



# FINN MASTERS

MAGAZINE AND YEARBOOK

≈ News

≈ Results

≈ Events

## MASTERS REGATTAS 2014



## AHEAD...TORBOLE, BARBADOS



## INTERVIEWS AND OPINION



Hit maasts

Hit



Photo: Suzanne van der Horst

*The power to win*



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

**ISSUE NO. 2 • JANUARY 2015**

The Finn Masters Magazine is a non-profit publication that is distributed free of charge to all active Finn masters who are IFA members through their National Finn Association, as well as other interested parties connected to the Finn World Masters around the world.

Articles, race results, photographs and reports from countries are always welcome. All advertisement enquiries should also be addressed to the Editor. A media pack is available on [www.finnworldmasters.com](http://www.finnworldmasters.com)

**SUBSCRIPTIONS**

To subscribe to this magazine go to [www.finnworldmasters.com](http://www.finnworldmasters.com) or send an email to [media@finnworldmasters.com](mailto:media@finnworldmasters.com) with your full name and delivery address.

**MAGAZINE EDITOR**

Robert Deaves, 2 Exeter Road, Ipswich IP3 8JL, England. Mob: +44 (0)7932 047046  
Email: [robertdeaves@yahoo.co.uk](mailto:robertdeaves@yahoo.co.uk)

**COVER PHOTO**

Competition in Sopot, Finn World Masters 2014 (Photo: Mariya Abashkina). Insets: photoheaven.net; BMTI; Gábor Cserta.

**IFA WEB SITE**

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

**FINN SHOP**

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

**FINN MASTERS**

[www.finnworldmasters.com](http://www.finnworldmasters.com)

**THE FINN CHANNEL**

[www.youtube.com/thefinnchannel](http://www.youtube.com/thefinnchannel)

# Contents

Contacts and Calendar	5	<b>Yearbook</b>	
More tips before you set sail to Kavala	6	History of the Finn World Masters	57
Looking ahead to Torbole 2016	16	About the Finn World Masters	57
Aleksandr Kuliukin interview	20	Trophy Winners	57
Finn World Masters 2014	22	Finn World Masters 1970-2014	58
North American Masters in Pewaukee	25	Annual Masters Meeting 2014 Minutes	59
Looking ahead to Barbados 2017	30	Finn World Masters Championship Rules	60
Rock 'n Roll, My Journey	34	Guidelines For Finn World Masters	64
Neil Robinson wins UK Masters	36		
Better Finn hiking	37	<b>ADVERTISERS</b>	
Four generations of Finn sails	39	HIT Masts	2
Regatta format	40	Suntouched	4
Chris Watts talks on judging	42	Wilke	9
Henry Sprague interview	45	North Sails	38
Felix Denikaeu wins Euro Cup 2014	47	Zhik	44
Polish Masters in Poznan	49	Pata	46
Swedish Masters/ Russian Masters	50	Rob Coutts Sailing	48
Classic Finns	51	Euro Masters 2015	48
Dutch Masters in Medemblik	52	Sandiline	51
Italian Masters in Castiglione	53	Hi-Tech Sailing	55
Walter Riosa interview	54	WB Sails	64
Yuri Tokovoi and Vladimir Krutshikh	56		

# Masters President's Message

**By Andy Denison, GBR 20**



The fact that I have been asked to write another forward is great news. I am pleased to report that not only has the magazine survived; it has taken off. And it looks set to stay.

My deepest thanks go to all our magazine supporters, who hopefully will benefit from their investment and I ask all the Master Finn sailors to support them.

It's comforting to know that we are all set for the next three years. Kavala, Torbole and Barbados. By the time you are reading this article we shall be well underway with the entries to Kavala. The pre run up for this event has been very encouraging and we are anticipating a good turnout with some fine sailing in warm waters.

It was great to see so many classic Finns taking part in the Championship at Sopot. The classic Finn is a great and affordable way to race a Finn and it's our intention to support the fleet more.

In July we tidied up the Rules and Guidelines under the guidance of Chris and Robert. The documents needed more defining and some cutting down. The latest versions are now on the Finn Masters site (and at the back of this magazine) and I would like you to have a look, in readiness for voting the changes in Kavala.

The other item that will be on the AMM agenda that was highlighted in Sopot will be racing wind strength. The question is do we want to stick to the existing limit and risk a championship? Or move it forward to say 25 knots? Or abolish it?

I have been approached by Hayling Island Sailing Club in the UK, to host 2018. It's my intention to meet with the OA over the coming months, to discuss this proposal and compile a report for the Masters. Their presentation will take place in Torbole.

I have also had a meeting in the UK with Jolly Harbour Sailing Club of Antigua, who wish to be considered for 2020 as a Championship venue. I have gone through our rules and guidelines with them, in particular the logistics of transportation, sponsorship and cost, I await their proposal before taking the offer seriously.

One of the reasons Barbados works is because of the heavily subsidised boat transportation and this is paramount. Whilst the Caribbean is very tempting we should be careful not to get carried away. If Jolly Harbour comes back to us, meeting our requirements, with subsidised boat transportation, then I feel we can take the presentation to you in 2018.

See you in Kavala.

**Andy Denison,**  
Finn Masters President



# Suntouched Sailboats The One Stop Finn Shop!



New and used Finns plus charter boats for major regattas.  
All spares and accessories, now available to click and buy online.

*Devoti Sailing*



*Hit masts*

**HARKEN**

**sandiline**

**zhik**

DEM FOILS



**Optimumtime**

**seasure**

**GoPro**  
Be a HERO.

[www.suntouched.co.uk](http://www.suntouched.co.uk)

Buy online – worldwide shipping



Suntouched Sailboats Ltd., Hayling Island, Hampshire, UK  
Tel: +44 (0)208 133 0104 Mobile: +44 (0)7734 251033  
email: [info@suntouched.co.uk](mailto:info@suntouched.co.uk) Skype name: Suntouched





# Finn World Masters Committee 2015



## President Masters' Fleet

**Andy Denison** (GBR 20)  
4 Wickfield Ave, Christchurch  
BH23 1JB, UK  
Tel: +44 (0)1202 484748  
Mob +44 (0)7802 355 522  
Email: andy@denisons.com



**Henk de Jager** (NED 11)  
Willem Alexanderlaan 3  
5263AZ -Vught, The Netherlands  
Email: henk@henkdejager.eu;  
henk@alsad.kz  
Tel: +31 736 565 008  
Mob: +7 701 754 1813



**Rolf Elsässer** (GER 202)  
Karlsbader Weg 9, 61118 Bad Vilbel  
Germany  
Tel: +49 6101 813470  
Mob: +49 172 6334163  
Email: rolfelsaesser@web.de



**Marc Allain des Beauvais** (FRA 99)  
IFA France  
62 Avenue Camus, 44000 Nantes, France  
Tel: +33 (0)285 520 330  
Mob: +33 (0)6 07 29 27 56  
Email: marc@transmer.com



**Philip Baum** (RSA 51)  
18 Norwich Drive, Bishopscourt  
7708, Cape Town, South Africa  
Tel: +27 217 611 752  
Mob: +27 829 904 399  
Email: pbaum@endcliff.com

### PAST PRESIDENTS

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

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



**Webmaster**  
Garry Sibbald  
Email: webmaster@finnworldmaster.com

# Events calendar 2015

9-13/2	Semaine Internationale	Cannes	FRA
3-4/5	UK Masters	Mengeham Rythe	GBR
10-12/7	Trans Manche Coupe 1*	Hayling Island	GBR
13-17/7	Trans Manche Coupe 2*	Quiberon	FRA
26-29/8	Italian Masters	Marsala, Sciliy	ITA
<b>22-29/5</b>	<b>FINN WORLD MASTERS</b>	<b>Kavala</b>	<b>GRE</b>
17-19/7	Polish Masters	Kamiensk Pomorski	POL
17-19/4	North American Masters	Mobile, AL	USA
25-31/8	Russian Masters (Open)	Moscow	RUS
12-13/9	Swedish Masters	Karlstad	SWE
9-13/10	Euro Cup	Tihany	HUN
TBA	Open Dutch Masters		NED

\* Combination of the GBR and FRA National Championships

### Future events (dates provisional\*)

13-20/5/16*	FINN WORLD MASTERS	Torbole	ITA
2-9/6/17*	FINN WORLD MASTERS	Barbados	BAR

Please check local websites for latest details and information.

# Supplier directory

## BOATBUILDERS AND SUPPLIERS

Devoti Sailing	www.devotisailing.com	CZE
Finnports	www.finnports.com.au	AUS
HIT	www.hit-masts.nl	NED
HiTechSailing	www.hitechsailing.com	ITA
ITA Jibotech	www.jibotech.com	USA
Jorge Rodrigues	jrsilva@gmail.com	BRA
Pata Boats	www.patafinn.hu	HUN
Pata Finns Africa	www.patafinnsafrica.com	RSA
Suntouched	www.suntouched.co.uk	GBR
Wilke	www.wilke.ch	SUI

## MASTS & BOOMS

Art of Racing	www.artofracing.co.nz	NZL
C-Tech	www.c-tech.co.nz	NZL
Concept	www.conceptsracing.com	ITA
HIT	www.hit-masts.nl	NED
Pata	www.patafinn.hu	HUN
Suntouched	www.suntouched.co.uk	GBR
Wilke	www.wilke.ch	SUI

## SAILS

Doyle Raudaschl	www.raudaschl.co.at	AUT
Dynamic Sails	www.dynamicsails.com	GBR
North Sails	www.northonedesign.com	GBR
Turtle Sails	www.turtlesails.de	GER
Ullman Sails	www.ullmansails.co.uk	GBR
Victory Sails	www.victorysails.com	SLO
WB Sails	www.wb-sails.fi	FIN

## OTHER

Finnsailing.de	www.finnsailing.de	GER
Marina Dellas	www.dellas.de	GER
Rob Coutts Sailing	www.robcouttsailing.com	NZL/USA
Sandiline	www.sandiline.com	SLO
Waverunna	www.waverunna.com	NZL
Zhik	www.zhik.com	AUS

**EDITORIAL:** This is all the space we had left for an Editorial, so it will be brief. Thanks to everyone who has supported and believed in this project, to the many advertisers, to Lanfranco Cirillo for his very generous help and to Andy for giving me free reign to get on with it. This magazine is growing year by year and reflects the growth and enthusiasm in the Masters fleets. I hope you enjoy this issue and are enthused to sail your Finn more. That is, after all, what this is all about. See you out there. *Robert*



# FINN

## BOOKS



### Photo FINNish - 60 Years of Finn Sailing

224 PAGES, 50:50 Colour/ B&W

More than 1,100 photographs. More than 60 personal accounts

Softback - £25 plus p&p

Hardback - £65 plus p&p

Discounts available for bulk purchases



### FINNTASTIC GAMES

The story of the Finn Class at the 2012 Olympic Games

Also available on Amazon



### FINNatics

First published in 1999, and now available once again through Amazon



### FINNLOG

Published by Peter Mohilla in 1986

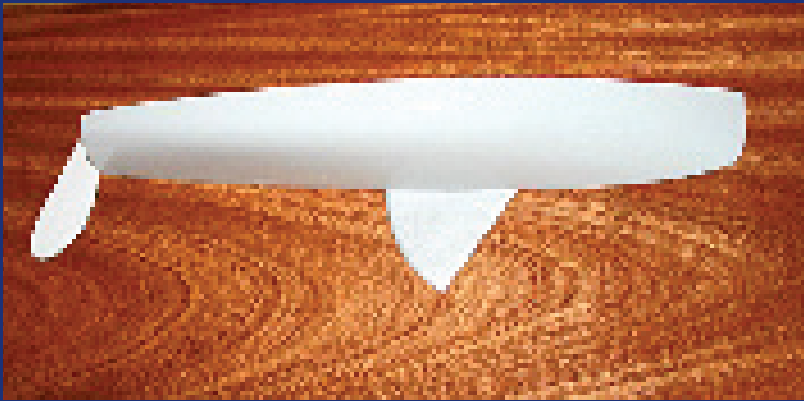
196 pages

Complete history to date with many technical articles and photos

£10 incl p&p worldwide

BOOKS • FINNFARES • POSTER

# FINNALIA



## FINN Half Models

Two sizes:

Large: 440 mm by 240 mm; model is 330 mm, £95 plus postage at cost

Small: 340 mm by 170 mm; model is 260 mm, £70 plus postage at cost



**IFA tie** • Dark blue 100% cotton, hand made tie with IFA logo/Olympic rings  
£18 incl p&p worldwide

**IFA pin** • £6.50 incl p&p worldwide



**IFA cufflinks** • £12 incl p&p worldwide



## FINNFARE

Selected individual copies available  
from GBP 5 incl p&p worldwide

## FINN Mosaic Poster

Contains more than 1,600 photos.  
Size: 210 mm by 580 mm  
£5 incl p&p worldwide



All ordering is carried out through Paypal's secure online ordering system.  
Payment with either Paypal account or with a credit/debit card in countries where this service is available.  
Orders are normally dispatched within 2-3 working days. Trade and bulk enquiries welcome.

**Order online at [www.finnclass.org/shop](http://www.finnclass.org/shop)**

**S • TIES • PINS • CUFFLINKS • HALF MODELS**



**The campers' parking area**

The campers' parking space is a 4,000 sq m area, 300 metres – distance from the port and offering water and power supply. Those planning to travel by camper, should contact us, in order to reserve their parking space. See photos below.

More detailed information will be available on the website of the championship to be launched at [www.finnworldmasters.com](http://www.finnworldmasters.com). Of course, if you have any questions, do not hesitate to contact us at [bpigadas@gmail.com](mailto:bpigadas@gmail.com).

**Top attractions**

Kavala is called the 'blue city' and is the largest port of the Eastern Macedonia region, amphitheatrically built on the slopes of Mount Symvolos overlooking Northern Aegean Sea.

- Walk along the dock of the old port with the numerous fishing boats, stop by Saint Nicholas Cathedral and the spot where the Apostle Paul taught the first Christians

The location: the championship will be held at Kavala's central port. This was finally achieved for the benefit of the participants and their escorts. The location is much more convenient as the Finns' amenities and the city's points of interest are in close proximity.

# A few more tips before setting sail to Kavala



By Vasilis Pigadas, Vice President of Nautical Club of Kavala



**Getting to Kavala**

a. For those travelling by ship from Ancona or Bari to Igoumenitsa or Patras and back, the Nautical Club of Kavala has reached an agreement with the shipping company of Superfast Ferries for a 30% discount on fares from 15/5/2015 to 5/6/2015. From Igoumenitsa, you use the E90 (Egnatia Road) and drive to Kavala (479 km).

b. If you travel by airplane, the most convenient airport is SKG ('Macedonia' airport of Thessaloniki) with daily flights from and to numerous European cities. Once you land in SKG, you can either take a shuttle bus to the Central Coach Station (30 min.) and then, a coach to Kavala (2.5 hours) or reserve a small coach from a private company and drive straight to Kavala (2 hours). However, you needn't decide about this last part of your journey yet, since we have been discussing the possibility of group transport from the airports (Thessaloniki's and Kavala's straight to your hotels), with private companies.

**Local tours**

Tours will be arranged in the local area including visiting sights and places of interest, markets or going to the beach for a swim. It may sound too daring but, honestly, it isn't since the weather is normally very warm at that time of year.

- Picturesque old town in Panagia district, with preserved Ottoman buildings and cobblestone alleys.
- Monument-hotel Imaret, Museum of Mehmet Ali and castle, the city's landmark.
- Roman Aqueduct, Archaeological Museum, Museum of tobacco
- City centre to the central square, the church of Saint Georgios, the Liberty square, Town Hall, souvenirs and local art shops, and a great market.
- Mediterranean cuisine includes plenty of fish, seafood, cereals, a little meat, lots of vegetables and fruit. Food is cooked in local olive oil and a variety of herbs are used to enhance its flavour like rigani (oregano), thyme, rosemary, parsley, dill and basil.
- To turn a meal into a feast, start with appetisers – 'mezedes'. An important detail: a Greek meal cannot start unless there is plenty of bread on the table to eat with starters and the main dish.
- Wide range of wines (made in the local wineries from the famous locally-grown grapes) to choose from as well as anise-flavoured liqueurs like ouzo or homemade tsipouro.
- For dessert, try yoghurt with honey, or a spoon sweet or 'karidopita' (cake of crushed walnuts soaked in syrup).







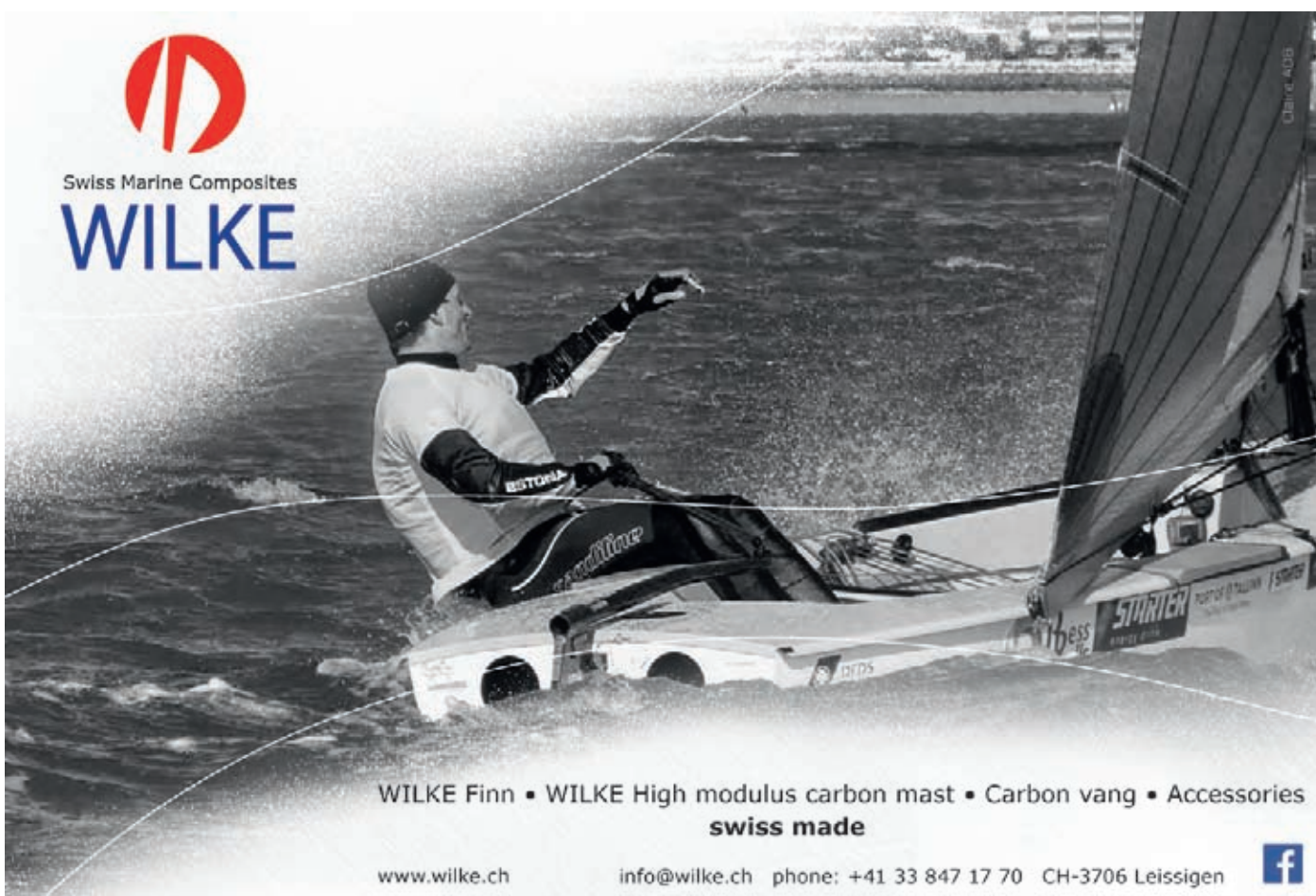
- Archaeological site of Philippi, named in 356 BC after Philippos II, father of Alexander the Great, and its museum. Ruins from the Hellenistic, Roman, Byzantine and Paleochristian period. The octagon, Roman forum, Paleochristian Basilicas and parts of the city walls. At the foot of the acropolis is the ancient theatre of Filippi.

- Thassos is a short boat trip away. It is a green island of olive trees and pine trees reaching the shores. Visit the charming coastal villages of Limenas and Potamia and the peaceful, mountainous villages of Theologos, Panagia and Kazaviti.

- Excursions to Mount Pangeon, the 4th

century Byzantine monastery of Icosifinissa, the picturesque villages of Moustheni, Kipia, Messoropi, Paleohori and Nikisiani.

- And, of course, the beautiful beaches of the numerous picturesque bays in and outside Kavala.

