	7
19	Zsigmond Kantor	HUN 30	785.44	11
20	Akos Lukáts	HUN 50	782.84	10



21	Domonkos Németh	HUN 80	781.88	7
22	Peter Overup	SWE 72	780.44	7
23	Eric Bakker	NED 703	768.09	8
24	Thomas Schmid	GER 193	757.97	9
25	Pedro Lodovici	BRA 32	748.22	8
26	R. Phillip Ramming	USA 19	742.29	9
27	Peter Mosny	SVK 1	739.12	11
28	Roberto Benamati	ITA 788	733.22	6
29	Otto Strandvig	DEN 21	718.54	10
30	Florian Caudaschl	AUT 3	717.23	7
31	Nicola Capriglione	ITA 45	709.75	4
32	Francesco Faggiani	ITA 4	708.81	10
33	Miguel Fernandez Vasco	ESP 161	707.61	5
34	Ewout Meijer	NED 66	702.99	8
35	John Greenwood	GBR 5	697.72	9
36	Adrián Bedoya Mey	ESP 22	696.62	5
37	Gergely Gerencsér	HUN 180	695.19	7
38	Fredrik Tegnhed	SWE 5	693.28	6
39	Olof Lundqvist	SWE 32	685.95	7
40	Gerhard Weinreich	AUT 333	684.70	9
41	Ronald Van Klooster	NED 43	673.09	13
42	Roberto Strappati	ITA 115	669.92	6
43	Steffen Emhjellen	NOR 26	668.23	9
44	Sigurd Vergauwe	BEL 18	667.96	13
45	Paul Mckenzie	AUS 22	663.97	5
46	Richard Sharp	GBR 90	655.73	7
47	Laurent Chapuis	SUI 99	650.13	14
48	Matouš Čevenka	CZE 54	644.28	14
49	Michael Gubi	AUT 7	643.94	11
50	Domonique Wälchli	SUI 59	641.80	7
51	Martijn van Muijden	NED 6	640.04	4
52	Marco Buglielli	ITA 2	638.40	6

53	Paolo Cisbani	ITA 11	635.59	8
54	Giacomo Giovanelli	ITA 202	635.03	6
55	Antal Székely	HUN 7	629.54	10
56	Peder Nergaard	NOR 77	627.32	7
57	Therry van Vierssen	NED 117	627.09	7
58	Cameron Tweedle	GBR 98	624.87	5
59	Alejandro Cardona	ESP 76	620.66	7
60	James Bevis	AUS 330	617.76	6
61	Nanno Schuttrups	NED 98	617.05	6
62	Fabian Lemmel	GER 501	613.58	9
63	Tony Delava	BEL 41	613.18	12
64	Fernando Bello	POR 61	609.10	6
65	Sami Salomaa	FIN 233	606.64	9
66	Rodion Mazin	USA 16	598.69	5
67	Jan Willem Kok	NED 1037	595.01	6
68	Jens Kristian Andersen	DEN 246	590.23	6
69	Andrzej Romanowski	POL 73	588.45	7
70	Marko Kolic	ITA 40	588.24	6
71	Andreas Gillwald	GER 334	585.43	5
72	Vladimir Skalicky	CZE 75	583.05	13
73	Joost Houweling	NED 68	576.21	10
74	Florian Faucheux	FRA 96	555.15	7
75	Tim Tavinor	GBR 9	555.09	10
76	Rudolf Lidarik	CZE 3	554.52	5
77	Ville Aalto-Setälä	FIN 234	549.03	6
78	Simon Bovay	SUI 59	548.83	6
79	Zoltán Csányi	HUN 150	545.78	10
80	Ladislav Hyrš	CZE 43	544.10	8
81	Jürg Wittich	SUI 83	543.73	6
82	Vladimir Stasyuk	UKR 7	541.47	4
83	Xavier Penas	ESP 71	539.62	6
84	Yves Bassette	BEL 4	539.04	6
85	David Evetović	HUN 45	538.68	8
86	Christian Dahl	NOR 41	538.09	10
87	Gyula András Mönus	HUN 30	532.18	12
88	James Golden	USA 186	531.65	4
89	Stefan Sandahl	SWE 12	531.64	7
90	Sebastien Godefroid	BEL 7	529.89	4
91	Michel Audoin	FRA 38	525.71	4
92	Maximilian Trommer	GER 286	524.62	6
93	Claus Wimmer	GER 164	524.07	6
94	Franz Bürgi	SUI 12	522.21	9
95	Tomas Mihalik	SVK 271	517.34	10
96	Markus Schneeberger	AUT 73	515.21	8
97	Tobias De Haer	NED 133	514.99	9
98	Zdenek Gebhart	CZE 2	514.69	10
99	Harri Veivo	FRA 373	511.10	5
100	Pedro Trouche	BRA 53	509.10	5
101	Jonas Jung	GER 323	508.78	8



102	Martin Hughes	GBR 567	505.51	11
103	Attila Szilvássy	HUN 211	505.09	3
104	Felipe Gil	CHI 21	504.23	7
105	Andreas Franke	GER 488	503.58	5
106	Anthony Nossiter	AUS 221	501.69	7

Alessandro Marega continued to lead the Finn World Ranking into 2025, from Peter Peet and Christoph Burger. While Peet has moved up three places, Burger was the biggest climber in the top 20.