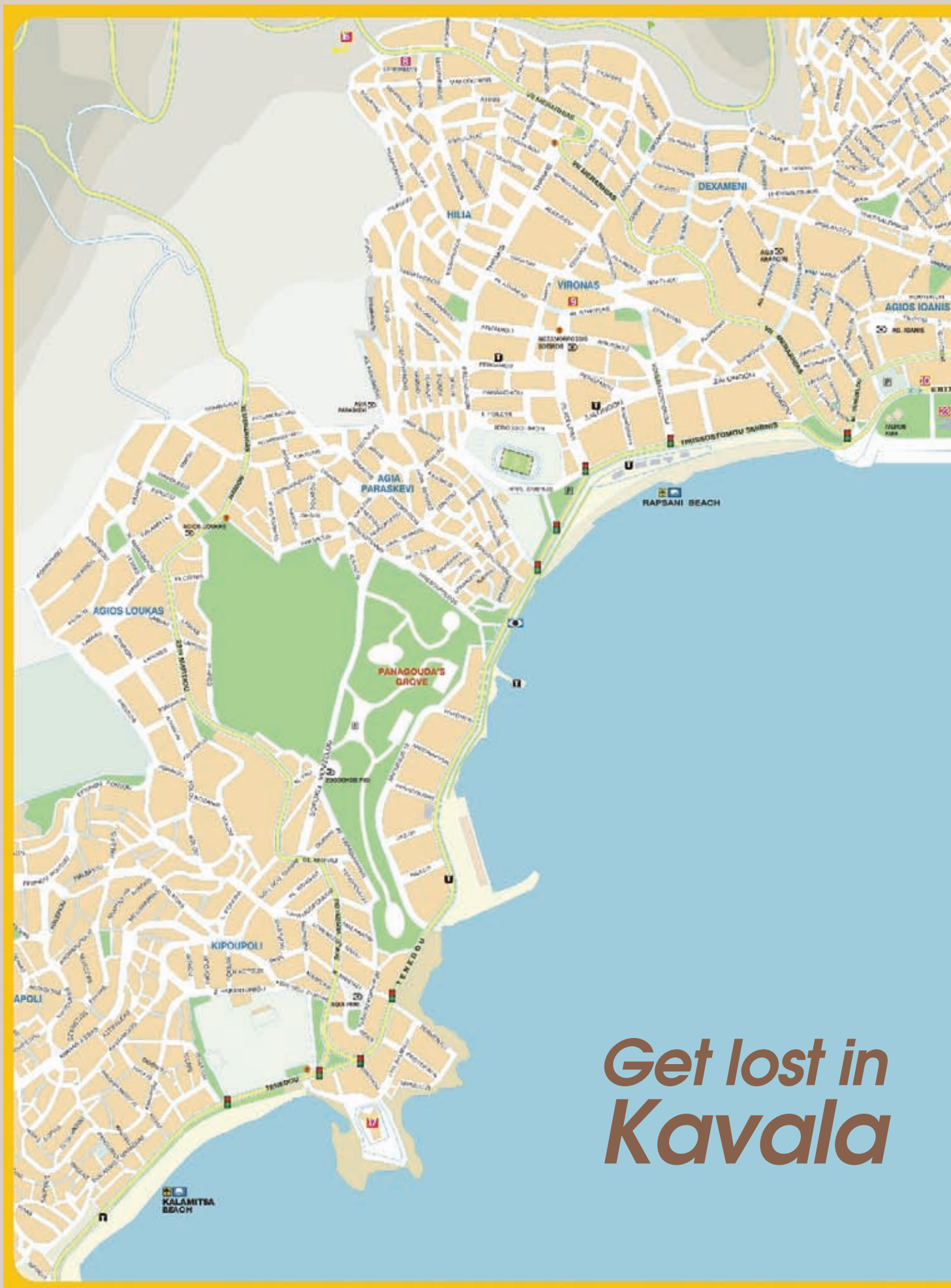


WILKE Finn • WILKE High modulus carbon mast • Carbon vang • Accessories  
**swiss made**

[www.wilke.ch](http://www.wilke.ch)

[info@wilke.ch](mailto:info@wilke.ch) phone: +41 33 847 17 70 CH-3706 Leissigen





*Get lost in  
Kavala*



[Kavala Tourism Website](#)  
[Click to open in browser](#)

-  ΚΕΝΤΡΟ ΠΛΗΡΟΦΟΡΗΣΗΣ ΕΠΙΣΚΕΠΤΩΝ  
TOURIST INFORMATION CENTRE
-  ΠΟΡΟΜΕΙΟ  
FERRIES
-  ΥΔΡΟΠΤΕΡΥΓΑ  
FLYING DOLPHINS
-  ΠΕΖΟΔΡΟΜΟΣ  
PEDESTRIAN STREET
-  ΣΚΑΛΕΣ  
STAIRS
-  ΚΑΤΕΥΘΥΝΣΗ ΠΟΡΕΙΑΣ ΟΧΗΜΑΤΩΝ  
DIRECTION OF TRAFFIC FLOW
-  ΦΩΤΕΙΝΟΣ ΣΗΜΑΤΟΔΟΤΗΣ  
TRAFFIC LIGHTS
-  ΧΩΡΟΣ ΣΤΑΘΜΕΥΣΗΣ ΑΥΤΟΚΙΝΗΤΩΝ  
PARKING SPACE
-  ΣΤΑΘΜΟΣ ΤΑΧΙ  
TAXI STATION
-  ΘΕΣΗ ΜΕ ΘΕΑ  
PANORAMA
-  ΚΟΣΜΗΜΑΤΟΠΩΛΕΙΑ  
JEWELLERY SHOPS
-  ΕΣΤΙΑΤΟΡΙΑ  
RESTAURANTS
-  ΤΑΒΕΡΝΕΣ-ΜΕΖΕΔΟΠΩΛΕΙΑ  
TAVERNS
-  ΤΑΧΥΦΑΓΕΙΑ-ΠΙΤΖΑΡΙΕΣ  
FAST FOODS-PIZZERIAS
-  ΖΩΝΗ ΚΑΦΕ  
COFFEES BARS

- 1 . ΔΗΜΑΡΧΕΙΟ TOWN HALL
- 2 . ΝΟΜΑΡΧΙΑ PREFECTURAL OFFICE BUILDING
- 3 . ΚΤΕΥΛ BUS STATION
- 4 . ΑΣΤΥΝΟΜΙΑ POLICE DEPARTMENT
- 5 . Ο.Τ.Ε. TELECOMMUNICATIONS
- 6 . ΤΑΧΥΔΡΟΜΕΙΟ POST OFFICE
- 7 . ΛΙΜΕΝΑΡΧΕΙΟ PORT AUTHORITY
- 8 . ΞΕΝΟΔΟΧΕΙΟ ΕΓΝΑΤΙΑ HOTEL EGNATIA
- 9 . ΞΕΝΟΔΟΧΕΙΟ ΕΥΡΩΠΗ HOTEL EUROPA
10. ΞΕΝΟΔΟΧΕΙΟ ΝΕΦΕΛΗ HOTEL NEFELI
11. ΞΕΝΟΔΟΧΕΙΟ ΕΣΠΕΡΙΑ HOTEL ESPERIA
12. ΞΕΝΟΔΟΧΕΙΟ ΩΚΕΑΝΙΣ HOTEL OCEANS
13. ΞΕΝΟΔΟΧΕΙΟ ΑΚΡΟΠΟΛΙΣ HOTEL ACROPOLIS
14. ΞΕΝΟΔΟΧΕΙΟ ΓΑΛΑΞΙΑΣ HOTEL GALAXY
15. ΞΕΝΟΔΟΧΕΙΟ ΙΜΑΡΕΤ HOTEL IMARET
16. ΞΕΝΟΔΟΧΕΙΟ ΦΙΛΟΞΕΝΙΑ HOTEL FLOXENIA
17. ΞΕΝΟΔΟΧΕΙΟ LUCY LUCY HOTEL
18. ΔΟΜΑΤΙΑ ΑΛΒΑΝΟΥ ALVANOU (ROOMS TO LET)
19. ΦΡΟΥΡΙΟ CASTLE
20. ΟΙΚΙΑ ΜΕΧΜΕΤ ΑΛΗ MOHAMMED ALI'S RESIDENCE
21. ΣΥΓΚΡΟΤΗΜΑ ΧΑΛΙΛ ΜΠΕΗ HALIL BEY COMPLEX
22. ΠΑΛ. ΥΔΡΑΓΩΓΕΙΟ ΚΑΜΑΡΕΣ OLD AQUEDUCT KAMARES
23. ΑΡΧΑΙΟΛΟΓΙΚΟ ΜΟΥΣΕΙΟ ARCHAEOLOGICAL MUSEUM
24. ΜΟΥΣΕΙΟ ΚΑΠΝΟΥ TOBACCO MUSEUM
25. ΠΟΛΙΤ. ΚΕΝΤΡΟ «ΔΗΜΟΤΙΚΗ ΚΑΠΝΑΠΟΘΗΚΗ»  
CULTURAL CENTRE "MUNICIPAL TOBACCO WAREHOUSE"



[Kavala Promo Video](#)  
[Click for video in browser](#)

*Enjoy the  
beauty  
and history  
of Kavala*







*Explore  
the town  
of Kavala*







to the club providing easy pedestrian/cycle access to the club from the town centre. My advice is to make provision for cycling, whether you bring your own bikes or rent in the town. There is ample dinghy park storage on the lawn area by the shore with further concrete hard standing adjoining the club including an additional small slipway area; sheltered and ideal for the Legends use. The road trailers (large doubles etc.) will be taken to a separate storage compound.

Parking for cars at the club is restricted use, so please be aware and plan ahead for this.

The Club has excellent facilities including a bar and restaurant area with an additional small bar serving food adjacent to the club. There is also changing facilities with showers etc.

Coach boats please note that a permit is required to use a motorboat in the northern part of the lake.

# Looking ahead to Torbole 2016

By Andy Denison, GBR 20



The opening and closing ceremonies will be held at the club, along with the Class Dinner.

### Accommodation

Torbole has a wealth of hotels, self-catering and camping accommodation. The event will take place in peak holiday time so it is advisable to book early as this is a popular holiday destination. A few hotels that I spotted with lake views include Hotel Gier, Hotel Lag di Garda and Hotel Nataly and apartments Casa Beust. A lot of the hotels provide free bikes to use. We stayed at Villa Stella, a little way back in the town but lovely accommodation and judging by the photos in the lobby a popular hotel for the Olympic sailors. Tourist information in Torbole will be able to help further.

Torbole is situated on the northern shoreline of Lake Garda in the Province of Trentino. It is a beautiful town with bars and restaurants running down to the shoreline of the lake. In the centre by the shore are two small fishing ports which add to the charm and character of the town. Lake Garda is around 145 km in circumference.

On the shoreline of the town is a promenade that is used by pedestrians and cyclists. The town runs up the valley to the larger town of Arco, with the village of Nago to the eastern side and to the western side the town of Riva. The town is steeped in history, dating back to the 12th century, with architecture reflecting its Austrian ownership up until 1918.

The town has a shingle beach area with swim lines in place for bathing. It's also possible to rent windsurfers and paddle boards.

### Club Circolo Velo

The sailing club, Circolo Velo, is located approximately 0.5 km on the Eastern side of the town, situated just off the main road that runs around the lake. The paved boulevard in the town runs around







### Camping/Motor Campers

As I mentioned previously there are no facilities at the club for overnight camping/motor homes. This is forbidden by the community. There is an abundance of sites around the lake and the handful in Torbole include Al Cor, Al Porto and Europa. My preference is with Camping Al Cor ([www.camping-al-cor.it](http://www.camping-al-cor.it)) the bigger and better pitches are shown on the site map in the second section opening onto the lake. The site is located in the town opening onto the beach and lake and is around 0.5km flat cycle to the

Sailing Club. See also: [www.campingalporto.it](http://www.campingalporto.it), [www.campingeuropatorbole.it](http://www.campingeuropatorbole.it)

### Ladies Programme

Three options have been discussed, these are: a boat trip in the lake with Prosecco and lunch included; visit to the Museum followed by a tour of a Vineyard; shopping in Verona by coach. These have yet to be confirmed.

### Climate/Conditions

For those of you that don't know, Lake Garda is blessed with wind. The usual format is for the wind to blow from the north in the morning, this wind is called, Vent or Peler. It stops at lunch time and then blows from the south, called the Ora, and this wind usually stays until sunset. In May temperatures are expected to be in the early 20s however the North wind from the mountains in the morning may be chilly.

*The Finn World Masters President, Andy Denison, visited Torbole from October 1-4, 2014.*



## USEFUL INFORMATION

### Attractions

- Saint Andrea Church
- Penede Castle
- Cliff Walls Monte Brione
- Giants pot holes
- Torbole Belvedere and Nago Fortress

### Eating

Traditional foods are fresh water fish such as pike, tench, perch. Local olives, peaches and broccoli  
Drink Rose wine, Prosecco, Aperol Sprite.

### Transportation

Airport: Verona 70 km. 45 minutes, taxi around 100 euros; Bergamo (120 km)  
Train: Mainline station from Milan is Rovereto, 15 km.  
Road: A22 motorway, exit at Rovereto Sud (10 km)

### Weather conditions during May

North wind direction in the morning 8-15 knots  
South wind direction in the afternoon 10-20 knots  
Average temperature 15-25 degrees Celsius

### Useful link

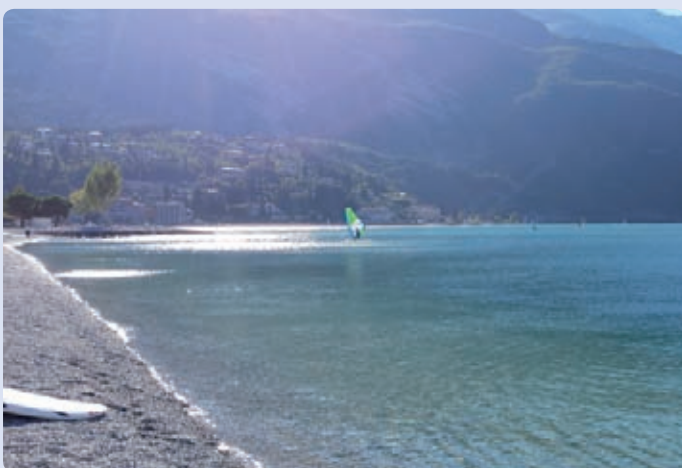
Accommodation: <http://circolovelatorbole.com/it/benvenuto>

### Club Circolo Velo

Address: Lungo Lago Conca D'oro 12, Torbole Sul Garda, Trentino 38069  
Secretary: Tel. +39 0464 506 240  
President: Gianfranco Tonelli +39 348 257 8703  
Fax. +390464506076  
Email: [info@circolovelatorbole.com](mailto:info@circolovelatorbole.com)  
[www.circolovelatorbole.com](http://www.circolovelatorbole.com)

### Location







*Experience  
the splendour  
and  
spectacle  
of Lake Garda*





At the Finn World Masters in Sopot Aleksandr Kuliukin became the first Russian sailor to break into the top three overall. He was also the first Master and has the honour of being the first name on the newly presented President's Cup. 2014 was also first time that a Master category sailor had not taken the overall win. Aleksandr finished behind two Grand Masters and is one of a group of Russian Masters who are making a significant impact on the Masters fleet. He was one of three inside the top 10, which reflects the growth in numbers and strength in the Russian fleet in recent years.

# Aleksandr Kuliukin

*on his success in Sopot*



He puts this success down to greater focus and training. "I think that the sailors have started to concentrate more on their results at the FWM, and they built their training programme in accordance with that target. Also most of us work together and share our knowledge and experience during our regattas. We are holding common events for Juniors and Olympians, and it helps us to learn from them. Such a good friendly atmosphere in the Russian Finn masters helps us to grow fast and to not to lose any experience, which was picked up by some of our sailors."

The Masters fleet in Russian is very strong with 30 Masters sailing at the Open Russian in 2014. "We estimate our total active Masters fleet around 60 boats. The main event we are meeting together is Open Russian regatta. But we have a series of ten other regattas, which are stages of Russia Finn Cup. So we have the chance to race against each other each month or even more often. The most popular are Christmas regatta in Sochi in January, and the regatta in memory of Alexander Novikov in Taganrog."

Aleksandr himself was a latecomer to the Finn class, only stepping into the boat as recently as 2010, though he started in the Optimist class in 1983. "My first coach was Pistsov Aleksey and I was three times champion of Russia in that class, as well as taking a fifth and eighth places in USSR championship. Then I had some experience in the national Luch class (third place in all-Russian games), and in 470 class (the best result was third place in the all USSR regatta in Anapa city, 'Golubets trophy')."



Photos: Mariya Abashkina

"Later on in 1988 I moved to the sailing school of high performance sport and started to sail Tornado. My best results were third place at all-USSR regatta 'Chernomorskaya regatta' and third and second places in USSR trade unions championships from 1988 till 1991. From 1991 till 1993 I was called up for military service. In 1993 I came back to sailing Tornado for 1.5 years but I did not have such success because it was not possible to find a good crew – all good sailors were called up for military service. After that I tried to sail Soling class. My skipper was Oleg Nabatov (he was a very talented skipper in Luch class). The best result was second place at 1995 Russian championship, where we were competing against the famous Georgy Shaiduko, and we only lost first place on the last race."

"Then I took long break of sailing from 1996 till 2007 because of taking care of my family and my job. In 2007 I bought a Luch class boat and came back to sailing. The best results were second and first places at Povolzhskaya regatta. In 2009 I tried the Laser, but then in 2010 I tried the Finn class and won bronze the medal at the Open Russian. Since then my life has been connected to the Finn class."

That summer his friend Dmitriy Petrov loaned Aleksandr his boat for several training sessions in Toliatti. "After that I participated in the Open Russian regatta, where I chartered a boat and finished third overall. It was good start. After that I participated in the winter programme 2010-2011 of Russian Finn Association in Sochi. Thanks to that programme I could use a charter boat for my training and participation in regattas. My next results helped me to get budget for the boat that I am sailing now."

He said his target for 2014 was to be top three in the Russian Masters Championship and to be in top six at Finn World Masters championship. The higher target was to be in top three in Sopot. "I tried to increase my performance in comparison to previous year and I have beaten all my targets. I was second at the Russian Masters Championship and third at the World Masters."

"This year was quite difficult, because our traditional place of winter training – Sochi – was closed because of the Winter Olympic Games. So the winter was devoted to physical training in the gym instead of sailing on the water."

"The competition was very tough because there were so many strong sailors competing. So the first task for me was to get good starts to have the chance to improve my position during the race. It was very difficult to go through the fleet. The competition was bigger and more interesting than what I expected. It was my first World Masters, so I have nothing to compare, but I really liked this regatta."

He places great emphasis on his physical preparation for the regatta as a key to his success. "The physical training is a necessary part of the common approach. The second part is participation in Russian Finn Association regattas in Gelendgik and in Taganrog in April and May. Also I think that one of the important key parts of the success is participation in many local Russian regattas, competing against young sailors and sailors that are aiming for the Olympic Games. We can learn a lot from them."



“The atmosphere was very friendly and very positive. I would say that there is a little bit of contrast with regattas on the Olympic circuit. Also I have to say that Master sailors have a quite serious approach to preparing for the World Masters, if we look at their boats, rigs and sails. I think that the World Masters is the main competition of the year for many. Also I have to say that the organisation was very good.”

When asked about his opinions of the format of the World Masters. “In my opinion a fleet size of from 75 to 120 is quite optimum, but we need to get more races and to be very careful with splitting the fleet in order to avoid one fleet with strong competition and another one with weaker competition.”

“I think that the medal race has its place in Masters. I also think that a medal race is needed at any regatta with a big fleet. It has become a tradition, a special rite. All the sailors are trying to appear in the top 10. The medal race has its own tactics among sailors than in the fleet races. It is not a fleet race but rather a duel with a number of competitors. I think that the Medal Race is needed without any doubts, it is quite prestigious to participate in the Medal Race for all sailors, and we should not cut this additional award tool from the regatta.”

“I have to say that the current length of the start line was too long since it took more than five minutes to go from one end of start line to the other. So it was very easy to lose the right time of signals and very difficult to develop good race strategy. Another point - we have more general recalls. So in general the bigger fleet sizes at the start line will make the start conditions less fair. Many things will depend on level of skills of Race Committee. Actually I do not have experience of sailing in one fleet of Finn boats with 200 boats and more. Maybe it would be good for me to try it.”

“I also think that we should not split the fleet by age categories. Many Master have a challenge to beat more young sailors, it gives more stimulus, more drive, more practice, so it is very important to keep all ages together. Also we learn each from other. The current format is quite good. Moreover we have Olympians, Juniors and Masters together at Open Russian. That gives advantages to all categories: Olympians get tough competition from the big fleet, juniors learn from Masters while Masters are getting fun when they manage for some moment to beat Olympians and juniors.”

“As regards the wind limit and number of races – I do not think that we need to limit these parameters. Basically sailors come with different levels of performance, and it is not fair to deprive some of them of the possibility to compete in heavy conditions. Actually it is up to each sailor. Either he will continue sailing the race or he goes home. So it will make the fleet splitting automatically and quite fair.”

How would he like to see the World Masters developing in the coming years? “I think that the format of the regatta is quite good. If we speak about the venues – definitely the World Masters should be held some day in Russia since there are good and interesting places for sailing in Russia as well as giving an additional impulse for intercommunication and for Finn class development in Russia. Such cities like Toliatti, Taganrog are good candidates. On the other hand it is very difficult to go to other continents like US, South America, Africa, Australia. So I do not think that the World Masters in those areas will develop much unless there are strong charter fleets. Europe has so many good places for sailing while logistics and time of delivery and travelling are always the main issues for Masters.”

“Also I would like to say that it would be good to reserve one day for a city tour for sailors and their families. We visit clubs, we sail, but we do not see the city and do not know the history of the place, do not feel the culture. It would be very useful to organise special introductions of the places, parties, performances, tours etc for sailors (not just for their wives).”



And what of the future? Will the Russian success in 2014 be followed by further success in 2015 and beyond? “Yes of course. Some good Masters could not come to Sopot. There are also some good senior sailors who will become Masters soon. Also we have to say that the overall attitude to Finn Masters in Russia is on a very positive wave due to the hard promotion work of the Russian Finn Association, and the positive atmosphere in the class in Russia. Many strong Finn sailors from the past are returning and many good sailors from other classes such as Star, Laser, Luch and even from young Kite class.”

“We have good number of strong sailors, which may show very strongly. First of all Dmitry Petrov, the winner of Russian Finn Masters, did not come in 2014. We had three Russians in the Medal race: Igor Frolov and Alexey Marchevskiy, in addition to me. The Moscow group of Master sailors is quite strong: Felix Denikaev was very close to the top before his sail broke; we can expect good results from Vasilii Kravchenko, when he is able to perform free from organisational problems; his brother Alexander Kravchenko is strong as well and he becomes Master in 2016. Actually there are another four or five Masters from Moscow as well, which could have good results in some conditions. In particular, Stepanov Sergey has displayed very good progress. Also we hope to see Vladimir Krutshikh (Russian Olympian sailor for two cycles) in the Masters fleet next year. He is the real candidate to take the FWM trophy in Greece.”

*[With thanks to Vasilii Kravchenko for asking the questions and translating.]*





The 2014 Finn World Masters was a week of all or nothing. At the start there was not enough wind and then towards the end, almost too much wind. However the weather was fantastic from start to end with high temperatures throughout. The same faces were pushing the front of the fleet though with Michael Maier collecting a record sixth World Masters title. For runner-up Andre Budzien, it was his tenth time on the podium, an equally impressive record. The bronze for Aleksandr Kuliukin perhaps signals a new force in the Finn Masters with three Russian sailors making the medal race, the first time any of them have done so.



Photo: Mariya Abashkina

Buglielli and Thomas Schmid. The wind came back in enough to let the fleet finish and then dropped to 3-4 knots for a while.

It took an age to get Yellow fleet off for their second race with initially the wind dropping, and then multiple recalls. Uli Breuer led at the top but again Budzien came though and had a small lead downwind to win his second race of the day. Blue fleet's second race was led from start to finish by Uwe Barthel. Favouring the right side he held a sizable lead at the top mark, which he never looked like relinquishing. Andre Budzien led overnight from Marco Buglielli and Maier.

**Wednesday**

The vagaries of the fickle wind added a new dimension on Wednesday as only half a full race was managed. After a series of recalls and postponements Yellow fleet finally got race 3 underway with Fagerlund emerging from the middle to lead round from Allen Burrell. Burrell briefly took the lead on the tortuous downwind however Fagerlund found the best pressure on the second upwind and passed both of them and then led down to the finish. Felix Denikaev got past Burrell on the final upwind to snatch second. By the time Yellow fleet finished, Blue fleet was still trying to start, but the wind was becoming more and more unstable and 30 minutes later they were sent back to shore with no races sailed.

**Thursday**

Thursday was the day the breeze arrived, and lots of it, and it was also catch up day. Strong, gusty winds replaced the light, fickle winds and it was a hard call to run all the races today with the Masters having a wind limit of 20 knots. Blue fleet got the day under way as they had three races to sail to catch up with the lost race from Wednesday. Maier took the first race, but in the second had problems with his centreboard, which allowed Ray Hall into the lead which he kept to the finish. Maier ended the day with another race win. Aleksandr Kuliukin and Igor Frolov both had good days with top places to move into fourth and fifth overall.

In Yellow fleet Budzien was made to work for his two race wins. He was in trouble after both starts and had to work his way through on the beats, but his downwind speed saved him. Conversely, Burrell should have done better today based on his upwind performance, but he lost places on the downwinds. However it was enough to move up to third. Budzien maintained his overall lead into the medal race, though Maier was just one point behind. Burrell was nine points behind Budzien and there was a pack of sailors close behind him.

**Friday**

The event ended with another day of strong winds. The day began with the final Yellow and Blue races, less the top 12. Both were very shifty races again, in winds around 15-20 knots with big changes through the fleet as large black clouds moved down the race course. Uli Breuer eventually took the lead in Yellow fleet for a big win, while Taurus Rymonis won the Blue fleet. Fittingly they ended up 13th and 14th overall.

# Michael Maier wins record sixth World Masters

By Robert Deaves, GBR 10



**Sunday and Monday**

The 235 entries were split into Yellow and Blue groups, sailing inner and outer trapezoid courses. The groups were reassigned each day based on the overall positions. After a good breeze for the final practice day on Saturday, Sunday dawned windless and didn't improve through the day. The practice race was eventually cancelled just after 15.00. Then on Monday, the sailors were on the water for nearly six hours with nothing to show for their day, but sun scorched faces and empty water bottles. The only race that got off the start line lasted about a hour before the wind failed.

**Tuesday**

Tuesday was an improvement with each group sailing two races despite another dismal wind forecast. A light breeze arrived around 12.00 and the fleet set out for another long day afloat, finally coming ashore around 18.00. The wind filled in from the north and built to around 8-10 knots before easing down and settling at 5-7 knots for most of the afternoon. A tricky current also played havoc with the starts with a number of general recalls and black flagged competitors.

Yellow fleet got race 1 under way after around 15 sailors were pulled out under the black flag. Marc Allain des Beauvais led at the top, but Andre Budzien was not far behind and he gradually reeled in the Frenchman and took the lead as the wind all but died on the second upwind. Stefan Fagerlund worked his way into second while Allain des Beauvais finished third. In Blue fleet it was a familiar story with Michael Maier leading round the course to win from Marco





(c) Piotr Fajfer / www.photoheaven.net



**Legends:** Richard Hart (GBR), Friedrich Muller (GER), Rodrick Casander (NED) • **Grand Grand Masters:** Henry Sprague (USA), Rob Coutts (NZL), Jan Zetzema (NED) • **Grand Masters:** Michael Maier (CZE), Andre Budzien (GER), Marc Allain Des Beauvais (FRA) • **Masters:** Aleksandr Kuliukin (RUS), Walter Riosa (ITA), Piet Eckert (SUI) • **Overall:** Michael Maier (CZE), Andre Budzien (GER), Aleksandr Kuliukin (RUS)

### 2014 Finn World Masters - Final Results

1	GM	CZE 1	<b>Michael Maier (1)</b>	1	(10)	1	2	1	8	13
2	GM	GER 711	<b>Andre Budzien (2)</b>	1	1	(7)	1	1	14	18
3	M	RUS 161	<b>Aleksandr Kuliukin (1)</b>	(21)	2	4	3	5	6	20
4	M	ITA 55	<b>Walter Riosa (2)</b>	(17)	4	8	5	4	4	25
5	GM	FRA 99	<b>Marc Allain Des Beauvais (3)</b>	3	15	(bfd)	10	4	2	34
6	GM	GBR 2	Allen Burrell	(11)	3	3	2	5	22	35
7	GM	GER 193	Thomas Schmid	3	(44)	10	10	3	10	36
8	M	SUI 86	<b>Piet Eckert (3)</b>	(15)	14	5	3	2	12	36
9	M	RUS 31	Igor Frolov	4	(82)	2	9	2	20	37
10	M	SUI 5	Christen Christoph	7	(11)	3	6	10	18	44
11	M	RUS 20	Alexey Marchevskiy	(35)	7	13	6	6	16	48
12	M	NZL 2	Ray Hall	10	15	(bfd)	1	6	24	56
13	M	GER 707	Uli Breuer	19	6	(bfd)	4	7	1	37
14	M	LTU 7	Tauras Rymonis	(53)	25	6	4	3	1	39
15	GGM	USA 74	<b>Henry Sprague (1)</b>	(bfd)	16	11	8	11	4	50
16	GM	AUT 7	Michael Gubi	14	10	(17)	11	17	4	56
17	M	NED 29	Bas De Waal	8	24	14	(27)	12	2	60
18	M	UKR 8	Taras Gavrish	28	18	(bfd)	7	8	2	63
19	M	SWE 3	Christian Finnsgard	16	(43)	11	22	7	7	63
20	M	NED 7	Cees Scheurwater	(35)	20	6	18	8	15	67
21	M	RUS 205	Sergei Stepanov	18	12	(32)	12	19	6	67
22	GM	NED 54	Joos Bos	14	13	(38)	20	16	8	71
23	M	GER 212	Rainer Wolff	4	33	(bfd)	19	13	5	74
24	GM	ITA 2	Marco Buglielli	2	2	30	28	15	(dnc)	77
25	GM	SWE 59	Lars Edwall	(47)	27	9	11	14	17	78
26	GM	GBR 720	Julian Smith	17	(54)	25	14	14	10	80
27	GM	RUS 51	Mikhail Petriga	9	12	24	(36)	27	9	81
28	M	NED 780	Jan Willem Kok	32	7	(68)	13	9	21	82
29	M	GER 194	Axel Schroeder	(52)	17	16	16	29	5	83
30	GM	NED 55	Eddy Huisman	24	14	(38)	5	28	14	85
31	M	RUS 69	Denis Kharitonov	(63)	33	7	23	20	3	86
32	GM	RSA 1	Greg Davis	13	9	24	30	(32)	11	87
33	M	SUI 83	Beat Steffen	26	22	(52)	26	11	3	88
34	GGM	NZL 9	<b>Rob Coutts (2)</b>	36	(53)	28	12	9	8	93
35	M	FIN 22	Ville Valtonen	6	32	(bfd)	7	29	21	95
36	M	SWE 6	Olof Lundqvist	12	(bfd)	8	18	34	23	95
37	M	SWE 22	Stefan Fagerlund	2	(49)	1	33	39	25	100
38	GM	AUS 3	Jake Gunther	8	(bfd)	10	25	43	15	101
39	GM	RUS 34	Aleksandr Kasatov	10	31	29	(34)	21	10	101
40	GM	NZL 15	Greg Wilcox	37	23	4	17	22	(dnf)	103
41	GM	NED 27	Paul Kamphorst	12	(50)	5	31	19	39	106
42	GM	SWE 14	Stefan Nordström	27	8	17	(36)	35	20	107
43	GM	RUS 21	Vladimir Butenko	9	32	18	(33)	30	18	107
44	GM	NED 46	Hein Pieter Okker	19	21	(dnc)	14	31	22	107
45	GGM	NED 50	<b>Jan Zetzema (3)</b>	18	8	32	29	(50)	27	114
46	GGM	NED 11	Henk De Jager	(78)	19	23	39	21	12	114
47	M	GBR 52	Will Patten	28	19	26	22	(40)	19	114
48	M	GBR 635	Simon Percival	24	43	19	8	22	(66)	116
49	GGM	NED 101	Chris Frijdal	5	25	21	(49)	26	40	117
50	M	POL 71	Marek Jarocki	31	(72)	31	32	12	12	118

Then the medal race was held just off the beach near the club. After a scoring correction Thursday evening, the number of sailors in the medal race was increased to 12, with three boats on equal points in tenth place. Allain des Beauvais sailed an almost flawless race to lead round every mark to take the win. A lot of boats behind him were in trouble with Maier dropping to fourth on the second beat. Budzien struggled upwind in the 20 knot breeze, while Burrell had a shocker to drop from third to sixth overall. Walter Riosa crossed in second to take the silver medal in the Masters category, while a third place from Kuliukin was enough to take the overall bronze as well as first in the Masters category. He won the President's Cup, the first time this new cup had been presented.

But fourth was enough for Maier to clinch his sixth Finn World Masters, Budzien ended up with the silver and Kuliukin took the bronze.

#### Grand Masters

The top Grand Masters were all in the medal race with Michael Maier taking the title for the first time from last year's winner Andre Budzien. His win in the medal race was enough for Marc Allain Des Beauvais to move up from 10th to sixth, to claim the bronze medal.

#### Grand Grand Masters

Henry Sprague dominated the Grand Grand Masters all week, and an impressive fourth place on Friday moved him up to 15th overall. Former winner Rob Coutts was the next best in 34th, after some good results in the windy races made up for some high



scores earlier in the week. Jan Zetzema took the bronze after a consistent week of good sailing, ending up on equal points with last year's winner Henk de Jager.

### Legends

The Legends category was extremely competitive this year with three former champions in the running to the end. Howard Sellars started the final day with a narrow lead over Richard Hart. However in a bizarre twist, both sailors, who are clearly old enough to know better, were black flagged out of the start in Yellow fleet. Hart's determination to complete Thursday's three gruelling races then paid dividends as he then counted

a top 50 while Sellars dropped to fourth Legend after his retirement on Thursday. Defending Legend champion Friedrich Muller took the silver while Rodrick Casander took the bronze. All Legends were honoured at the prizegiving with a special memento. An emotional Hart received the loudest ovation from the massive crowd. It was without doubt the most popular win of the event.

### Sportsmanship

A special prize was awarded to Santiago Reyero who abandoned his race on Thursday after finding an upturned hull with no sign of the sailor or support boats, and swam over to it to check to see if the

51	GM	GRE 71	Panagiotis Davourlis	125	113	L	NED 8	<b>Rodrick Casander (3)</b>	254	175	GGM	LTU 24	Linas Tamkvaitis	441
52	GGM	AUS 8	Dirk Seret	127	114	GM	RUS 71	Leonid Kleimann	256	176	GGM	NED 848	Pax Van De Griend	443
53	GM	GER 208	Uwe Kinast	133	115	GGM	NED 1	Jan van der Horst	262	177	L	RSA 570	Gerd Bohnsack	444
54	M	RUS 17	Vasily Kravchenko	134	116	GM	FIN 2	Juha Holma	263	178	GM	HUN 81	Solymosi Imre	449
55	M	SUI 25	Till Klammer	135	117	GM	GBR 20	Andy Denison	267	179	L	GER 26	Willi Meister	451
56	GM	CZE 318	Martin Plecity	136	118	L	GBR 77	Howard Sellars	269	180	GGM	GBR 99	John Torrance	452
57	M	GBR 10	Robert Deaves	138	119	M	NED 902	Pieter Risseeuw	269	181	GGM	USA 2	Charles Heimler	452
58	M	NED 67	Ronald Ruiters	142	120	M	RUS 729	Eugene Kalmykov	273	182	M	GBR 19	Simon Hoult	453
59	GM	GER 909	Udo Murek	142	121	GGM	DEN 11	Jens Makhholm	274	183	GGM	FRA 800	Zoccola Yves	453
60	GM	AUS 278	John Warlow	144	122	GGM	GBR 80	Ray New	277	184	GGM	NED 38	Olaf Van Heusden	457
61	GM	RUS 41	Felix Denikaev	154	123	GGM	NED 9	Jobs Isselmann	281	185	GGM	RUS 3	Sergey Lukin	460
62	GM	GER 17	Kai Schrader	154	124	M	GBR 65	David Potter	286	186	L	SWE 725	Jan-Erik Floren	468
63	GGM	NED 2	Wouter Molenaar	155	125	GM	USA 1	Andre Skarka	292	187	L	GER 42	Jurgen Kraft	469
64	GM	POL 99	Wlodzimierz Radwaniecki	156	126	GM	NED 82	Roel Lubberts	297	188	GM	GBR 564	Peter Vinton	470
65	GGM	NED 10	Nanne Boot	160	127	M	GER 308	Marco Colombo	300	189	GM	SUI 3	Lazzari Carlo	473
66	M	POL 7	Dariusz Czapski	161	128	GM	SWE 91	Par Friberg	311	190	GGM	GER 293	Georg Siebeck	473
67	GM	NED 22	Peter Hubregtsen	161	129	M	GRE 5	Ioannis Giaramanis	316	191	L	GER 143	Bernd Neumann	475
68	M	GER 165	Dirk Meid	162	130	M	HUN 51	Istvan Rutai	316	192	M	LTU 8	Dangis Babikas	478
69	GM	GER 62	Uwe Barthel	164	131	GM	GBR 1	Sander Kooij	318	193	GGM	GBR 58	Paul Brown	478
70	GGM	SUI 1	Hans Fatzer	165	132	GM	SWE 66	Ulf Bjureus	325	194	GM	SVK 101	Dusan Vanicky	481
71	M	HUN 50	Akos Lukats	166	133	GM	POL 10	Jaroslav Kula	327	195	L	GER 109	Manfred Tomaszewski	482
72	GM	GER 122	Holger Krasmann	169	134	M	LTU 27	Rytis Bagdziunas	327	196	GM	AUT 21	Erich Scherzer	482
73	GM	GBR 61	John Heyes	170	135	GGM	NED 885	Bert Veerkamp	332	197	GM	GER 249	Georg Feurer	485
74	GM	CZE 67	Josef Jochovic	176	136	M	GER 811	Michael Knoll	332	198	GM	CAN 3	Ian Bostock	485
75	M	GER 60	Durach Thilo	187	137	GM	POL 38	Juliusz Reichelt	334	199	GGM	GER 178	Norbert Winkler	489
76	M	GER 712	Torsten Haverland	188	138	GM	SUI 4	Jiri Huracek	335	200	GM	GER 198	Andre Schmidt	489
77	M	GBR 708	Michael De Courcy	189	139	GM	RUS 1117	Andrew Bill	339	201	L	GER 119	Peter Bronke	489
78	M	ITA 11	Paolo Cisbani	191	140	M	NED 58	Maxim Berrrens	339	202	GGM	GER 186	Detlef Blaschkowski	490
79	M	GER 19	Andreas Bollongino	191	141	M	GER 710	Walter Kuhlmann	341	203	M	GER 911	Patrick Frind	492
80	GM	HUN 1	Peter Sipos	194	142	GM	GER 45	Sundermann Dirk	350	204	GGM	GER 34	Borges Dieter	493
81	GM	SUI 13	Peter Kilchenmann	195	143	GM	SWE 2	Svante Collvin	351	205	GGM	DEN 77	Flemming Bender Jensen	495
82	GM	GER 111	Haacks Rainer	197	144	M	RUS 27	Kotlyarov Roman	352	206	L	POL 3	Jan Okulicz-Kozaryn	497
83	M	POL 6	Mieczyslaw Poplonyk	201	145	GM	GER 248	Eckehard Zuelow	354	207	GM	GBR 727	Paul Smith	498
84	M	AUS 267	Darren Gilbert	205	146	GM	POL 21	Jacek Binkowski	366	208	GGM	NED 786	Johan De Schiffart	499
85	GM	POL 26	Boguslaw Nowakowski	206	147	GM	GER 114	Jacek Kalinski	370	209	GGM	AUS 68	Jay Harrison	499
86	GM	RUS 25	Anatoly Voshchennikov	207	148	M	GER 43	Ingo Spory	371	210	GGM	NED 6	Rob De Cocq	503
87	GGM	GER 202	Rolf Elsaesser	208	149	M	GER 75	Christian Rupp	375	211	GGM	HUN 9	Tamas Beliczay	504
88	GM	ITA 212	Lanfranco Cirillo	208	150	M	POL 28	Cezary Jakubowski	381	212	M	DEN 192	Ole Blichfeldt Madsen	507
89	L	GBR 631	<b>Richard Hart (1)</b>	210	151	GM	GER 58	Thomas Schulz	383	213	GGM	CZE 76	Jiri Dvorak	507
90	GM	NED 100	Arantje Vandersluis	214	152	GM	GER 217	Carsten Niehusen	385	214	GGM	SWE 7	Hans Wiberg	508
91	GGM	NED 95	Wobbe De Schiffart	218	153	GGM	NED 13	Harold Lensing	385	215	M	NED 119	Steven Voorn	509
92	L	GER 146	<b>Friedrich Mueller (2)</b>	218	154	GGM	NED 4	Ruurd Baerends	387	216	L	NOR 3	Ola M Johannessen	515
93	GM	GER 103	Ralf-Udo Lemke	219	155	L	SUI 29	Hans Althaus	387	217	GGM	POL 85	Wojciech Nadolski	516
94	M	RUS 16	Oleg Khudiakov	221	156	GM	GER 172	Andreas Siggelkow	387	218	GGM	NOR 2	Harald Vange	519
95	GGM	FRA 40	Joseph Rochet	227	157	GM	GER 116	Jan Christoph Maiwaldt	391	219	GGM	NED 32	Peter Verhoef	520
96	GGM	AUS 242	Bob Buchanan	231	158	GGM	NED 820	Hennie Van Den Brink	392	220	GM	NED 44	Koen Van Os	520
97	M	CZE 222	Petr Vinkl	231	159	GM	GER 175	Michael Moeckel	393	221	L	DEN 33	Christian Kongs. Poulsen	525
98	M	ESP 315	Santiago Reyero	233.4	160	M	GER 247	Ronny Knoll	393	222	L	GER 225	Lothar Schmidt	528
99	GM	GER 59	Detlef Stock	235	161	M	RUS 18	Evgeny Dzhura	396	223	L	GER 46	Peter Dr. Truhm	529
100	GM	SUI 63	Thomas Gautschi	236	162	GGM	GER 35	Hans-Guenter Ehlers	398	224	M	POL 75	Marek Krause	540
101	GM	NED 88	Chiel Barends	237	163	GGM	POL 17	Tomasz Holc	399	225	L	NED 836	Bart Kraan	541
102	GGM	RSA 51	Philip Baum	238	164	GM	GER 161	Ralf Kratz	401	226	GGM	POL 127	Jan Kominiek	541
103	GM	HUN 18	Mihaly Zoltan Demeczky	238	165	L	NED 93	Gelmus Peeters	403	227	GM	POL 19	Tomasz Mikulski	544
104	GM	GBR 35	Soeren Vonsild	242	166	GM	CZE 232	Jaromir Silhavy	408	228	GGM	GER 612	Karl Prompeler-Kuhn	548
105	GM	GER 84	Michael Huellenkremer	245	167	GM	NED 823	Nico Van Wirdum	409	229	M	POL 29	Konrad Poninkiewicz	570
106	GM	NED 31	Hans Zuurendonk	247	168	GM	GER 7	Heinings Reiner	409	230	L	SUI 2	Helmut Klammer	589
107	GM	NED 5	Rene Sala	248	169	GGM	ITA 7	Antonio Pitini	416	230	GM	NED 60	Luuk Kuijper	589
108	GM	NED 35	Bas Proper	249	170	L	GER 89	Gunter Kellermann	417	230	L	GER 9	Friedrich Koch	589
109	GGM	FIN 112	Seppo Ajanko	250	171	M	POL 25	Marek Kubat	417	230	L	GER 130	Alfred Blum	589
110	GGM	CZE 8	Jiri Outrata	252	172	GGM	GER 92	Detlev Guminski	427	230	GM	FRA 53	Corcaud Bruneau	589
111	GM	GER 236	Lohmann Andreas	252	173	GM	GER 142	Jonny Paech	436	230	L	POL 74	Janusz Taber	589
112	GGM	RUS 142	Yury Polovinkin	254	174	M	HUN 972	Monus Gyula	440					





missing sailor was trapped inside. Thankfully, the sailor turned up unharmed, but Rejero's boat was damaged in the process and while the Jury gave him redress, his selfless act to make sure his fellow sailor was OK, regardless of his own race, epitomises good sportsmanship, and won him the loud applause and appreciation of the more than 300 sailors and families present.