The latest world rankings list is the most extensive yet, and includes 1,399 sailors from 40 nations. It is based on the best five events over a two-year period taken from the World Tour for Finns, which takes in around 60 events each year across the world.

107	Ted Duyvestijn	NED 147	500.99	6
108	Michael Good	SUI 95	498.06	6
109	Petter Fjeld	NOR 64	498.06	8
110	Gwyn Hagenaaers	BEL 99	493.97	4
111	Cristiano Ruschmann	BRA 108	489.75	7
112	Sinan Sumer	TUR 21	488.58	6
113	Václav Cinti Sn	CZE 70	485.55	5
114	Robert Rittscher	BRA 11	482.24	7
115	Allen Burrell	GBR 2	479.66	5
116	Atilla Svastits	HUN 131	472.64	6
117	Freddy Markelin	FIN 50	472.43	3
118	Remko Boot	NED 67	472.09	5



119	Juan Grau Cases	ESP 555	472.04	6
120	Jelte Baerends	NED 1	471.52	4
121	Roman Teply	CZE 5	470.80	5
122	Jorge Pinheiro De Melo	POR 55	469.28	8
123	Philippe Lobert	FRA 66	467.81	10
124	Sjoerd Hofland	NED 977	462.18	6
125	Rob McMillan	AUS 2	461.12	6
126	Scott Griffiths	USA 1138	457.94	7
127	Audoin Michel	FRA 38	456.64	5
128	Attila Szabo	SUI 21	456.10	7
129	Jesse Kylänpää	FIN 145	454.44	4
130	Michael Staal	DEN 80	453.82	6
131	Arild Heidal	NOR 55	452.64	8
132	Jack Jennings	USA 81	450.27	5
133	Henk De Jager	NED 11	442.13	10
134	Chris Frijdal	NED 111	441.31	12
135	Nuno Es Silva	POR 73	439.65	6
136	Michael Ziller	GER 65	439.29	10
137	Andreas Bollongino	GER 19	438.79	9
138	Marek Jarocki	POL 100	438.42	8
139	Hans Stöckli	SUI 39	435.09	11
140	Bernhard Klingler	AUT 400	430.65	6
141	Aubert Lerouge	FRA 85	429.68	8
142	John F Dane	USA 69	428.94	6



143	Xavier Mayoral Jove	ESP	118	428.01	5
144	Jan Zetzema	NED	50	426.51	4
145	Enrico Passoni	ITA	6	423.94	4
146	Uwe Barthel	GER	62	423.77	11
147	Nicola Menoni	ITA	872	422.37	7
148	Martin Kaloš	CZE	211	420.75	9
149	Udo Murek	GER	909	420.60	6
150	Karel van Hellemond	NED	41	419.48	4
151	Hans Fatzer	SUI	1	417.87	10
152	Andriy Podvezko	UKR	13	412.60	3
153	Joonas Harju	FIN	12	411.94	5
154	Andrea Lino	ITA	30	406.51	4
155	Harald Weichert	GER	52	406.35	4
156	Robert Kinney	USA	47	404.96	4
157	Rainer Haacks	GER	111	402.54	5
158	Kamil Ščerba	CZE	63	401.72	6
159	Denny Jeschull	GER	231	400.43	5
160	Peter Kilchenmann	SUI	13	398.03	11
161	Paco Castaner	ESP	86	398.01	3
162	Michael Beyeler	SUI	20	396.50	6
163	Balázs Szűcs	HUN	64	390.55	10
164	Lars Hall	DEN	6	389.67	5
165	Jan-Dietmar Dellas	GER	81	389.11	5
166	Franco Martinelli	ITA	52	388.12	5
167	Niklas Toroi	FIN	21	387.18	4
168	Nikita Mazin	USA	7	383.97	4
169	Dirk Sievers	GER	141	381.98	8
170	Antonio Moreira	BRA	115	380.00	3
171	Brendon Hogg	NZL	5	379.57	5
172	Matthieu Moerman	NED	149	379.31	3
173	David Ellis	AUS	333	377.82	5
174	Marc A.d. Beauvais	FRA	99	377.69	4
175	Valentyn Klymentyev	UKR	10	371.90	3
176	Levente Rác	HUN	9	369.35	3
177	Harald Leissner	GER	477	365.58	12
178	Michael Mark	USA	117	365.58	7
179	Paul Goossens	BEL	76	363.64	7
180	Rick Bomer	NED	56	363.25	7
181	John Heyes	GBR	61	362.50	6
182	Maarten Godschalx	NED	126	357.31	5
183	Carlo Varelli	ITA	147	356.74	4
184	Bernd Moser	AUT	11	354.21	6
185	Michael Klügel	GER	188	352.28	6
186	Joe Schubert	DEN	321	350.50	6
187	Francisco Castaner	ESP	86	349.15	4
188	Niels Schoenrock	GER	94	345.17	6
189	Geza Huszar	HUN	1	344.78	3
190	Boguslaw Nowakowski	POL	26	344.20	7