The Finn World Masters is a unique event in the sailing world. It is a fascinating mix of experienced sailors and interesting characters, some of whom have been sailing Finns most of their lives. In addition, some of those in Sopot were sailing their first major Finn event, but all would agree that Finn sailing is a lifestyle choice that is second to none in terms of the atmosphere it generates on and off the water.

Fun is a crucial element, with many sailors attending these events as much to catch up with old friends as to enjoy close racing against them. At the closing ceremony, Masters President Andy Dension commented on the outstanding organisation by the Sopot Sailing Club. *"You have exceeded our expectations. You embraced the spirit of the Finn Masters and created a championship regatta in which the community of the Finn Masters can flourish."* That pretty much nails it on the head.

The closing ceremony and prizegiving was charged with energy and emotion as the class celebrated its heroes, old and new. Most of those who didn't make the podiums were as pleased for those who did as if they were there themselves. The fighting spirit still lives on in this bunch of oldies, but through their experience, they are also more secure in the knowledge that the journey is the reward, not the medal.

While the wind conditions were challenging and changeable, one element that stayed constant was the fabulous hospitality from the club and the camaraderie between the sailors. The only regret felt by the sailors was having to leave, as that meant it was all over for another year. Sopot Sailing Club and the city of Sopot had put on a show to be proud of and have created a legacy for Finn Masters sailing in Poland that will last for a considerable period of time.

Good things must come to an end and the Sopot Finn World Masters 2014 is now over. All that is left is warm and happy memories of friendships made and renewed, both within the fleet and with our Polish hosts, and some intensely competitive, but ultimately fun and good-natured, racing. What immediately follows is the urgent and overpowering need to go and do it all over again.



## NORTH AMERICAN MASTERS AT PEWAUKEE



# North American Masters in Pewaukee

Gus Miller writes: 19 Master Finn sailors from the Midwest, Rocky Mountains and the East, Gulf and West Coasts of North America came to Pewaukee, Wisconsin for the 2014 Finn Master Championship.

It was a pilgrimage as Pewaukee is the home base of the Harkens which built Vanguard Finns and started the 1974 revolution that put North American Finn gear and sailors at the top of the world for a decade.

Peter Harken, who had not raced a Finn in 40 years took the 1984 Olympic model Vanguard Finn, which had never been in the water, Needlespar mast and T3+B sail out of the lobby of his factory and raced it in the regatta. The gear looked beautiful and did well on the flat water in moderate wind. The only thing that betrayed him was his body as evidenced in double tacks,

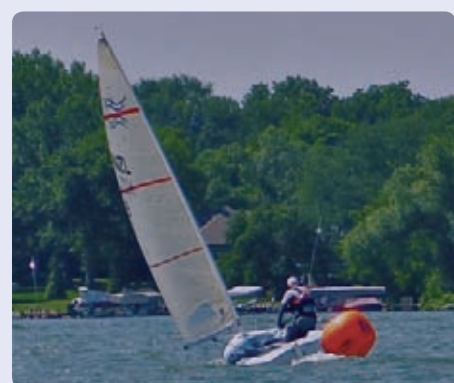
interesting gybes and bloody knees. It was not the first time one of Peter's outdoor sports had left him bloody. Good thing he is married to an MD.

The regatta of eight races in three days was won by Kiwi Rob Coutts.

Good tight racing enjoyed by all.



1	NZL 9	Rob Coutts (below)	11
2	USA 33	John Marshall	30
3	USA 117	Mickael Mark	32
4	USA 3	Bob Biver	35
5	USA 40	Chuck Rudinsky	40
6	EST 11	Scott Griffiths	42
7	CAN 11	Jim Cameron	50
8	USA 23	Jim Hunter	51
9	USA 31	Peter Frissell	62
10	USA 975	Gus Miller	73
11	USA 140	David Jackson	73
12	USA 1129	Eric Wilson	75
13	USA 15	Pat Healy	76
14	USA 303	Joe Chinburg	79
15	USA 22	Mitch Moylan	80
16	USA 401	Craig Johnson	80
17	USA 22	Terry Greenfield	104
18	USA 7	Peter Harken (left)	119
19	CAN 5	Joerg Kemnade	127





# Sopot Gallery ONE





All photos (c) Piotr Fajfer / [www.photoheaven.net](http://www.photoheaven.net)







Photos: Mariya Abashkina



# Sopot Gallery TWO





This idea has been fully supported by Barbados' Minister of Tourism, the Hon. Mr Richard Sealy, and the Government of Barbados. The island has set out on this course with some wonderful success.

Barbados tested the waters, so to speak, by successfully hosting the IOMs, Barbados Worlds in 2009, followed that up by hosting the Fireball Barbados Worlds in 2010, and then HRH Prince Edward's Royalist Regatta in 2011. This event will be repeated in 2014 due to its success in 2011. Last year Barbados hosted our biggest event to date the 505 SAP Barbados Worlds

The events hosted by Barbados are extremely well organised and the island facilitates every reasonable need for the smooth running of each event, from the waiver of duties and all local port handling fees both inbound and outbound of Barbados to the Barbados Tourism Marketing Inc becoming a main sponsor of the event, covering the cost of travel and accommodation for the officials and contributing funds to help run the events in Barbados. Barbados looks forward to hosting the 2017 Finn World Masters and to doing so in a manner that will give great pride to Barbados and to the Finn Masters for having chosen Barbados to host the 2017 Finn World Masters.

So what can you expect?

**Climate**

Barbados has over 3,000 hours of sunshine each year so it is almost always sunny and warm, cooled by the constant north-east trade winds of between 12 and 18 knots. The average daytime temperatures range between 29-31°C. The average daily rainfall is about a quarter of an inch (6 mm). The water temperature is always around 20°C with a perfect rolling swell: perfect for dinghy racing.

**Language**

English is the national language although the Bajan dialect can be heard all round the island.

**Culture and Heritage**

Drawing on its English African and West Indian roots, Barbados has established its own distinctive identity, evidenced in its customs, traditions and values and passionately expressed through the rich history, exceptional cuisine and artistic talents of its people.

**Racing Area**

The course will be in Carlisle Bay, with the starting a short 15 minute sail away.

The 2017 World Masters offers a once in a lifetime opportunity to combine a champagne sailing venue with a world-class holiday destination. Whilst many championship venues require a choice to be made between great sailing or a location both sailors and their families want to visit, a championship in Barbados provides both.

# Looking ahead to Barbados 2017

By Andrew Davies



Barbados is focused on becoming a yachting friendly location. With its always warm Caribbean waters, beautiful sandy beaches and, most importantly, our east to east-north-east trade winds of around 12 to 18 knots, Barbados knows it can host regattas and world sailing events to the highest level.





### **Barbados Yacht Club**

The Barbados Yacht Club has a formal clubhouse with bar, restaurant and office. The regatta will be centred around the informal and relaxed beach bar with its kitchen capable of producing great meals at very affordable prices. Every evening there will be a very popular 'happy hour' after racing. There are beachside showers and changing facilities at the beach bar too. The beach is safe and family friendly. It is very gently sloping with firm sand, easy for launching and recovery of dinghies.

There will be overnight security for boat parking.

We have the legendary Mount Gay distillery as one of our sponsors and the MG tour is not to be missed. Bridgetown, has a wide range of hotels and a huge choice of restaurants to suit all budgets

### **Travel**

There are direct daily flights from the UK, London Gatwick and Heathrow with Virgin Atlantic and British Airways and also from Manchester with Virgin once a week. There are also flights from the US and Canada.

### **Delivery Team**

We have world class and very experienced race delivery team.



### **History of Barbados Yacht Club**

On August 23rd 1924 five individuals convened a meeting at the Bridgetown Club to consider the formation of a Yacht Club. The Club was formed and the official opening took place on December 26th 1924. The Royal Charter was granted in 1933 and the name became 'The Royal Barbados Yacht Club'. After Barbados's Independence in 1966 the Club reverted to its original name 'The Barbados Yacht Club'.

Today the main Club House building is a listed Barbados National Trust Property and falls within the Bridgetown and Garrison World Heritage Site. The Club House underwent major refurbishment in 2000, with further upgrades over the next 12 years. In 2005 a new beach facility consisting of a kitchen, bar and changing facilities. This enabled the club to host many local and international events and offered members significantly Improved facilities, including tennis courts.

Barbados Yacht Club is located on Carlisle Bay, about one mile south of the capital city of Bridgetown within the historic Garrison area. The bay is blessed with steady trade winds, calm waters and excellent beaches. The Club offers sailing, dining and recreational facilities including bar and restaurant, boatshed and tennis courts.

### **Shipping**

Geest Shipping are offering a superb deal, they ship 40' containers from Southampton and Le Havre. Current price to send a container to Barbados return is US \$1650.....about £1000 GBP. This cost includes all port charges both the Southampton / Le Havre and Bridgetown. So consider you can get about 10 Finns in a 40' container.....a great deal.

The Club has 1,000 members with several active racing fleets including J24s and Lasers. It was the host venue for the Fireball World Championship in 2010 (70 boats) and The SAP 505 Worlds in 2013 (77 boats). All major local regattas are hosted at the Club including: the annual Mount Gay International Regatta; J24 ISAF Nations Cup 2013; The Royalist Regatta 2011 and 2014. The GP 14 World Championship will be held in Barbados in 2016.









# *The many temptations of Barbados*





Ever since I started sailing Finns nearly three years ago I have tried to get faster downwind. And believe me having raced and trained a lot with Josh (Junior) and more latterly Doc (Andrew Murdoch) this has become an increasingly frustrating business. I'd match them upwind only to be absolutely caned by them downwind. It's enough to turn a Master's hair grey when rounding the top mark for the first time in close contact, to watch them time and again sail away: sailing both lower and faster once free pumping came into play.

# Code O – Pump, Rock 'n Roll, My Journey

By Karl Purdie, NZL 111



I'm sure most people would say, hey, these are two of the very fastest downwind Finn sailors in the world, you sail against them often, surely you must have learnt a thing or two. Unfortunately I'm a slow learner. Only recently (in fact the last two weeks) has everything I've spent hours discussing with them, as well as John Cutler, and watching them do finally permeated my dense skull and gelled.

Sure I got the whole stand up, lean back to sitting down while simultaneously pumping the sail thing. But no matter how hard or

often I ground myself into the dirt doing that, these guys still beat me downwind. To my mind it looked as though I was working just as hard as them for nowhere near the gain. My first breakthrough came when Josh remarked: "so when are you going to start rocking your boat." "What do you mean I said, I am!" Well it kind of turned out I wasn't.

As they sit back during the pump these guys rock the boat aggressively to windward while easing the sheet to sail off fast by the lee.....ah, I now see how they make their ground to leeward. Part one of the puzzle solved. But how to get from there to start the pump, rock and bear off cycle again? Well, you then stand up, step aggressively across the boat as it is heeled to windward and flatten it. Josh and Doc will actually end up on the other side of the boat with one leg hard against the opposite cockpit side (check out the July Finnfare cover shot of Doc). Other people achieve this by leaning across the boat with their tiller extension. Once the tiller extension hits the deck they lean down on it. The completely worn gelcoat on both cockpit side edges of the boat Josh brought from Andrew Mills bore testament to the fact he used this technique. If you watched Ainslie closely he did both.

So now I had the boat flat again but at the wrong angle (ie too flat off) to begin the pumping action all over again.....what to do? Enter John Cutler and training in Santander after the Europeans in 2014. Up he comes in the RIB yelling: "you have to heel your boat more to leeward to come up to a broad reach type course". So I do that but the boom hits the water. I yell back " I am, but I can only do it this far!" We both watch Josh and Doc effortlessly heeling much more to leeward (carving to windward) and then rocking to windward (carving to leeward) and gobble my hard earned top mark lead in two minutes flat. More grey hairs, well actually, I may have begun pulling them out by then.

That was the end of May and it took until mid October to solve the leeward rock problem. One night while lying in bed thinking about this for the thousandth time I suddenly thought: what if as I heel the boat to leeward I simultaneously trim the boom in just as it is about to hit the water. Then I can heel the boat further to leeward (well actually it then begins to heel itself) and the boat will steer itself up onto a broad reach type course. I can then begin the whole rock to windward and bear off to sailing by the lee thing again. Eureka, an apple had fallen on my head.

So the next day I went out and tried this revelation, I suddenly felt how Josh/Doc looked. Graceful S's were being carved all over Wellington harbour. I was no longer fighting the helm. Having the rudder pushed one way, while the heel of the boat was trying to steer it another.



1) Ben is transferring his weight to leeward to initiate his turn to windward. He does this so the boat will turn up naturally without using too much rudder. Plus later on in the pump it will enable a decent sized rock, which will add to the pump.



2) Ben has turned up slightly and sheeted on, thus still keeping his sail at the optimum angle for the wind.



3) Ben is really starting the pump here. This initial part of the pump is mainly done with the legs. He will be feeling a lot of load through his quads at this point. It's important to have bent legs here and feet planted as pushing up from this squat position is what he is using to start moving the mainsheet.



4) Ben has now pushed his way back to the windward side of the boat and sat down (I say pushed but it's really quite explosive). At this point he has done the bulk of the pump and probably already moved the end of the boom a couple of meters.



One final, but vital, point to remember is your body positioning fore/aft in the boat. It is important to stay forward by the traveller. As you move from sitting down to standing, step forward and across the boat. The Finn just planes so much easier and longer with your weight forward.

Well who better to demonstrate downwind free pumping than Ben Ainslie, and who better to narrate his actions than Josh (in my opinion the fastest downwind Finn sailor in the world) in his own words. Below is a sequential series of eight stills taken of Ainslie sailing downwind in the first race of the last Olympics (the video footage is available on YouTube <http://www.youtube.com/watch?v=JJWnYsewMxo&feature=relmfu> ). These show one iteration of the pump cycle he repeats over and over. His downwind speed saved him that day. These captions describe the finer detail involved in the actions broadly described above. A picture is indeed worth a thousand words.

I have been extremely fortunate to have received some coaching from John Cutler this past season during the course of training with Josh and Doc. He has kindly offered to provide his thoughts on free pumping for this article. This action was outlawed when he won his Finn Olympic bronze medal in 1988 at Pusan. As NZ Olympic coach to Josh and Doc (and previous Finn downwind speed demon) he has quickly come up to speed on the technique involved with this and I feel can provide a valuable insight from both eras of Finn sailing.

John Cutler: " I have been very privileged to be able to coach Josh and Doc in the Finns and they have been very fast downwind right from their first day sailing in the boats. I won't try to explain the techniques rather than focus on what is the goal of all this free pumping.

*In the good old days, before free pumping, it was fairly easy to surf down a wave and /or to change direction on the wave. It was always very difficult to get a Finn to move fast enough to jump onto the wave in front. This is where free pumping and the new athletic way of sailing the boat comes in. It does enable the Finn to travel faster than the waves, or stay on the wave for longer. I have observed many sailors (Karl as well) to pump and rock really hard, but never make the boat jump the next wave. So as the race progresses, they get tired due to all this effort, but most of it has been wasted and they just get slower. So my advice is don't forget to keep surfing the waves which can often be done with little effort and make sure when you do the full free pumping as described in the rest of the article, you get a gain forward and onto the wave in front. If it isn't working, catch a few waves like in the good old days, take a deep breath and start again. Good luck."*

*[Continued on next page]*

One of my immediate thoughts was "Josh why hadn't you told me this a year ago?" But then I vaguely remembered both himself and John talking about trimming the sail as you heel the boat to leeward. I just hadn't been listening properly. I told you I'm a slow learner. I learnt that there was actually no huge pump involved. Sure there was a forceful and continuous trim in to initiate your turn up, but the pump-like acceleration was largely provided by the sudden rock to weather to begin your turn down. The acceleration resulted from leaning the temporarily over-trimmed sail back hard against the wind forcing increased air flow over it. The more forcefully, that day, I learnt to trim in, especially at the end of this movement, the more effective the rocking pumping action became. This is the downward rowing action of the technique.

The very next weekend I was able to try this technique in a racing situation against someone who had fairly consistently in the past beaten me up downwind. I was now faster. Looking across I could see him not doing the leeward rock/trim thing. I could see him pumping like a demon, sailing a straighter line, expending much more energy and showing a slower vmg towards the bottom mark. I was watching me in a past life. So in between races I showed him what I had learned and like myself he found it to be the key that unlocked everything. We then became equal downwind - Matt you owe me a beer.

He likened it to coming out of a good roll gybe. The boat is heeled to leeward, the sail a little over trimmed with the boom not quite in the water. Your body then moving from leeward to windward rocking the boat. As the boat carves down the sail is simultaneously eased.



**5) Ben is finishing his pump with his arm. Giving it a really good pull through his triceps, shoulders and back to get the maximum length of pump possible.**



**6) 7) At this point you want to use all the speed you have gained to take you towards the mark. Ben has eased the mainsail straight after the pump. This will roll the boat to windward and it will bear away, taking you straight towards the bottom mark.**



**8) As the boat begins to slow you will be wanting to start a new pump. Here we can see Ben back to his feet and to leeward to initiate the turn up before he starts the pump again.**







## Better Finn hiking

By Mikko Brummer, WB-Sails

Jukka Partinen, Finn Master FIN 226 takes his sailing seriously. To improve his fitness programme he decided he needed a hiking bench. But not just any hiking bench - he wanted to make his own, that would not only strain his muscles but also learn him how to become to be a better hiker.

It should not be static, but dynamic, like the boat on the water. So he took an IKEA warehouse shelf and his old Reebok core board - a device you balance on that tilts, rocks and swivels in all directions - and built a mockup of the partial Finn cockpit over the balance board. To measure how hard he was working, he put an electronic scale on the 'leeward' side of the bench, to put numbers on his efforts. With a little bit of consulting from his sailmaker, he matched the scale and tilt joint of the Reebok board so that the scale would measure his exact righting moment while hiking out. To add reality and make the training more versatile, he also added a sheet with a realistic pull against shock chords running beneath the bench.

### What righting moment?

Hiking on the bench Jukka can now read exactly how efficient his hiking position is, in terms of righting moment. What's the righting moment? The wind on the sail creates a heeling moment on the boat, opposed by the righting moment of the sailor hiking out. Your righting moment depends but on your weight, also on the position you are hiking in, or how far from the centre of buoyancy of the underwater hull you manage to place your centre of gravity. The centre of buoyancy is more or less on the centreline of the boat, or a tad to leeward of it, while the centre of gravity of the sailor is somewhere around his navel. The heeling moment of the sail is determined by the heeling arm, which is the distance between the side force on the sail and the side force on the underwater hull, centerboard & rubber (see sketch). The righting moment and the heeling moment must balance each other - when they don't, you capsize. The righting moment Jukka is measuring while doing his exercise is fundamental to sailing performance, like the hull drag, or the sail driving force. Nice information for the sailmaker, too, who bases all his simulation on the estimated righting moment. The bigger your righting moment, the more sail power you can carry.



The series of pictures shows how hiking position effects your righting moment. The typical maximum moment achieved by a 100 kg/185 cm Finn sailor would be 105 kg/m. Jukka shows that in an old style knees bent-position he only achieves 80 kg/m. Another downside of this position is that the sailor, with his knees at a more acute angle, cannot give an extra boost when needed. In a position with the legs straighter, more Laser-style hiking, the Jukka can rise his moment to 105 kg/m, by leaning his upper torso all out even more. But what's

more important, in the position with his knees straighter, he can boost his righting moment instantaneously to more than 115, by first leaning his upper torso out and then up in a violent stroke. This has the effect of pressing his thighs on the deck, raising the righting moment momentarily by some 20%. All this he can read directly in his electronic scale while exercising. One thing Jukka already has learnt is that the tightness of the strap has a big influence on the hiking force - a tight strap allows a stronger jerk for momentarily increasing the force than a more loose strap.

### Practicing pumping

With the Reebok core board under it, the hiking bench suits itself for training downwind agility too: Going from sitting on the deck to standing up and sheeting in, and back on the deck again. As such, the Reebok platform was a bit too lively, so Jukka placed some soft footballs underneath, adding some stability.

In a future implementation, Jukka plans to install a wireless scale that can record the whole training session into his Coach4Pro software, to provide an average righting moment during the training session, and plot a nice curve about the variation of it over time. By adding a scale to his hiking straps on the boat, he could monitor his hiking while sailing... hmmm.

### Hiking in waves

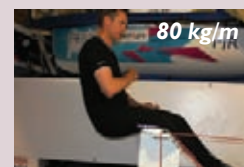
When the boat sails over waves its bow is pitching up and down. This has a considerable effect on the heeling moment. When the bow pitches up and the mast pitches back, the top of the sail is loaded and the instantaneous heeling moment increases by some 40%. Likewise, when the bow pitches down, the top of the sail feathers or luffs, and heeling moment is down. The helmsman compensates partly by steering, but as all this happens in a cycle of 2-3 seconds, he also resists the increasing heeling moment by giving a jerk on the gunwhale with his legs. This is more efficient than merely steering the boat around the wave, the way you are forced to do in a larger keelboat.

You will learn that a more acute angle in your knees is bad for your joints, potentially even very bad, while easier on your muscles. Also, even the angle of your ankles matters - with your ankles straight, hiking from your toes, your muscles are relieved.

A corporate coach by profession, Jukka is coaching sailing as his hobby. He got involved with Coach4Pro, a startup focusing on coaching and training diaries on your mobile phone. The system features tracking your sailing with a GPS for later analysis, automatically sending all the data via your mobile to a cloud service, where it can be viewed in realtime by your coach, for instance, or your training partners. For more see [www.mycoach4sailing.com](http://www.mycoach4sailing.com)

### For more reading about hiking:

Sailing and sports medicine: [www.ncbi.nlm.nih.gov/pmc/articles/PMC2653898/](http://www.ncbi.nlm.nih.gov/pmc/articles/PMC2653898/)  
[http://www.roostersailing.com/merchant2/merchant.mvc?Screen=hikestyle&Store\\_Code=1](http://www.roostersailing.com/merchant2/merchant.mvc?Screen=hikestyle&Store_Code=1)





*The Power to Perform*

Contact your nearest North Sails representative today.

**[www.northsails.com](http://www.northsails.com)**





Since switching from Dacron to laminate sails just after the Atlanta Games in 1996, development in sail design has continued to push the Finn class. North Sails has worked closely with many teams from around the globe to evolve its designs and, in some cases, tailor them to individual sailor's specifications and requirements. Many models have seen great success, but there is still some confusion within parts of the fleet when it comes to differentiating the designs offered by North.

## Four generations of Finn sails



By Paul Hobson, North Sails

We started our programme working with Iain Percy, who used Latini masts (the early-day version of HIT masts). The new laminate sails were coded as the HM-1R, but soon evolved, following input from Luca Devoti and a small layout change, into the D-2. This first iconic design was used to power Iain and Luca to Gold and Silver at the 2000 Sydney Games.

In 2001, Percy moved into the Star and Sir Ben Ainslie started sailing the Finn. Ben was much lighter than Iain and favoured the Wilke mast section. All of our sail testing in the build-up to the Sydney Games proved the D-2 did not sail well on a Wilke; the combination was just too powerful even for the larger sailor. In response, we took the D-2 and made it 0.75% flatter. We also added a true radial head, tack and clew section to enable more Cunningham loads - this was the birth of the famous HV-2.

The HV-2 became very popular in the lead-up to the Athens Games, and Finn skippers sailed strong with the North design to win Gold, Silver and Bronze that year. We manufactured the HV-2 in two cloth weights, one standard (HV-2), and one light (HV-2L).

After Athens we looked to China, where the conditions were predicted to be light. We expected the HV-2 to be a good all-around sail, with its best performance in medium to strong winds. Therefore, we focused our efforts on developing a sail geared for light to medium breeze. The M-1 was developed as an all purpose sail with a little more power than the HV-2, which we felt was required for the conditions in China if any breeze did materialise. We increased the depth in the tack area and changed the layout to make it more Cunningham sensitive. Changing the bias made the sail a little less forgiving on luff curve fit, hence we added a few mm more 2D luff curve to compensate.

As the M-1 started out-performing the HV-2, we created the B-3: a flatter version for lighter sailors. The B-3 took the M-1 design and made it 0.5% flatter. We then took this concept one step further, making an even flatter version. The H5 was for very light skippers, as some sailors had dropped massive weight for China with the anticipation of super-light wind.

The traditional forecast was for no wind, so we ran two separate development programmes for light air sails. The result was two sails:

M-05: Using the M-1 as a starting point we reduced the 2D luff curve by approximately 17mm, whilst keeping the broad seam

shaping the same. The sail was built from 1mil Polyester, which was light and supple but also quite forgiving on the luff curve if you got caught out of range.

KA-2: another polyester sail. Our starting point for this sail was the HV-2, which was modified by simply straightening out entry and exit angles in the lower third.

All this development paid off as China was a great success for North Sails, winning Gold, Silver, and Bronze medals.

Next up was London 2012 on the waters of Weymouth. By now more and more teams were starting to want to do their own little tweaks here and there, which saw the birth of many different designs during this Olympic cycle. However the key models that came from this period were:

MB-1: Based on the same concept as the M-05 looking for a light wind sail but something that would go further up the range. The MB-1 has very similar broad seam shaping as the M-1 but with a reduced 2D luff curve sitting in-between the M-1 and M-05. A panel change adding a horizontal joining seam in the middle of the sail helped fair the sail out and give a smoother twist profile. This sail became Ben Ainslie's light/medium sail choice.

MB-2: Was designed for Ben for strong winds, which he used to win the 2012 Falmouth Worlds. More of a HV-2 style sail, the MB-2 has more 2D luff curve, slightly less broad seam shaping, with the draft a little further forward than the MB-1.

E-2: This is the sail developed with Ed Wright for his worlds win in San Francisco, and used by PJ Postma at the London Games. The E2 is simply our Big-Bertha. You have to be big, strong and powerful, however this monster is only suggested for the more forgiving HIT mast. Developed from the D-2 design; a new M-1 style layout was introduced and additional tack seam shape added in. Not for the faint hearted...

C2.1: Was developed with Luca Devoti's Dinghy Academy team. Designed to be similar in power to the M-1 but with more twist to create a forgiving all-around sail for lighter teams. A popular choice in Weymouth and has become a favourite amongst mid range sailors ever since, further being used by Vasilij Zbogor to win the 2013 Europeans. North Sails designs performed well at the London Games, winning Gold and Silver

There have been many models over the years, some are simply the same design but from different materials, others have been so individually tailored to particular sailors that they just don't work for the majority of the fleet. The new Xi range of sails comes with much smaller incremental changes 'small but effective' than in previous years - working with adjustments of 0.5% only.

- Xi-1 - 8+ Knots (98kg plus sailor): based on M-1 and faired the mold through the mid section whilst increasing the shape slightly in the lower third, which had worked so well in the C2 range of sails. ODL 04 1mil Technora
- Xi-2 - 8+ Knots (93-98kg sailor): This is Xi-1 mold made 0.3% flatter all over. ODL 04 1mil Technora
- Xi-3 - 8+ Knots (88-93kg sailor): This is Xi-2 mold made 0.3% flatter all over. ODL 04 1mil Technora
- Xi-4 - 8+ Knots (Below 90kg sailor): This is Xi-3 mold made 0.3% flatter all over. ODL 04 1mil Technora
- RIO-1.5P - 0-12 Knots (All sailors): Developed from the KA-2 this sail has a new layout based on the MB-1 and increased shape in tack. PM-02 1mil Polyester

There is a tuning guide on the dedicated class page at [www.northonedesign.com](http://www.northonedesign.com)





In 1961, my club ran a weekend regatta for the new OK Dinghy Class. As the day approached, it became clear that the number of entries wouldn't fit on the start line on our Pond, so I was asked to produce a list of four groups who raced 'heat' races in pairs: A against B concurrent with C against D, then AC/BD, then AD/BC. On Sunday afternoon there was a final race for a Gold Fleet and a Silver Fleet. I 'seeded' a likely top four into different groups, then a second four, then just wrote down everyone else to make the numbers right. I thought the system worked well, perhaps because I won. I hasten to add that the allocation of the 'seeds' into groups was done at my parents' dining-room table, with the aid of a die. Our family cat was a witness.

# Regatta format

By Richard Hart, GBR 631



At the Masters' 2003 in Schwerin we used the same system, except that, so far as I know, there was no 'seeding' so no cat was needed. Using that system, there should be three, six or nine pairs of heats followed by a Gold Fleet Final and a Silver Fleet Final. The weather had other ideas – we had five sets of heats and no finals. 25% of the Fleet raced against Eberhard Bieberitz in every race (to be fair, 100% sailed against him at least once). I didn't hear anybody complaining about the system: we just realised that it was the best way anybody had developed to handle large numbers of entries. Nowadays the Masters' can expect fleets so large that even two races for a heat is not enough. If we have 285 boats then each of four races for a heat (I'll call them 'flights' to avoid confusion) will still have 70+ boats on the line.

What should be done about all this (it's an issue for many other classes as well)?

## Limitation of Entries

At the Finn Gold Cup in 1963 we had over 160 boats on the starting line at Medemblik, and since then we have limited entries for the Finn Gold Cup and the Europeans. In fact the starting lines weren't so difficult as at some recent regattas with far fewer entries, because at each end of the Line there was a good big Committee Boat that you could see. For various reasons, ISAF has gone down this standard path of limiting entry by using qualification systems. Most of the Masters seem to dislike the idea of limiting entries if it can be avoided, and I think that's right: **Do we promote the sport of dinghy racing by stopping people from going to regattas?**



What are the alternatives?

## Separate Age Groups

One is to race the age groups separately. On balance, it seems that most of us don't want that solution: we all want to race against Maier and Budzien (although perhaps not in every race). Because of different numbers in different age groups we'd just have another lot of problems anyway.



## Opening Series and Final Series

Perhaps the most frequently used system for large fleets is to have a selection series during the first half of the week, using some form of arbitrary allocation for the first day, then re-allocating daily using some system based on daily overall standings. For the second part of the week, the fleet is divided into Gold and Silver Fleets.

I think that there are huge disadvantages with this type of system, some in particular for our FWM Championship, and some that have been demonstrated at a high level and in major championships recently.

1. Traditionally, championships have been raced over as long a period as practicable – usually a week – in order to test the skills of sailors under various weather conditions, and so on.

If we split the regatta into two series, each of half a week,

- there is a greater risk that the regatta will be spoiled by days lost due to weather,
- It will be more difficult to reschedule around days lost from one or both of the shorter series,
- We always have the chance of a 'light weather regatta' or a 'heavy weather regatta', but we add the chance that the weather conditions will be (for example) light during the opening series and strong during the final series.

2. After the split part way through the week, there is no way to change Fleets. For the Masters', this means that among the age groups it is likely that some leaders will be separated from each other, irretrievably, half way through the week.

3. I have an over-optimistic opinion of my abilities. When I end up in the Bronze Fleet after hoping to be in the Silver Fleet, maybe I'll go home, or maybe I'll just not bother too much about being over the starting line from then on.

## Full Series with daily re-allocation

In our search for a fair and enjoyable FWM, we have developed to the present system where we are allocated to one of a suitable number of 'flights' for the first day, and then re-allocated on a daily basis for each subsequent day of the week.

For the first day, the Finn Masters have already agreed that allocation into flights should be done at random, and it seems to work.

For subsequent days we're not unanimous about what is best.

We've tried allocation by some arbitrary system such as #1 to Red, #2 to Green, 3G,4R, 5R, 6G, 7G as for the 'Opening Series' scenario. For most of us, this is effectively a random allocation.

Right at the top, it may be fair because it is arbitrary, but should the system separate the first two if they are both on 7 points and 50 points ahead of the third boat? What if one is on 7 points, the second on 8 and 50 points ahead of the third boat? What if the second boat is 50 points behind the first but 3 points ahead of four other boats? I believe the best 'arbitrary' allocation would vary, depending on the points standings and on whether we are near the beginning or the end of the week. In reality, we have to choose a system and accept that it is a compromise.

The re-allocation process has to be done in a hurry during the evening, perhaps after protests have been heard.

We have already tried daily allocation at random, and it was a great disappointment that some sailors felt that this resulted in 'flights' of different levels on the last day. One of several reasons suggested was that the random number generator didn't.

A first attempt to make the random system more credible was to look for a better generator, and here I was helped by Jiri Outrata:





we served together on the Technical Committee, and he is known to many of us as a sailor competing at Finn Masters' events. Lukas Adam, then one of his students, prepared a programme to allocate boats into groups as required.

### Full Series, Pre-Allocation

A second step in this process is to suggest that all the allocation be done and published before the first race. So far the Masters' have not taken this second step – this letter is a promotion for it.

### What's this 'random allocation' anyway?

It's a grand way of saying 'throw a die'. For two groups, if it comes up with an odd number, allocate to red. If it comes up evens, allocate to green.

### Simplification

While thinking about how to operate the system in a fair and transparent way, I realised that we don't need to produce a new lot of random numbers for each day. We only need to do it once ever. All we need is a very long list of 'records' each allocated at random to one of two flights, another list for three flights and so on. (I'll call each one an 'Allocation List' and we can tell the Computer to do that sometime during the Winter). Then we need to have a lottery arrangement to find where to start.

### Bending the Mathematics

So far I've been staggering uneasily through mathematics (not my forte). The random list we've just made has produced a collection of sequences, such as R,G,G,R, which come round again quite often. We accept that easily, until a sequence comes up such as R,R,R,R or G,G,G,G. We can tell the computer to discard records like that. The remaining Allocation List may not be random, but it's made before the competitor's names are attached, so it's still fair. (The adjustment doesn't address the chance that two people will be in the same flight all week and that two people will never race together during the week, but the other allocation methods won't either).

### To do it

Long before our regatta the Allocation Lists are prepared, one for regattas using two flights, one for three, one for four. (No sailors' names are involved at this stage.) This only needs doing once ever.

When the number of competitors (and committee boats) is more or less known, Andy decides how many 'flights' we will race in during the week.

### At the regatta

1. The Regatta Office have a List of Entries, arranged in order of Sail Number in use, from ALG1 through to ZIM999.
  2. After Registration, the Regatta Office remove 'no-shows' from the Entry List to give a **List of Competitors**.
  3. At the Opening Ceremony the local Mayor thinks of a number (say 21). The Regatta Office puts the first boat on the List of Competitors against Record 21 on the Allocation List, to show her Flight for Monday.
  4. The next boat goes to Record 22 and so on.
  5. When all the Boats have been allocated for Monday, the next Record is for Boat 1 (ALG1) on Tuesday, and so on.
  6. If the allocations put two boats more in one flight than in another for some day, then one boat gets switched. The scoring system in the SIs defines which.
  7. A list goes up on the Notice Board, telling us all which colour flight we are in, for each day of the week.
- There are no hang ups during the week, waiting for protest decisions or for the Jury to use existing results, or just waiting for the list to go up.

So far as I can see, this system would be transparent, robust and easy to administer. There are two elements of chance (practically)

that govern the application of the Allocation List:

- The number the Mayor thinks of, which governs the Monday starting point on the list.
- The number of boats registered. Once the Monday starting point is fixed, this governs the starting point on each subsequent day.

### The Medal Race

This letter is not taking an opinion about whether to have a Medal Race. The 'Full Series, Pre-Allocation System' discussed here could accommodate the Medal Race as easily as can single-group racing. Equally, it could stand alone.

If we have a Medal Race, then on the last day the 'Top Ten Plus' people do their thing. The rest of us do our flight races as programmed at the beginning of the week. We are encouraged not to pack up and go home because, with the top ten elsewhere, we might finish a few places higher than we did earlier in the week.

### The Small Print

There are some places where the Scoring System can make people happy or sad. One is the Medal Race Qualification, where we have already adopted the 'Top Ten Plus' arrangement, where if several of you (not me this time) are on equal points to #10, you all go to the medal race (no need for the scoring system to choose between a first in Green Flight and a first in Red). Another is the arrangement for dealing with flights 'orphaned' because a concurrent flight has been thrown out or not sailed. The SIs should define how to sort this out without removing the scores for the flights that did succeed (these are always where you had your best result of the week).

### Conclusion

Writing all this, I've been rather grand in saying that 'We' or even 'I' have done or decided this or that. Not so: I've made a lot of noise, but the decisions have been undertaken by the Masters' Committee led by Fons and then Andy Denison, also by the Race Committees who have been making the developments work so far.

What's suggested here is very little different from where we have arrived already. The main differences are that

- Odd-looking allocations were removed fairly at source
- Most of the sorting work is done before the regatta
- Right at the start of the regatta, we know what flights we're in for the whole week
- it seems easier for everyone to work with, and
- it's more transparent.

I've tried to work all this out because something is needed. I'm not a mathematician or a computer person. If you see blunders or places for improvement, please let Andy know.

### Acknowledgements

Lots of Finn Friends. Jiri Oustrata and Lukas Adam. Alen Kustic, our PRO at the Masters' in Split 2010, who pointed out a total failure in the logic when I was trying to incorporate the Medal Race into the Main Points Table. Henk de Jager, for inspiration. Robert Deaves for inspiration and careful scrutiny. Andy Denison for support and entrusting the regatta to this system.





One of the more familiar faces at the Finn World Masters is Chris Watts, who has been a regular on the International Jury for many years. We asked Chris about his background and also about the most common infringements he is looking for when he is following you closely around the race course. Next time you see him on the water, give him a wave and try and remember what is going through his mind as he keeps a close eye on the fleet, along with the rest of the jury. Chris Watts is an International Judge and National Race Officer, and the RYA Race Officials' Education Officer

## Chris Watts talks on judging and common infringements



### How long have you been on the jury at the FWM and how did you first get involved?

My first Finn World Masters was at Cannes in 2004 where I was the Eurosaf Exchange International Judge. I then missed two championships as they did not fit with school holidays, but have since been at every one since Murcia in 2007.

### How long have you been judging before that?

I took up judging in the mid-90s after feeling that as a sailor I was getting some very wrong decisions from protest committees. I went through the RYA system and eventually qualified as an International Judge in 2000. I had formed relationships with some of the classes sailed at Stokes Bay and attended by invitation some of their International events travelling to South Africa and Portugal in my first year.

### What is your background in sailing?

I think I have always needed a crew (to blame) and started off with several Fireballs and also sailing a friend's 505, all with a fair bit of success. With a young family I had to limit my sailing to closer to home and chose a popular class at Stokes Bay and with other clubs within a few miles also with big fleets. This was a 15 foot dinghy called an Albacore, which is a two person, non-trapeze and non-spinnaker boat. The tactics, very close racing and having to think your way round the course I really found exciting. Like many others who achieved some success I went on to join successful big boat crews as a tactician, but still kept racing dinghies. To a lesser extent all that still happens.



### The FWM is getting more and more competitive? Do you see this as a good situation?

The key thing is enjoyment. The enjoyment factor in the class is very high and relationships between competitors are tremendous, so it is possible to have really competitive racing and yet to come ashore and share a beer and just enjoy being with friends.

### How did you find the atmosphere among the sailors compared to other events?

There is little doubt that the atmosphere in the class is fantastic and it is a real honour to be part of it. Particularly my wife, Elaine, and I look forward to the Finn World Masters every year. There are other classes that are friendly, love fun and non-stop disco dancing; however, with the Finns you get a chance to sit down and chat with friends.

### Are the Finn Masters in general well behaved on the water?

In general they are excellent, take penalties when they should and keep friendships. However, not being aware of, or not being used to, sailing where there a strong current does lead to unintentional problems at marks. Also keen competition between friends, not being aware of what you are doing or perhaps ignorance can lead to breaches of rule 42. The thing to remember here is that we are still only talking about a small percentage of the fleet.

### What are you looking for in terms of Rule 42?

We can only be the equivalent of the police on the motorway and where we are things are normally fine: no one speeds. So our job is to put ourselves where things are liable to happen and discourage someone hoping to gain an advantage at a critical time. Our aim is to try to make things fair for those that sail to the rules.

### - On the start?

These are tactical breaches and performed to gain an advantage. The boat that is being shut out and needs to get forward is liable to scull or rock. We will be where the boats are closely grouped, as this is where the most breaches of Rule 42 will occur. There are great advantages from being able to get off the line with speed, so we are looking for the big rock off the line, which is really bad news for the boat to leeward. One soft rock to bring the boat up to speed is fine.