191	Hans Zuurendonk	NED	31	343.78	5
192	Phil Chadwick	AUS	75	338.63	5
193	István Rutai	HUN	51	338.11	7
194	Gerhard Schwendt	AUT	511	335.65	7
195	Ignacio Nieto Taramona	ESP	73	334.87	3
196	Peter Frissell	USA	101	332.86	5
197	Uwe Fernholz	GER	226	332.80	5
198	Willem v. Walt Meijer	NED	939	331.65	7
199	Svilvássy Attila	HUN	211	331.03	4
200	Herve Brillaud	FRA	880	329.06	6
201	Svante Collvin	SWE	2	328.43	4
202	Jan Heinrich Meyer	GER	137	328.29	6
203	Jonathan Pyke	GBR	18	326.71	8
204	Rob Coutts	USA	9	322.65	5
205	Tim Carver	GBR	8	322.40	4
206	Gerrit Jan v. Ommen	NED	115	322.19	7
207	John Condie	AUS	10	321.89	6
208	Rudolf Gerzer	AUT	19	320.70	5

209	Rudolf Baumann	SUI	57	319.73	7
210	Rác Bence Zsolt	HUN	18	318.59	4
211	Kit Kattenbuerg	NED	248	315.32	4
212	Alain Ferec	FRA	129	313.33	3
213	Jaroslav Radzki	POL	1	313.22	3
214	Roman Hladny	SVK	14	312.95	5
215	Julian Hampe	GER	214	312.28	6
216	Stefan Marechal	NED	86	312.00	3
217	Niclas Perband	GER	13	311.12	3
218	Zlatko Atanasov	BUL	8	309.26	2
219	Karsten Eskelund	NOR	73	308.18	6
220	Jose Maria Pujadas	ESP	39	306.75	5
221	Stijn Helsen	BEL	2603	305.72	4
222	Lucas Prescott	AUS	298	303.19	4
223	Goncalo Castro Nunes	POR	26	303.16	4
224	Bernhard Seger	SUI	33	302.93	4
225	Yann Vilein	FRA	202	300.21	4
226	Augustin Juarez	ESP	107	300.13	1



227	Frederik Boone	BEL	891	299.94	4
228	Bob Buchanan	AUS	6	298.05	11
229	Jiri Outrata	CZE	8	297.71	8
230	Mathias Tallberg	FIN	145	296.81	6
231	Csaba Gaál	HUN	181	295.59	6
232	Maarten Paddenburg	NED	222	295.58	5
233	Gerko Visser	NED	81	295.15	3
234	Alberto Romano	ITA	920	293.61	4
235	Lars Johan Brodtkorp	NOR	67	292.21	2
236	Morvan Bourbin	FRA	57	292.16	2
237	Ryszard M-Gliszczyński	POL	80	290.81	5
238	David Kitchen	GBR	51	287.71	5
239	Volodymyr Stasyuk	UKR	7	287.70	3
240	Jean François Cutugno	FRA	60	287.04	3
241	Michael Huellenkremer	GER	84	286.11	5
242	Gino Bucciarelli	ITA	67	284.10	3
243	Simon Percival	GBR	635	283.38	3
244	Russell New	GBR	40	283.17	5
245	Zsombor Majthényi	HUN	88	283.11	4
246	Andrew Kern	USA	741	282.75	4
247	Paul Bamford	NZL	81	282.65	5
248	Szebasztián Kaloczy	HUN	3	282.30	3
249	Damian Strittmatter	SUI	64	282.25	6
250	Atilla Varga	HUN	191	282.14	4
251	Chris Wells	NZL	20	281.73	4
252	Milan Loukota	SVK	6	279.90	4
253	Tadeusz Bartlewski	POL	13	279.84	4
254	Jakub Micewski	POL	151	278.46	6
255	Pär Friberg	SWE	91	276.99	4
256	Jan Peetz	DEN	212	276.91	8
257	Rolf Elsaesser	GER	202	275.03	7
258	Klaus Antrecht	GER	960	274.65	4
259	Richard Hawkins	NZL	93	274.60	3
260	Levente Várnai	HUN	280	273.34	3
261	Bernd Rimmel	GER	277	273.11	4
262	Roman Khodykin	GBR	13	273.10	8
263	Christian Hoffmann	AUT	323	272.95	4
264	Paul Kamphorst	NED	27	272.89	4
265	Chris Raab	USA	28	272.39	3
266	John Mackie	GBR	68	271.92	3
267	Filip Verhaeghe	BEL	8	271.91	4
268	Axel Schmidt	GER	329	271.56	2
269	Detlev Guminski	GER	92	271.45	6
270	Peter Vollebregt	NED	39	271.40	6
271	Hartwig Gfreiner	AUT	8	270.91	5
272	Ray Hall	NZL	2	270.85	3
273	Kai Schrader	GER	17	270.80	4
274	Ivan Burden	GBR	750	270.59	5