Such infringements only happen once and are penalised by the judge that witnesses it, there is no need for agreement between the judges.

### - Upwind?

Only in light winds are there normally problems such as rocking the boat upwind or sculling to make that last bit round the windward mark. Just occasionally a helm may bounce on the side several times to flick the leach to gain that extra bit of speed but with the judge knowing that it is most likely to happen just after the start or when trying to cross a right of way boat, means that it is likely to be spotted.

### - Downwind?

Most breaches downwind will be technical ones and therefore needed to be repeated and here both judges will need to agree on it being a breach of the rule. These can be the hardest to be sure of as the effects of a quartering sea on one gybe really does make it difficult to spot as to whether the movement of the boat is caused by waves or the body movement of the helm. The doubt is always with the competitor and I always insist that the judge has to be able to explain clearly to the competitor what they were doing wrong or they should not have given the penalty. Common breaches are: heeling the boat to steer but helming against the change of course which turns it into a rock; fanning the sail; and of course pumping more than once or failing to get the boat to rapidly accelerate down a wave after a single pump.

**- At marks?**

All the action, when it happens, is near the edge of the mark zone. Anything to gain the overlap or break the overlap, however, it is worth remembering rule 18.2(d) which is the one about doubt and the making and breaking of an overlap. It is worth reading.

I would like to sum up the Rule 42 business and put it in context as we have said quite a bit about it. The question you might like to have asked was, "Is the breaking of Rule 42 a big problem in the class; do we have lots of cheats in the fleet?" My answer would be an emphatic no. The number of penalties given in each race is usually a very small percentage of the number of boats racing.

**What are the most common infringements you see at the FWM?**

Usually at the leeward gate when a lot of boats arrive together, where there is often a lot of shouting, sometimes the word "protest" and very few actual protests coming to the jury. The other one would be boats coming in on port at the windward mark. However, with both occasions the concerns in the FWM is considerably less than in other classes.

**Do you ever step in and protest a boat for a non-Rule-42 infringement, or leave that to the sailors?**

Sailing is rightly so a self-policing sport and it is up to competitors to protest. However, I do give instructions to the jury, which are also posted on the official notice board, that say we will protest any boat where we believe they knowingly broke a rule and did not take a penalty or protest. Such a protest by the jury would include Rule 2 (Sportsmanship) and could result in the boat being given a DNE (Disqualification Non-Excludable). An example might be hitting a mark in such a way that it would be obvious to the sailor that he had hit the mark and not taking a penalty or being involved in a protest about it. Protests by the jury and race committee are informed by a notice on the official notice board within the protest time.

**Do you think a sailing event like this could ever be self-policing, without the need for a jury?**

Well it would be nice to think so, but even football has gone to having another assistant referee behind the goals, making six in all? The trend in all sports is for more technology to be used. So we could be at home watching via our own drone and shoot a nice paint ball on to the guilty sailor's mainsail.

**What is your opinion on the format in terms of splitting the fleet and fleet sizes?**

In teaching race officers in GBR we talk about fair starts, making sure they have a good spread down the line as the gun goes. If the boats are all at one end the team need to postpone and reset the line. If there is only one way to go up the beat then the line will have to be biased to allow for this. The larger the fleet the harder this is to do and the first beat as you approach the shore will be chaotic as it can be on inland venues. In such conditions there is no way back up the fleet if it is too large and if you do not get a good start.

I do not think that is good for the class or its racing. We have been to venues where the line has been so long that there were often different wind and current conditions at either end, it was possible in Murcia to reach the windward mark on one tack from either end of the line as it was so long. Again I think this is devaluing our racing and removing opportunity for fairness. I would say that 70 to 80 Finns on a line is manageable but beyond that it brings in too much degree of chance. So yes I would support splitting the fleets and having smaller numbers on each start.

**And do you think the medal race has a place in the Masters?**

I enjoy the medal racing and I believe those taking part do as well. It was designed to be an event for spectators as well as the final showdown. I am not sure we have achieved the spectator bit at recent championships. It does mean that we have to have a more



experienced jury who are familiar with medal racing and this is good for all aspects of the championships.

**How would you like to see the FWM developing in the coming years? Any changes you'd suggest to improve anything?**

The formula you have is great and when expecting between 200 and 300+ competitors for a weeks' sailing you obviously have got it right. If it is not broke then there is no need to fix it.

**Do you think it should remain an event for everyone and retain its traditional values (i.e. less races, wind speed limits), or do you think it should start to reflect the increasing number of top sailors competing, or maybe even split categories like the Lasers?**

I guess we are all here to provide what the sailors want and the traditional seems very much to be the favourite in the class. If you change the wind speeds up or the Rule 42 down you will make it a more physical boat which certainly will not favour the more mature masters. Each venue you visit will have different challenges and 300+ boats on Lake Garda will bring about several challenges that I know are already being considered. Being flexible enough to allow your committee to make adjustments to fleet size and number of fleets is very important.

**It has been suggested that the role of the coach should also become one of safety. Is this achievable without compromising the integrity of the competition?**

The number of coaches is increasing at the championships. The class can easily copy sailing instructions for governing coaches from other big events. Many have a signal that can be flown by the race committee and with a VHF broadcast allowing coaches to enter the racing area to assist with rescue. That would be better than giving them free access to the racing area which would open a real can of worms.

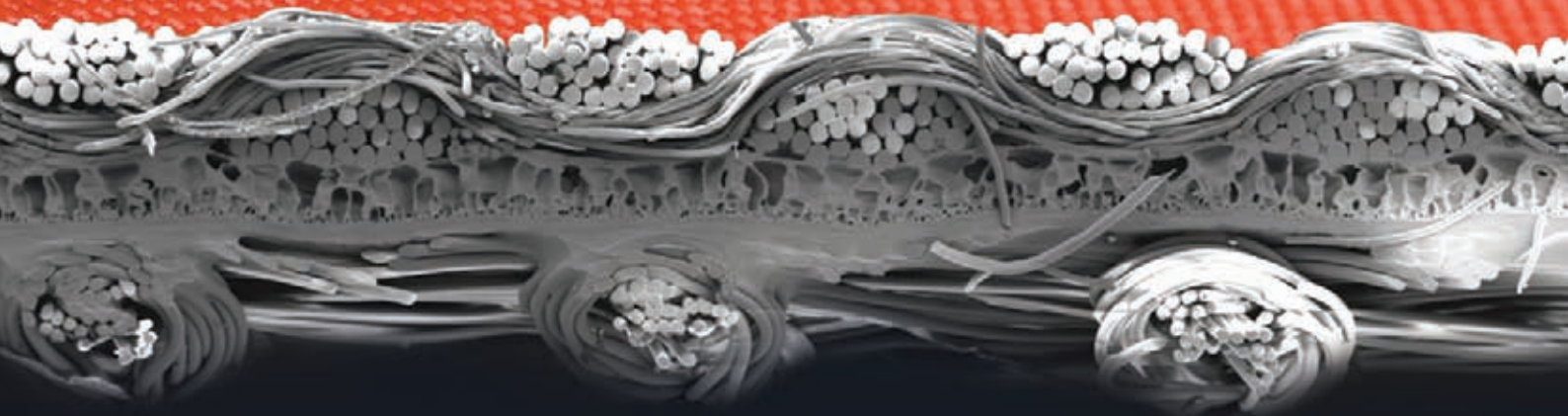
Split had a 'young' person in a wetsuit in each rescue boat who would dive into the water and help with righting a boat and hauling the Finn sailor back in before returning to their own rescue boat. It worked well. At the time this did breach the outside assistance rule, but now probably only the righting of the boat would break the rule as it stands. A sailor in the water is in danger and can now be returned to their boat without breaking the rule. The rule can be changed by the sailing instructions as you wish.



# zhik<sup>®</sup>

## STOP LEAKING

## GET A NEW MEMBRANE



**ISOTAK<sup>®</sup>**  
OCEAN

TESTED  
WATCH  
THE  
VIDEO

WATCH VIDEO



VISIT [WWW.ZHIK.COM/OCEAN.HTML](http://WWW.ZHIK.COM/OCEAN.HTML)

### SUSTAINED WATERPROOF DURABILITY



There are Legends and then there are Legends. Henry Sprague, sometimes known as ‘Super’, showed up in Sopot at his first Masters for 10 years and demolished the Grand Grand Master fleet to finish 15th overall. Often outspoken, Henry has been sailing Finns for probably longer than anyone else and a wealth of experience in the class. Here, in a way that only Henry can, he speaks about his experience in Sopot and what keeps him in the Finn after so many years.

# Henry Sprague

## “All in”



### **How was your experience at the 2014 Masters and has it encouraged you to come again?**

A wonderful question that has been with me since Poland. The event encouraged me to buy two more Finns and step up the ‘programme’. Maybe best described as ‘All In’. At this time I’m Down Under training in New Zealand with future tickets for Sail Melbourne and Miami OCRs. Poland was like a catalyst as I now have a best companion dog and more to look forward to. My plans for the next Masters are secret, but will be in a news release some time in January 2015. Lol

### **What were your expectations of your own performance in 2014 and how did that match the reality?**

I was hopeful but a little worried. Just looking for a good result. Maybe as you get older the win is not as defining. But I can say a loss still feels horrible. Reality...it was better that I imagined pre entry. Poland was a good change from life in Long Beach, California. The ocean is nothing like the Pacific, so there was a lot of mystery. The discovery of totally different clouds, wind shifts and wave conditions made every day eye opening.

### **Did you find the competition tougher than expected?**

Is a major Finn champ ever not tough? Yes this was a very high nerve shoot out. The Europeans are just that way. Tough

### **What was the best moment for you in Sopot?**

Hummmm...The last race. The last beat. I will draw a picture. It’s blowing...hard and my confidence was up. First start, I got off clean with traveller down hard and leech high pitch flutter hum.. Putting the helm down, I literally drove over a few fast Finns. Recall gun. Second start I was most at the lee pin when a sudden header put me in most favourable position shortly after the start. Boom Recall. Third start. Highly favoured left end. At the gun I was excellent for maybe 15 seconds on the left and then I died and headed but half the fleet lifted and found a big pressure. At the weather mark I was 75th. At the final lee mark it was blowing hard. A bunch had retired and gone to shore. I ventured right into a header and increasing wind. Farther and farther. Heading and heading. Boom... a crash tack and never have I hiked so hard. My boat became a train and it looks possible for first. Rounded third. I call that feeling “being in the hunt.”

### **Why so long between World Masters events?**

I have been lucky and fortunate to birth two new enterprises. Both online. From past times I have learned, we should not jam pack too

much challenge into our days. I love challenge, so meeting on such yonder battlefields was not best timing. We live to do more. Oh yes.

### **How did you find the atmosphere among the sailors?**

I was standing in line to enter. That can be a less than fun time. Then an entrant left that had completed his stuff and we all yelled like troops going to war. It was crazy fun and then I knew this was special and I was fortunate to be part of it. Wow

### **What is your opinion on the format in terms of splitting the fleet and fleet sizes?**

I like splitting the fleet into two fleets. But I wish the race committee would split the starting line into 3 boats, 3 flags and 3 guns. All synchronized at the same time via cell phones. It’s so easy. It’s disappointing not to see and hear the starting signals and with a long line, who knows where is the middle. A set up like this will result in less recalls too. Further the black flag should be in effect right from the first start. The second fleet waiting time needs to be minimised.

Our Finn Master Administrators should publish a Masters Committee Manual (MCM). In the future the MCM might give clear direction to run a (4) Iphone recording system that videos from the one-minute gun of every start. Uploaded to YouTube before returning ashore, one can imagine a new level of banter as push turns to shove at the bar and further gala...

### **And do you think the medal race has a place in the Masters?**

Not sure. I personally have never made a medal race. It would be a privilege to be in that group. Again the MCM should require an on the course boat that’s allowed close in describing with vocal live feed to the shore. Cell to cell to JAWBONE loudspeaker. I felt left out of the medal race excitement.

### **How would you like to see the FWM develop in the coming years?**

Maybe sponsored by an outfit like Hooters or Jawbone or another enterprise that will bring fun to our fleet.

### **What does the Finn mean to you as you have sailed them for almost as long as anyone can remember?**

She is my constant challenge throughout the stages of life. She has added a calling, that few have such privilege. With her I have met many a generation worldwide and when work or other responsibility have been repetitive, she has always been my allusive Mistress. Long time: Yes I raced against Elvström in the 64 Tokyo Olympics. (practice race) I was 17.

### **The age limits for being competitive are increasing all the time. Why do you think that is and why the attraction to sail a boat at a high level when you are in your 60s and beyond?**

We find a connection out there with ocean and wind. It’s hard to describe. Land lubbers or the people that spend their lives on land are different. When we come ashore we look at them and wonder how lucky we are. It’s like we are gods that dance with nature. I could speak often of this, as it’s a little understood mystery. Now as our world becomes more comprehensive we ocean elders have a wisdom that wants exercise, challenge, competition and a good struggle. The gym and a walk are fine but nothing to a good Finn race that connects us to the Kenotic feel of our beloved round bottom Finn. Throw in chop, waves, swells and wind shift. On shore we are different. I think we need to advertise our noble connection and walk tall among normal men.

### **Finally, will we see you in 2015 or future years?**

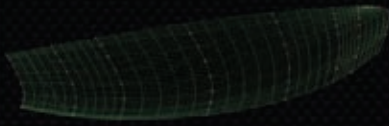
If I can bring my Toto, my constant companion ... yes. See picture.



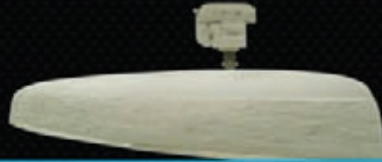
# NEW !!!

# PATA FX1

Jacques Fauroux  
optimised the hull lines



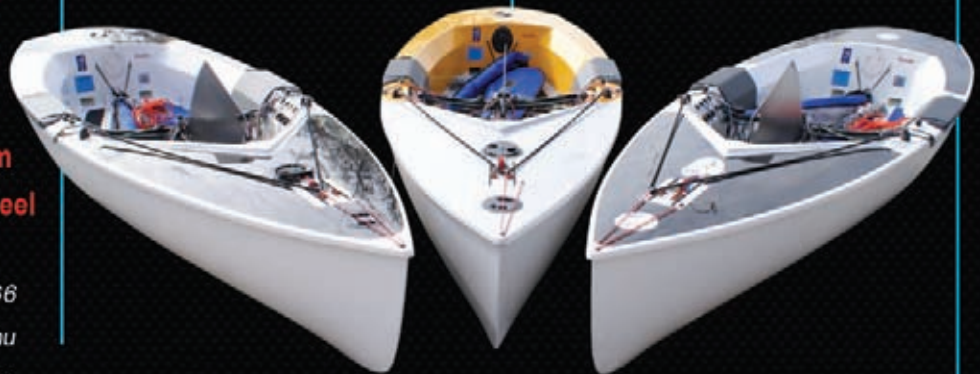
HX Boatyard  
cut the plug in La Ciotat



PATA Workshop  
finished the NEW MOULD



- 3 cm longer waterline
- 10% less wetted surface
- Almost symmetrical underwater form at 15° heel



PATA



+36 30 977 9066  
sales@patafinn.hu  
www.patafinn.hu  
www.patamarine.com

**HIGH TECH** best materials, all parts POSTCURED IN OVEN

PATA



## The PATA Royal Flush



## ONE MUST WIN

WORLD CHAMPIONSHIP 2nd by Ivan Kljaković Gašpić (CRO)  
WORLD RANKINGS 2nd and 3d by Allansson (SWE) and Gašpić

### STANDARD MAST BENDS:

85 kg, 95 kg, 105 kg  
Mast bend compatible to  
North, WB, Doyle, One Sails

### CUSTOM MADE:

Mast bend adjusted to your  
weight and leech tension

### SPEED PACKAGE:

Mast + Sail trimmed

### TECHNICAL DETAILS:

- Full High Tech Prepreg Carbon construction
- 30 / 70% of resin per fibre content
- Special combination of high modulus and high elongation carbon fibers
- Heat resistant metal moulding
- Cured in 100C° on 6 bar with pressure bag
- Delrin mast bearings

CALL: +36 30 977 9066 or WRITE: sales@patafinn.hu



4<sup>4</sup> Masters representing eight nations. That was the fleet of the 4th Finn European Masters Championship held by the THE (Tihanyi Hajós Egylet) from 10-14 September 2014, a nice sailing club on Lake Balaton at the beautiful Tihany peninsula. It's an ideal place to organise sailing competitions as both parts of Lake Balaton can be reached in a short time so the Race Committee may choose the best area according to the actual wind conditions. That was a decisive feature this year as the rainy weather played a tricky game with the sailors, writes István Ruják.



# Felix Denikaev wins Euro Cup 2014

Anyhow five races were sailed in good winds. The facilities of the sailing club, the well organised evening programmes and of course the great company gave the participants a memorable five days. I think I've enjoyed the event more than anybody as I returned to the racing after many years of absence. I sailed a fine and speedy Pata Finn so sometimes I could surprise myself with good moments.

Although I sustained most of the technical developments of the Class since my days I enjoyed the racing very much. Anyhow it will take me some time to become familiar with the main sheet tower. At some tacks it made the path under the boom narrower then I could imagine... Also I had to realize that my scientific ten years onshore physical preparation based on enter-escape and gas-break fall short to the load I had to face. It took me two weeks to recover...

The races were dominated by the Russian masters. Grand Master Felix Denikaev (RUS 41) showed some educational sailing to the 'youngsters' Kuliukin (RUS 161) and Petrov (RUS 111). The best Hungarian was Géza Huszár (HUN 5) who jumped to fourth place by winning the last race as the only non Russian winner. The Grand Grand Masters category was won by Jiri Outrata (CZE 8). This year only one Legend was racing Csaba Gál (AUT 320) from Klagenfurt.

The competition was supported by Pata Finn so some guests could sail in Pata charter boats for a reasonable price. That will also be possible next year.

In 2015 the 5th Finn European Masters Championship will be held from 9-13 of September at the same club. The organisers plan to develop the event to a two weeks long Finn feast as the Hungarian Championship will follow the Masters event on the 17-20 of September.

1	GM	RUS 41	Felix Denikaev (above)	1	(8)	1	3	2	7
2	M	RUS 161	Aleksandr Kuliukin	2	(16)	2	1	6	11
3	M	RUS 111	Dmitriy Petrov	4	1	(5)	2	4	11
4	M	HUN 5	Géza Huszár	17	(ocs)	3	4	1	25
5	GM	HUN 7	Antal Székely	9	2	8	8	(28)	27
6	M	RUS 20	Alexei Marchevski	6	(26)	4	13	5	28
7	GM	HUN 72	István Ruják	3	4	12	11	(17)	30
8	GM	RUS 34	Alexandr Kasatov	11	(18)	6	5	10	32
9	M	RUS 31	Igor Forlov	12	(17)	11	10	3	36
10	M	LTU 7	Taurus Rymonis	10	(30)	7	9	11	37
11	M	HUN 50	Ákos Lukáts	7	9	(21)	6	16	38
12	GM	RUS 21	Vladimir Butenko	14	10	(ret)	7	12	43
13	GM	RUS 1117	Andrew Bill	(21)	11	9	12	13	45
14	M	HUN 88	Zsombor Majthényi	8	12	(23)	14	20	54
15	GM	RUS 3	Alexey Boroviek	15	13	19	(20)	8	55
16	GM	CZE 75	Vladimir Skaliczky	19	5	18	(21)	14	56
17	M	HUN 28	Csaba Nagy Zsolt	16	(ocs)	22	16	7	61
18	GM	HUN 18	Mihály Demeczky	13	(ocs)	10	18	23	64
19	GGM	CZE 8	Jiri Outrata	23	3	17	22	(25)	65
20	M	RUS 4	Alexander Banko	22	15	15	(24)	15	67
21	M	RUS 100	Dmitriy Akhramenko	27	6	(31)	17	18	68
22	M	HUN 51	István Rutai	(29)	7	26	23	19	75
23	GM	FRA 53	Gilles Corcaud	(40)	19	14	26	29	88
24	GM	HUN 1	Péter Sipos	25	(dnf)	27	15	22	89
25	GM	RUS 25	Anatoly Voshchennikov	20	20	(dnc)	dnc	9	95
26	GGM	HUN 9	Tamás Beliczay	(35)	22	30	19	24	95
27	M	HUN 27	Andrik Szabolcs	(38)	21	20	25	33	99
28	M	RUS 16	Oleg Knudiakov	30	32	13	(ocs)	31	106
29	GM	SVK 101	Dusan Vanicky	(31)	28	25	28	26	107
30	M	HUN 19	Márton Kovács	(36)	31	24	33	21	109
31	M	LTU 8	Dangis Babikas	(34)	27	34	31	27	119
32	L	AUT 320	Csaba Gál	37	(dnf)	16	34	34	121
33	M	HUN 20	Péter Elek	32	(dnf)	29	30	32	123
34	M	HUN 972	Gyula Mónus	24	24	(dnc)	dnc	30	124
35	GGM	RUS 33	Sergey Lukin	33	34	32	29	(35)	128
36	M	HUN 21	László Zsidó	(41)	29	33	32	37	131
37	GGM	GER 47	Peter Raderschadt	26	14	(dnc)	dnc	dnc	132
38	GGM	HUN 4	Gábor Antal	18	25	(dnc)	dnc	dnc	135
39	GM	HUN 81	Imre Solymosi	(dnc)	dnc	28	27	36	137
40	M	HUN 211	Attila Szilvássy	5	(ocs)	dnc	dnc	dnc	143
41	M	HUN 69	Csaba Stadler	28	23	(dnc)	dnc	dnc	143
42	GM	HUN 961	Attila Varga	39	33	(dnc)	dnc	38	156
43	M	HUN 111	Gábor Ujvári	43	(dnf)	dnf	35	dnc	170
44	GGM	HUN 140	Gábor Mészáros	42	(dnf)	dnc	dnc	dnc	180

Photos: Gábor Csérta, <http://cseropix.hu>



- Finn Training Workshops
- Clinics held worldwide
- 27 years of coaching experience
- From entry level to Olympics
- Bases at Waiheke Island, NZL and San Diego, USA
- Specialised in Masters training

**Rob Coutts** has vast experience of coaching across many classes and at many levels, and has helped many athletes achieve their performance goals.