275	Ole Vorm	DEN	323	269.68	2
276	Kieron Holt	GBR	33	267.56	3
277	Filip Willems	BEL	50	266.51	5
278	Denes Ujvary	HUN	58	264.79	4
279	Bastiaan Brouwer	ITA	33	263.57	5
280	Steyn van Driessel	NED	84	262.36	2
281	Andrew Coutts	AUS	88	261.95	4
282	Marc van Eriks	NED	962	261.91	5
283	Alexander Norrgård	FIN	93	261.67	4
284	Igor Pietukhov	UKR	90	260.32	6
285	Henry Sprague	USA	74	260.21	6
286	Willem Schopman	NED	450	259.89	3
287	Mats R Karlsson	SWE	21	259.52	4
288	Martin Vacula	CZE	92	258.89	4
289	Ralf Kratz	GER	161	256.69	4
290	Petter Fjellstad	NOR	18	256.56	3
291	Peter Drodofsky	GER	996	256.30	8
292	Alex Atkins	GBR	581	256.23	4
293	Andreas Lohmann	GER	236	255.37	4
294	Dirk Sundermann	GER	45	254.95	5
295	Juan Ignacio Cataneo	ITA	44	253.71	4
296	Arjan Vos	NED	995	252.66	3
297	Mark Perrow	NZL	4	252.31	3
298	Ondro Teply	CZE	82	252.00	2
299	Jiri Hyža	CZE	9	251.35	3
300	Ville Valtonen	FIN	22	251.19	3
301	John Alexander	AUS	69	250.70	6
302	Blažej Wyszowski	POL	83	250.31	4
303	Lars Bergfeldt	SWE	78	250.20	2
304	Oskari Muhonen	FIN	8	250.00	1
305	Sander Jorissen	NED	966	249.64	3
306	Søren Kjær	DEN	16	247.70	4
307	Hendrik W. Schwarz	GER	151	246.87	12
308	Dave Martin	USA	64	245.59	4
309	Mikko Tiilikka	FIN	269	244.45	3
310	Michael Perband	GER	275	243.85	6
311	Andy Denison	GBR	20	243.64	5
312	Huib De Haer	NED	13	243.47	5
313	Fernando Saux	ARG	20	243.13	2
314	Josef Jochovič	CZE	67	242.61	5
315	Vítězslav Moučka	CZE	16	241.64	5
316	Peter Theuer	SUI	67	241.50	3
317	Marcel Neuteboom	NED	875	240.73	5
318	Germano Lucchetta	ITA	168	240.64	4
319	David Champaloup	AUS	14	240.53	5
320	Vojtech Nalezenc	CZE	61	239.72	5
321	Csaba Stadler	HUN	69	239.58	6
322	Anatoli Nosar	UKR	7	238.48	3
323	Martin Nash	ARG	112	238.05	7
324	Andres Ivan Lloret Perez	ESP	16	237.91	3
325	Gustavo Raulino	BRA	203	237.50	3
326	Fabian Rossbacher	GER	595	237.34	4



327	David Rivero Martinez	ESP	739	236.99	3
328	Andy Couch	GBR	79	236.59	3
329	Patrik Ščerba	CZE	98	236.43	5
330	Peter Sipos	HUN	2	236.07	8
331	Michael de Courcy	GBR	21	236.03	3
332	Marco Eeman	NED	116	234.93	3
333	Pierre-Louis Bossart	FRA	69	234.28	3
334	Jack Eickmeyer	AUS	262	233.97	3
335	Ingo Spory	GER	43	232.98	4
336	Peter Scheidegger	SUI	79	232.98	6
337	Eric Åberg	SWE	69	230.67	3
338	Klaus Reffelmann	GER	206	230.43	5
339	Andrej Holák	SVK	470	230.04	3





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