Rob was the Finn Grand Masters World Champion in 2012.

# Specialists in high performance sailing coaching



[www.robcouttssailing.com](http://www.robcouttssailing.com)

Email: [rob@robcouttssailing.com](mailto:rob@robcouttssailing.com)



**9-13. SEPTEMBER 2015.**  
[www.finnmastersec.org](http://www.finnmastersec.org)



The great Middle European event of ageless sailors since 2011



One Week before the Open Hungarian Championship (17-20. Sept.)

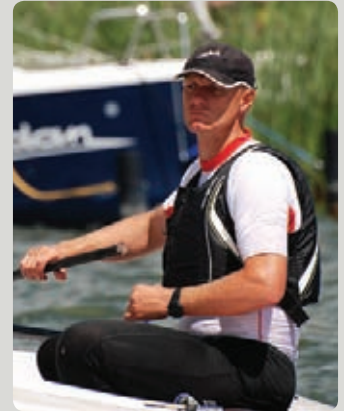


Host Club



- Tihany Peninsula - Lake Balaton: a region worth visiting!
- Masters Clinics on the 7-8 and 14-16 September including free PATA Boat and PATA Mast testing
- PATA Charter boats for the races: [info@patafinn.hu](mailto:info@patafinn.hu)





# Polish Masters in Poznan

The Polish Finn Sailing Association decided a few years ago to organise the most important sailing event for Masters in places that used to be Finn sailing centres, but now are facing problems with gathering even local competitors, Piotr Mazur writes.

Last year PFSA decided to grant the opportunity of organising the Polish Masters in Poznan, on a Kiekrz Lake. It used to be a very popular Finn sailing centre, attracting more than 100 Finn sailors for some of the regattas in the past. After few years of absence, due to transfer from different classes, Poznan became recently one of the most important Finn centres in Poland, with constantly growing numbers. We believe that giving the opportunity to organise the Masters in new locations is a good move to develop the class and have an opportunity to race in new places.

The regatta was organised 11-13th July by the Mewa Sailing Club, preceded by a sailing clinic. 25 competitors, including 18 Masters, entered the event, making it the biggest Finn competition in our national calendar in 2014. Not only Masters are allowed to enter the Masters Nationals, as it also counts in our National Ranking.

Racing started on Friday in light winds of 6-8 knots, but very shifty (as always on a small Kiekrz Lake), which made racing extremely thrilling. The first race was won by Marek Jarocki. Fighting was very fierce, as some of the competitors were granted yellow flags by the Jury. The second race was won by Dariusz Czapski, and the last race of the day by Tomasz Kosmicki. After the races there was a football match: Finn sailors against Snipe sailors (who had their National Championship at the same time in Poznań). Unfortunately it turned out that the Snipe sailors are better football players than us.

Saturday was even more thrilling, as it turned out that on the Kiekrz another event was organised – a swimming race along the whole lake. Eventually we had to race on the first run with extreme care not to run over the swimmers. The weather conditions were almost the same as on Friday. All four races were won by Tomasz Kośmicki. Mewa Sailing Club organised a very nice grill party in the evening. As only two races were to be held on Sunday, most of the competitors could stay out a bit longer.

Sunday was exactly the same as the previous days, as far as the weather was concerned. First race of the day was won by Tomasz Kosmicki, and the final one was won by Włodzimierz Radwaniecki.

Overall Tomasz Kośmicki won the regatta, but as this was the Masters event, it was their results that really mattered. Marek Jarocki became the new Masters National Polish Champion, Dariusz Czapski finished second, and Włodzimierz Radwaniecki third. Also Włodzimierz Radwaniecki was the best among Grand Masters, Jan Kominek won the Great Grand Masters category, and Jan Okulicz the Legends. The best classic Finn award was given to Piotr Rosiński.

Right: Piotr Rosiński, Jan Okulicz, Marek Jarocki

All photos by Anna Jarocka



1	Open	POL 9	Tomasz Kośmicki	12	14	GM	POL 55	Lesław Świstelnicki	110
2	M	POL 71	Marek Jarocki	26	15	GM	USA 1	Andrzej Skarka	112
3	Open	POL 18	Bartosz Ptak	32	16	GM	POL 38	Juliusz Reichelt	113
4	Open	POL 14	Piotr Mazur	44	17	GGM	POL 127	Jan Kominek	120
5	M	POL 7	Dariusz Czapski	50	18	L	POL 3	Jan Okulicz	125
6	GM	POL 99	Włodzimierz Radwaniecki	51	19	Open	POL 4	Artur Kos	136
7	GM	POL 26	Bogusław Nowakowski	62	20	GGM	POL 371	Mieczysław Szwed	147
8	Open	POL 17	Jakub Reszka	67	21	GM	POL 31	Maciej Rozkrut	152
9	GM	POL 23	Piotr Pajor	70	22	L	POL 24	Wojciech Jankowski	156
10	GM	POL 21	Jacek Binkowski	82	23	GM	POL 736	Piotr Rosiński	176
11	Open	POL 41	Robert Jarocki	86	24	L	POL 74	Janusz Taber	181
12	GM	POL 37	Mariusz Świstelnicki	91	25	Open	POL G	Rafał Matysiak	183
13	M	POL 6	Mieczysław Poptonyk	100					





Twenty-five Finns rigged up on the banks of Lake Vänern at Karlstad KF on Saturday, 13 September for the 2014 Swedish Masters and Open event 'Sola Cup'. The weekend forecast was for light winds and sunny weather.

# Swedish Masters in Karlstad

The first race on Saturday was sailed in a north-easterly at 6-10 knots, together with sunshine. On the first run Stefan Fagerlund found a good course and pulled out a solid lead to go on to win from Lars Edwall and Henrik Rydell. For the second race there were similar conditions at the start but the wind dropped a bit and got patchy. Round the first mark it was quite crowded with Martin Pluto in the lead. Pluto was overtaken by Edwall just before the bottom mark and the battle was really on going up the second beat. Pluto played the shifts perfectly to retake the lead and then showed good nerves to cross the line first followed by Fagerlund and Stefan

Nordström who climbed a few places thanks to good downwind speed. For the last race the wind was becoming a bit unstable which divided the fleet into two groups, one heading right and one left. On the first beat it looked good on both sides but half way up it was settled when a big shift gave the Left side a huge advantage. Leading the pack was Svante Collvin just ahead of Per Friberg. One meter before the finishing line Friberg was overtaken by Christofer Finnsgård who made his comeback to the class after a long break.

On Saturday evening the fleet enjoyed a very good meal in the clubhouse of Karlstad SS with a chance to share stories and prevarications from the day's event. As usual a very nice social event amongst good sailing friends.

Sunday morning was as sunny as the day before but unfortunately the forecast predicted even lighter winds for the day. After almost three hours of waiting the race committee decided to abandon racing. The prize giving crowned, for the second consecutive year, Stefan Fagerlund as first Swedish Master, Svante Collvin as first Grand Master, Jens Makhholm as first Great Grand Master and Jan-Erik Florén as first Legend. Yet another well organised regatta in Karlstad ended the 2014 season and the Swedish Finn fleet will return next year to this nice sailing venue to battle for glory and fame at the 2015 Swedish Masters and Open event Sola Cup.

1	SWE 22	Stefan Fagerlund - M	11	14	SWE 66	Ulf Bjureus - GM	43
2	SWE 2	Svante Collvin - GM	11	15	SWE 688	Håkan Stöod - GGM	48
3	SWE 14	Stefan Nordström - GM	11	16	SWE 698	Peter Bernstein - GGM	49
4	SWE 59	Lars Edwall - GM	15	17	SWE 111	Torsten Jarnstam - GGM	50
5	SWE 60	Martin Pluto	17	18	SWE 0	Gunnar Åberg - GGM	52
6	SWE 8	Christofer Finnsgård	19	19	SWE 52	Johan Forsman - GM	52
7	SWE 3	Christian Finnsgård - M	23	20	SWE 44	Bengt Strömberg - GGM	54
8	SWE 91	Pär Friberg - GM	25	21	SWE 88	Hans Gustavsson - GM	56
9	SWE 6	Olof Lundqvist - M	28	22	SWE 9	Veine Jutmar - GGM	61
10	SWE 16	Henrik Rydell - GM	32	23	SWE 702	Gert Pluto - GM	67
11	SWE 68	Jesper Åberg	35	24	SWE 725	Jan-Erik Florén - L	70
12	DEN 11	Jens Makhholm - GGM	36	25	SWE 35	Christer Jakobsson - GGM	74
13	SWE 800	Erik Åberg	38	26	SWE 75	Johan Wijk - M	81



# Russian Masters in Moscow

The Open Russian is one of the most popular Russian Finn regattas. It started in 2007 and regularly attracts 50 to 80 sailors from Russia and abroad. Traditionally it includes the Russian Finn Masters and Russian Championship in the Finn. This year despite the difficult

economic and political situation 61 sailors from 15 regions of Russia, Ukraine and Italy arrived in Moscow, including 30 Masters. Dimitry Petrov won the Masters and finished fifth overall in the Open Russian.

After the medal race was cancelled because there wasn't enough wind, a start was made for the Team Fantastica prize. The race attracted top sailors including Victor Potapov, Luca Devoti and Viktor Kozlov. The great sailors showed their high skill level using unexpected techniques, sometimes leaving the young sailors behind. By the end of the race the junior Denis Kotlyarov led, but he made a mistake at the last mark, and the race win went to Aleksey Borisov. Results below are extracted from Open Russian.



5	RUS 111	M	Dmitriy Petrov	49	35	RUS 1117	GM	Andrey Bill	263
9	RUS 41	GM	Felix Denikae	93	36	RUS 212	GM	Lanfranko Cirillo	263
11	RUS 21	GM	Vladimir Butenko	109	39	RUS 4	GM	Sergey Kovalenko	309
12	RUS 161	M	Aleksandr Kuliukin	111	44	RUS 74	M	Yan Mahanek	345
13	RUS 3	GM	Aleksey Borovyak	123	45	RUS 28	GGM	Viktor Kozlov	362
17	RUS 25	GM	Anatoliy Voshhenikov	159	46	RUS 739	GM	Mihail Korchagin	367
18	RUS 34	GM	Aleksandr Kasatov	160	48	RUS 131	M	Aleksandr Lauhtin	370
19	RUS 205	M	Sergey Stepanov	168	50	RUS 20	GGM	Sergey Bolotin	379
20	RUS 17	M	Vasiliiy Kravchenko	175	53	RUS 96	M	Boris Razuvalov	432
21	RUS 51	GM	Mihail Petriga	175	54	RUS 97	M	Maksim Gromov	458
22	RUS 13	M	Lev Shnyr	190	55	RUS 18	M	Evgeniy Dzhura	479
23	RUS 16	M	Oleg Hudyakov	190	56	RUS 11	GGM	Valentin Danilov	485
24	RUS 5	GM	Sergey Zabotin	192	57	RUS 61	M	Dmitriy Volovik	499
28	RUS 142	GGM	Yuriy Polovinkin	226	58	UKR 17	M	Valeriy Krupenin	558
32	RUS 69	M	Denis Haritonov	241	59	RUS 37	GM	Aleksey Aleksandrov	558





The Finn like many older designs of sailing boat is an iconic design, one that stands out in a crowd, one that is noticed and commented upon by bystanders. The real boat shaped hull, with the forward mounted un-stayed rig of the Olympic aspirants or the highly varnished well maintained wooden boat will both draw a crowd.

# Classic Finns

By Martin Hughes, GBR 567



In the UK we have recognised the importance of the old classic Finn dinghies built before the modern race-boat era. Finns have been built in the UK since the early 1950s but so often these older boats are forgotten or just not raced. Yet many are our heritage and the pre-cursor to the modern boat. The different hull shapes and building materials mean these older boats have some interesting characteristics, but they are often very inexpensive to buy and with a little work can be competitive at club and even at national levels.



Over the past 5-6 years several UK sailing clubs have developed small fleets of older Finns and have adopted the Classic and Vintage Racing Dinghy Association (CVRDA) CVRDA.org.uk classifications for older dinghies. Their simple classification of any boat is a 'classic' boat if it was designed before 1965 but built before 1985, has been used to establish 'classic Finn' classes in many clubs; however, all must be sailed with an aluminium or wooden mast and a white sail of cotton, polyester or Dacron.

There are many manufacturers of glass-fibre boats including Tiptree, Mader Vanguard, Butler, Lanaverre, Roga and Pata-Lemieux, all will probably need some work but will generally be sound hulls. If on the other hand you want a wooden boat some of the main manufacturers include Fairey Marine, Taylor, Morrison, Raudaschl and Warwick. Many boats have been restored to beautiful pieces of furniture but the very stiff hulls make them less competitive than most glass boats. One of the greatest advantages to the Finn class has been the demands set upon builders by Olympic competition, boats are not built down to a light weight, they are solid resulting in hulls built to the highest quality. An old unrestored boat may be purchased for less than the cost of a second hand sail, but there may be lots of work to do, including re-decking and re-painting. This is especially the case, when the original glues used to put the decks onto the strongly made hulls, have begun to degrade. GRP hulls, once dried out, can be easily repaired, refurbished and repainted with modern glass-fibre products. Repairing dislocated flooring panels is quite straight forward. Restoring an old classic boat can be great fun and very rewarding, but do not expect to get out on the water very quickly.

In 1996 the British Finn Association (BFA) established a classic national championships, which has been hard fought over ever since. The fleets, sailing with alloy



masts and Dacron sails, have gradually increased as more classic boat owners have restored old boats. Increasingly club fleets of classic boats have also grown and sailors have become more ambitious as they discover carbon rigs and plastic sails that they can use to be more competitive against the modern race-boats.

In an effort to meet this demand for the older boat owners the BFA have established a new classification specifically for boats recognised as 'classic' on the national race circuit. They have adopted a 'classics with carbon' grouping within the BFA. This is a classification that will sail in selected UK national events, where classic boat owners sail with a modern carbon wing mast and modern plastic film sail. This is simply any boat built on or before 1985 with a carbon rig and modern sail. This flexibility of rig choice allows sailors to compete alongside modern boats on nearly equal terms, but to also sail their alloy or wooden rigs with Dacron sails in classic events. The results have been surprising.

The first event was held at Northampton SC in October 2014, with 5 'classics with carbon' participating. There were 25 boats in total sailing in testing gusty conditions. Martin Hughes sailing his 1957 Fairey Marine boat 'Fino', took the first classic place and fifth overall, with a worst place finish during the event of 10th. The old boats can still do it with a carbon rig performing well against other classics but also demonstrating they can perform against the likes of the UK's top Finn sailors in their race boats.



Sorry, but we didn't manage to make a proper ad, we were too busy making your new gear.



www.sandiline.com  
catalog.sandiline.com





# Dutch Masters in Medemblik

By Ronald Ruiter, NED 67



Our Masters Championships this year were combined with the normal Dutch Championships. So this report also mentions some young guys.

Most Finn sailors made the trip to Medemblik Tuesday evening. This event was one that the Dutch Finn sailors aren't proud of. We even feel the need to apologise to our foreign friends who made the long trip to encounter an unfavourable sailing schedule and committee, although with 54 boats on the start we were the biggest fleet in this combined Dutch sailing championships for Olympic Classes.

Friday morning at 10.00 we were the first to start. With about 45 minutes of sailing to the start this meant an early wake up call. In very light winds Nanno Schutrops made the best impression to win, but because of some on water supporters with a yellow flag and whistle he made some extra turns in the second race. And because of a second yellow flag and a vertical 360 on Sunday, his chances were gone. Karel van Hellemond took second in the first race and was also the best Master.

The second race was one to forget as soon as possible. After a brilliant start and first upwind beat, Joos Bos and Chris Frijdal were far away. But then fog entered the race area and the mark was hard to find. Bob Heineke, Dutch Champion in two classes, must have had a radar in his boat as he was the first to find it. Joos came in second (First Master) to secure a top ranking after the first day. The third race was stolen from us, because the Melges 24 and J22 had their turn on this course. So we sailed home through the fog; a few sailors arrived one hour later than the rest.

The highlight of the three days of sailing we had at Jack Brakeboer, the traditional spot for our yearly Finn Barrel (Lush, Carousal, orgy, etc.) And after some complaining, boozing, brave stories, more boozing, gambling on tomorrow's results, even more boozing, we went home.

On Saturday, after four boats just had hit the water, we heard that the races

were postponed by three hours. So Cees Scheurwater took the time to explain to the committee how to organise a fair race and how to put a perfect finish line in. And they must have listened to him...after two great races with good and solid winds, and best Master results by Chiel Barends and Karel van Hellemond, we again were sent home, because of the 30 J22 and Melges 24. A few Finn heroes from abroad had had enough and went home.

The buffet, music and BBQ on Saturday evening were perfect and a big improvement compared to earlier championships. This really made up a little for the sailing frustrations.

On Sunday sailing was what it was meant to be when you are a Finn sailor. Very steep waves with 20-26 knots of wind almost made us forget the days before. It was just perfect. Hein van Egmond (not even close to being a master) who couldn't make it on Friday won all three races. The best Master in the first race was Luuk Kuiper and in the other two races Karel van Hellemond.

And after this day, it was very clear that Karel van Hellemond won our Masters Championship. He even won (that was closer) our normal Dutch championships. Joos Bos sailed a perfect regatta and won Silver, just before Olof Lundqvist from Sweden. Great of him to stay until the end. The Grand Master title went to Joos Bos, the Grand Grand Master title to Chris Frijdal and the Legend title to Rodrick Casander.

Next year we promise you all a much better event. Maybe in Medemblik, but there is also a big chance that we change the venue. So be welcome next year.

1	NED 41	Karel Van Hellemond, M	23
2	NED 80	Sander Willems	29
3	NED 62	Gert Van Der Heijden	31
4	NED 927	Douwe Broekens	34
5	NED 17	Bob Heineke	46
6	NED 787	Nanno Schuttrups	49
7	GER 799	Cornelius Schollmayer	49
8	NED 54	Joos Bos, M	68
9	NED 29	Bas De Waal	74
10	NED 101	Chris Frijdal	75
11	SWE 825	Olof Lundqvist, M	81
12	NED 94	Tijmen Rootselaar	83

13	NED 841	Hein Van Egmond	87
14	NED 965	Robert Thole	88
15	NED 66	Ewout Meijer, M	88
16	NED 60	Luuk Kuijper, M	94
17	NED 7	Cees Scheurwater	112
18	NED 67	Ronald Ruiter, M	114
19	NED 770	Hein Bloemers, M	121
20	NED 88	Chiel Barends, M	122
21	NED 100	Arend Arendvandersluis	126
22	NED 86	Stefan Marechal	131
23	AUS 8	Dirk Seret, M	134
24	NED 966	Sander Jorissen	136
25	SWE 59	Lars Edwall, M	149
26	NED 27	Paul Kamphorst, M	154
27	NED 902	Pieter Risseuw, M	164
28	NED 43	Ronald Van Klooster, M	166
29	NED 922	Roel Van Olst, M	169
30	NED 50	Jan Zetzema, M	177
31	NED 35	Bas Proper	178
32	NED 22	Peter Hubregtsen, M	181
33	NED 2	Wouter Molenaar, M	182
34	NED 704	Erik Verboom	184
35	GER 202	Rolf Elsaesser, M	190
36	NED 126	Maarten Godschalx	205
37	GER 62	Uwe Barthel, M	206
38	NED 18	Johan Van Straalen	210
39	NED 924	Fred Van Arkel, M	214
40	NED 82	Roel Lubberts, M	221
41	NED 31	Hans Zuurendonk, M	223
42	NED 58	Maxim Berrrens	228
43	NED 8	Rodrick Casander, M	236
44	NED 931	Hessel Hoekstra, M	239
45	NED 823	Nico Van Wirdum, M	246
46	GER 707	Uli Breuer	257
47	NED 112	Michel Miltenburg	263
48	GER 52	Reinhold Gross, M	263
49	NED 963	Paul Douze, M	272
50	GER 45	Dirk Sundermann, M	273
51	NED 982	Maarten Russchen, M	277
52	GER 165	Dirk Meid, M	280
53	NED 32	Peter Verhoef, M	290
54	GER 751	Benedikt Jost	308





# Italian Masters in Castiglione

By Marco Buglielli, ITA 2



41 helmsmen from Italy, Russia and Austria entered the event, organised by Club Velico Castiglione della Pescaia in the blue waters of the Tyrrhenian Sea.

On Friday a dying south-westerly left a confused sea and a light breeze from 3-5 knots. A race was abandoned when the first boat failed to reach the upwind mark in 30 minutes. The first race was shortened with Vladimir Butenko taking the bullet from Klaus Heufler with Francesco Cinque, the defending champion, third. Race 2 went to light air specialist Franco Dazzi from Butenko with the other hero of the day, Klaus Heufler, in third. On Friday night a nice buffet-dinner was offered to the sailors in Skipper Bar on the Castiglione della Pescaia's beach.



On Saturday Castiglione showed its famous sea breeze with stunning blue skies and a lot of excitement in the fleet. A building westerly from 10 to 16 knots gave the chance to sail three races, with free pumping in the last two. Race wins went to Nicola Menoni, Michael Gubi and Enrico Passoni.

The last day, on Sunday, the sea breeze came again at 10-12 knots, just below the limit for free pumping. Nicola Menoni won race 6 from Denikaev and Passoni. Race 7 went to Michael Gubi again with Enrico Passoni in second and Marco Buglielli in third.

The overall event went to the Russian Felix Denikaev (4-4-18-2-7-2-10). Nicola Menoni won the Italian Master (13-13-1-10-2-1-7) on equal points with Marco Buglielli (CV Roma, 5-8-4-6-9-8-3), who won the Grand Master title. Vladimir Butenko took fourth place. The Grand Grand Master title went to Franco Dazzi, with Angelo Cuccotti taking the Legend title.

The Master Championship was organised by Club Velico Castiglione della Pescaia with the help of the Municipality of Castiglione della Pescaia, European sport County for 2014.

1	RUS 41	Felix Denikaev	29
2	ITA 872	Nicola Menoni	34
3	ITA 2	Marco Buglielli	34
4	RUS 21	Vladimir Butenko	37
5	ITA 5	Francesco Cinque	39
6	ITA 6	Enrico Passoni	41
7	AUT 7	Michael Gubi	44
8	ITA 52	Franco Martinelli	52
9	ITA 11	Paolo Cisbani	64
10	ITA 67	Gino Bucciarelli	67



## 2015 ITALIAN MASTERS IN SICILY

In 2015 the Italian Masters Championship will take place in Marsala, Sicily, from 26-29 August.

Marsala is a nice town located at the extreme western end of Sicily, and has a very long history. It was founded on Lilibeo Cape in the IV century BC by the Phoenicians. There are many interesting sites around (Egadi islands, the ancient town of Mozia, the Stagnone lagoon, the



salt ponds, the medieval town of Erice, Segesta Greek temple and theatre, etc.)

Marsala is also very famous for its wines; a visit to the wineries and the cellars is very interesting and you can taste the rich local wines. Marsala has a mild climate through the whole year and has steady winds and perfect sailing conditions (medium strength 10/15 knots).

The Italian Finn Championship was held here in 2005 and is remembered as one of the most pleasant editions, with perfect conditions and warm hospitality.

Marsala is easily reachable by ferry from Genoa, Civitavecchia and Naples. Discounted ferry fares will be negotiated at good price. A low cost International airport is in Trapani, just 15 km from the Club. There are plenty of accommodation opportunities close to the Club, at very reasonable prices.

The Club, Circolo Velico Marsala, can offer all the facilities which can make a Championship unforgettable. They have experience in hosting big international events (eg. 2006 49er Europeans). The web site is [www.circolovelicomarsala.com](http://www.circolovelicomarsala.com).

You are all invited to come and join the Italian Masters





Walter Riosa has been a familiar face on the Finn scene for 20 years, both as a competitor and then as a boatbuilder. After many years campaigning Finns, and working for Devoti Sailing in the UK, he started his own company Hi-Tech Sailing and was able to bring some of his own ideas to life. Despite passing the age barrier several years ago, he waited until 2014 to sail his first ever Finn World Masters and took the silver medal in the Masters category after an excellent second place in the medal race.

# Walter Riosa on competing and boat building



## How and when did you first get involved in the Finn Class?

In my old yachting club we have a few top Finn sailors like the first European champion, Adelchi Pelaschier (my old coach), and his son Mauro. We grew up together with a plan to emulate them from the first day at sailing school, so Finn sailing was the goal and at the age of 17 years old I was selected for the junior National squad.

## Before the Finn?

My parents bought me a Mirror dinghy because I refused to sail in that small box called Optimist, but unfortunately it is not that popular in Italy and at the age of 14 I started crewing in a 420 and 470. However, after several arguments with my former helmsman my parents and coaches pushed me to move into a singlehanded dinghy. The choice was not that easy because my weight was around 70 kg: too light for a Laser Standard but the right weight for a Europe Moth. These were very popular during the 1980s when we were racing the worlds with over 200 boats. For me it was a very good experience: very technical like a miniature Finn.

## And then in the Finn?

I have been always on the low budget so I have never achieved great results because I never got the chance to do a proper full time campaign with proper funding. It was always alternated with work, but from 1994 when I start sailing Finn again after a long break to 1999 I was twice Italian vice National champion and then National champion, again after a long break. I won over 20 National races, I won the International Malcesine Finn Cup, and I have been a sparring partner at 1996 Atlanta Olympic Games and in the 2000 I was part of Prada's team.

## Why did it take so long for you to turn up to a World Masters?

One day I just realised, seven years after I was 40, that I was old enough to take part in the World Masters. Joking apart, I always wanted to come back and do some races but I always postponed that day because I was always conscious how much work you have to do to be competitive.

## What were your expectations?

I planned to go to Poland and win the World Masters but unfortunately three other sailors on the top podium had the same plan. But I am very happy to end up fourth and second Master. However if they not abandoned the first race when I was leading it, and I did not get a yellow flag on the last reach before the finish line in race three we would be having a different interview.



Photo: Piotr Fajfer / www.photoheaven.net

## What about level of competition?

There are a few good sailors with a great Olympic past, there are a huge range of good sailors coming from different backgrounds which they can prove very good speed in some conditions but the majority of the sailors coming at the event without any ambition of any result but they turn up just to have good time, but you have to be very aware of them on the starting line.

## And the atmosphere?

The atmosphere was brilliant and all the sailors come to the event to have fun: they turn the event into a unique event. Some of them are over 70, and they come with family for support and personally I was really shocked when they come ashore after they have been sailing three races with wind gusting over 25 knots, unbelievable...real heroes.

## So, was it more fun than you thought it would be?

Great fun. I know some of the sailors since we were sailing in a Junior squad from other countries and it's really funny that after so many years we are still talking about the same things....awesome.

## And your opinion on the format we are using?

Depending on Finn numbers I can only talk about my experience in Sopot which I was comfortable with. Two fleets of 120 plus per group but some of the regular at the World Masters did mention Punta Ala's formula was the best one....I repeat I don't know what is the right size fleet.

I have my idea of sailing as a sport in general at any level, no more than two races a day, third race if we really need it, no more than 25 knots of wind speed but I would drop the free pumping down to 8 knots. Most of the sailors consider the pumping as a bad thing, but what they don't understand is not only about physical strength, there is lots of technique and finesse behind it - an older person will never have the chance to pump over 12 knots, it is too much for them.

## And the medal race?

I never sailed a medal race before. In my day it didn't happen. But it was such an exciting, adrenaline race, great fun, and a pity I didn't win but second in 25 knots is good enough. Personally I am looking forward to have another chance next year.

## How would you like to see the FWM developing in coming years?

I think we should keep it simple and hold the Finn Masters in Europe where the big fleets are located, but on the other hand we have to move around the World to spread the event. However if we risk having a small fleet it will be too expensive and logistically to complicated for most of the standard Master sailors.

## How and why did you move into boatbuilding?

Deep down I always had a passion for building boats but never had a chance to do it. Then during the Sydney trials in 1999 I had a slipped disc in my spine and because I couldn't sail for a while I started to look for a job. Thanks to Tim and Luca I was offered a position in Burnham on Crouch, and since then I have not stopped.



**What is your background in boatbuilding?**

When I was eight years old, with my parents we built my Mirror dinghy from a kit, and after that I was always trying to get involved in building any composite boats or parts and any traditional wooden boat repairs. Then when I started to get involved in building Finns, we won a few medals in the Sydney 2000 Olympic Games, and then a few won few medals in the 2008 Beijing Olympic Games with the Yngling class. In 2005 with Hitechsailing I patented and put into the production the Hiking simulator along with others products. In 2009 we built our first Finn, and this year I designed the new shockcord system. There is more to come for 2015.

**You are now based back in Italy?**

I spent 13 years in the UK and I loved every single moment – obviously not counting the rainy days. It wasn't an easy decision but the Pound, day by day, became too strong against other currencies and it made it very difficult to export, and also, in the last year I was really missing my hometown Gorizia. Now two years after the decision I am very happy with the sales and enjoying the Italian life style.

**Is the wide choice of Finn gear good for the sailors?**

Monopoly is never a great thing for the final customers; better that suppliers increase the quality and control the prices.

**When you put your package together what do you try to do?**

Basically I am a Finn sailor who knows what the sailor is aiming at to get faster. In the last few years technology has moved very quickly and is available to everyone. Years ago most of it was top secret by aerospace, army, America's Cup. I do lots of research and do lots of tests of new materials to provide the right combination for each Finn sailor.



It sounds strange but building a Finn hull for a top sailor in some ways is simpler even if they all have different structure but, in common, they are all hiking and pumping very hard. The game becomes a bit more complicated when you have to build a Finn hull for a Master or an intermediate sailor that is not as physically fit as a top athlete but he wants to be fast or even faster than the top sailor and here is where the right material plays the important role.

**Finally, will we see you in Kavala?**

This is my plan but for how long I don't know as I do have some bones complaining here and there, but I will do my best to keep in shape and be around. But, Kavala....yes, I am really looking forward to that. I love Greece and the lifestyle. I have good memories training with Emilios and others lads in Athens, so I hope the atmosphere will be the same.... great suwlacki, great Mussaka... I'll see you all over there.



marinaprinzivali.it





Former Finn sailors are returning to the class all the time, many attracted by the quality of racing, renewal of old friendships or the sheer beauty of sailing in a near 300 Finn World Masters fleet. Two of those rumoured to be joining the Masters fleet in 2015 are Yuri Tokovoi and Vladimir Krutskikh, both Olympic campaigners from the 1990s and 2000s.

## Interviews with Team Fantastica coaches Yuri Tokovoi and Vladimir Krutshikh on their return to Finn competition

Both are now coaching, as part of Fantastica Sailing Team, the famous training group with an Italian-Russian leaning, owned by Lanfranco Cirillo (ITA 212).

They have both already made their Finn return with impressive performances at the 2014 Malcesine International Finn Cup, with Vladimir (pic below) finishing third and Yuri eighth.



Vladimir said, "My last Finn regatta was the 2005 Finn Gold Cup in Moscow. I finished all sailing then but I needed to get another profession I sailed in the Dragon class and a popular national class is Russia. I worked with Dragons for a while but it was not an interesting job, so when I met Lanfranco and got the chance to work with Finns again I was very happy."

"It was in 2012 that I met Lanfranco in Moscow, and he invited me to a clinic with him. We took two Finns and went for training. Then he invited me to create a

team and invite some young sailors into Team Fantastica and start together to create a sailing team; not really a professional team but a team to improve results. Not super athletes, but to work together to improve all the time. It was Lanfranco's idea."

"So I am coach for young team members of Team Fantastica. And Yuri is coach for Bambi and Michele. He is the main coach."

"Coaching young guys is very interesting. Every day is a new day. Every day when you give them an idea on set up, or another thing, they are like a sponge. They listen and do it and then improve. For me this is good and makes me feel good. My challenge is to improve the young guys to get them ready for top 10 at the Gold Cup.

"For me Finn class is very interesting for the guy who has big weight, very clever and a very good sportsman; for me the Finn is good boat to show upwind and downwind and reaching and super sailing."

"For next year Yuri, Lanfranco and myself will be sailing in the Finn Masters in Greece. We hope."

For Yuri Tokovoi it has been an even bigger gap since his last Finn regatta. "My last regatta in the Finn was the 50 years anniversary in Loosdrecht in 1999." He won that (see photo). "That was a big



moment and a big change in my life as I was invited to be the head coach for the Greek Olympic team – I had already been part time, but from then I was full time and of course I couldn't be a sailor any more doing that job."



"Lanfranco (left) invited me in the spring of 2014 to join the team, and the first time was in Palma. The name Fantastica for me is really fantastic, because everything is ready. I got a team already made. All communication and materials is already in place."

"We have one team which works well with different mentality, united together, to enjoy it and to enjoy the results, so we just help them."

"Since the Finn Gold Cup in Moscow," where he coached Emilios Papathanasiou, "I have

had a difficult period in my life so I was completely out of sailing. I saw water every day but I didn't even go for practice, but as I finished another job I started to think about sailing and at the beginning of this year I got a phone call from Lanfranco and everything started to happen: it's fantastic."

"I mainly coach Bambi and Michele. Coach is not the right word. We can coach the young guys because they can improve a lot – we give them information, we teach them about Finn class but their problem is that they don't have a lot of time – they are still doing studies."

"For Bambi and Michele, let's say we are more helper than coach because they are already good athletes and have done everything, but we help in some technical part with materials and small details."

"Lanfranco actually says he liked to see Finn boats from behind and we slowly want to change his opinion on that – for me it is better to see other Finns in the window – so we are slowly changing him. He's a really busy guy but he loves sailing. He likes it. He will jump on a boat in a second and go. Vladimir helps him a lot."

"Lanfranco wants to send me to Masters as he thinks I am still a Finn sailor. This is the Fantastica team for you!"

On sailing in Kavala. "I still live in Greece and it will be cheap for me to do, so maybe. I didn't even think about until yesterday – so maybe I will go." "Would he try to beat his boss? "Of course!"





# History of the Finn World Masters

The first suggestion for a special Finn Veteran Gold Cup for sailors over 40 years of age was from Dr. Fred and Heidi Auer at the 1969 IFA AGM in Bermuda. The Auers organised the first Veteran Gold Cup in 1970 on the Silvaplana See close to St. Moritz in Switzerland.

Even Rickard Sarby sailed in the regatta to represent Sweden. Mel Oskamp won and organised the next event in Holland. From this time stemmed the tradition that the winner has the right to decide the place of the next Veteran

Gold Cup. From 1974-1979 the event was held in Port Carmargue, France. Andre Mevel won three titles during this time. In 1978 Heinz Reiter of Germany won the Cup but when he offered to organise it in 1979, a committee was formed to retain the event in sunny Port Camargue.

In 1984 entries exceeded 100 for the first time and they had to divide the fleet into two groups on the small lake. In 1985, an even larger number gathered in Bavaria. In 1990, the sailors forced Georg Oser, the Masters organiser, to have an 'Oldie AGM', and one of its first actions was to rename the event the Finn World Masters. During this time there were generally more than 100 boats attending and in 1999 when 148 boats took part it was considered exceptional.

In 1995, Larry Lemieux won the first of his five title, the others following in 1998, 1999, 2001 and 2004. In 1996, for the first time ever the Finn

World Masters was combined with the 'real' Finn Gold Cup in La Rochelle, France, and this was repeated in 2000 in Weymouth, UK.

From 2003, André Budzien won three titles and seven more podium places. Also, long time Olympic campaigner Michael Maier reached an eligible age and has exceeded Lemieux's record with six titles. In 2008 numbers passed 200; there were 229 entries for Medemblik, but this was exceeded the following year and twice since with the record now standing at 285 in 2013.

The only problem with the Finn World Masters is that each year a new group of sailors qualify without merit simply by getting older than 40, so the numbers sailing get bigger all the time. And the problem for the organisers is finding a venue large enough for such a big fleet.

# About the Finn World Masters

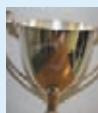
Finn sailors of the age of forty and above are called 'Masters' and are divided into age groups: Master (40-49), Grand Master (50-59), Grand Grand Master (60-69) and Legend (70 and above). Each year the Masters, the Grand Masters, the Grand Grand Masters, the Legends

and Ladies sail a separate World Championship called the Finn Masters. Also existing are the large local groups of Finn sailors, which are actively involved in national or club level regattas. Ages vary between 18 and 75 years, but in the Finn Legends some sailors are above 80 years. The binding factor characterising these Finn sailors is that all have a sport-loving, collegial and institution based on friendship and respect. Note: If, in a specific year, you reach(ed) the age as listed, the accompanying title is applicable from January 1 to December 31 of that year.

Category	2015	2016	2017
	Jan.1 – Dec. 31	Jan.1 – Dec. 31	Jan.1 – Dec. 31
<b>Master</b>	40-49 Born in 1966 to 1975	Born 1967-1976	Born 1968-1977
<b>Grand Master</b>	50-59 Born in 1956 to 1965	Born 1957-1966	Born 1958-1967
<b>Grand Grand Master</b>	60-69 Born in 1946 to 1955	Born 1947-1956	Born 1948-1957
<b>Legend</b>	70+ Born in 1945 or earlier	Born 1946 or earlier	Born 1947 or earlier
<b>Ladies</b>	40+ Born 1975 or earlier	Born 1976 or earlier	Born 1977 or earlier

NOTE: all ages and years are inclusive of that year

# Trophy Winners



## MASTERS

(President's Cup, Presented 2014)

2014 Aleksandr Kuliukin, Russia

## GRAND MASTERS

(Finn Veteran Gold Cup - Trophäe Marktgemeinde Kaltern 1984)

- 1984 Walter Mai, Germany
- 1985 Jorgen Lindhardtzen, Denmark
- 1986 Heini Unterhauser, Italy
- 1987 Peter Raderschadt, Germany
- 1988 Hans Fatzer, Switzerland
- 1989 Peter Raderschadt, Germany
- 1990 Mikael Brandt, Sweden
- 1991 Kurt Schimitzek, Germany
- 1992 Roland Balthasar, Germany
- 1993 Peter Vollebregt, Netherlands
- 1994 Roland Balthasar, Germany
- 1995 Larry Lemieux, Canada
- 1996 Roland Balthasar, Germany
- 1997 Wolfgang Gerz, Germany
- 1998
- 1999 Jiri Outrata, Czech Republic
- 2000 Hans-Günter Ehlers, Germany
- 2001 Luksa Cicarelli, Croatia (1st GM)
- 2002 Henry Sprague, USA (1st GM)
- 2003 Eberhard Bieberitz, Germany
- 2004 Jiri Outrata, Czech Republic
- 2005 Marin Mrduljas, Croatia
- 2006 Eberhard Bieberitz, Germany
- 2007 Marin Mrduljas, Croatia
- 2008 Ilias Hatzipavlis, Greece
- 2009 Francesco Cinque, Italy

- 2010 Michael Gubi, Austria
- 2011 Marc Allain des Beauvais, France
- 2012 Rob Coutts, New Zealand
- 2013 André Budzien, Germany
- 2014 Michael Maier, Czech Republic

- 2008 Bozena Smidova, Czech Republic
- 2009 Brigitte Devilliers, France
- 2010 Brigitte Devilliers, France
- 2011 Sabine Breuer, Germany
- 2012 Sabine Breuer, Germany

## GRAND-GRAND MASTERS

(Finn World Masters Trophy Buildd by Ralf Kratz SV Biblis Germany)

- 2000 Luksa Cicarelli, Croatia
- Mike Till, Great Britain (1st GGM)*
- Louie Nady, USA (1st GGM)*
- 2001 *Minski Fabris, Croatia (1st GGM)*
- 2002 André Budzien, Germany
- 2003 Larry Lemieux, Canada
- Alan Tucker, South Africa (1st GGM)*
- 2004 Friedrich Müller, Germany
- 2005 Friedrich Müller, Germany
- 2006 Luksa Cicarelli, Croatia
- 2007 Luksa Cicarelli, Croatia
- 2008 Jorgen Lindhardtzen, Denmark
- 2009 Luksa Cicarelli, Croatia
- 2010 Michael Brandt, Sweden
- 2011 Pascal Tétard, France
- 2012 Henk de Jager, Netherlands
- 2013 Henry Sprague, USA

## GOLDEN CRUTCH

- 1988 Han van Vierssen, Netherlands
- 1989 Horst Klein, Germany
- 1990 Rolf Lehnert, Germany
- 1991 Herbert Sondermann, Germany
- 1992 Jürgen Kraft, Germany
- 1993 Lucio Nodari, Italy
- 1994 Dieter Borges, Germany
- 1995 Hans-Günter Ehlers, Germany
- 1996 Jiri Outrata, Czech Republic
- 1997 Kurt Schimitzek, Austria
- 1998 Kurt Schimitzek, Austria
- 1999 Herbert Sondermann
- 2000 Claudio Bosetti, Italy
- 2001 Louie Nady, USA
- 2002 Mladen Makjanic, Croatia
- 2003 Peter Raderschadt, Germany
- 2004 Martin Plecity, Czech Republic
- 2005 Nicola Menoni, Italy
- 2006 Bernd Moser, Austria
- 2007 David Potter, Great Britain
- 2008 Laurent Hay, France
- 2009 Francesco Cinque, France
- 2010 Bas de Waal, Netherlands
- 2011 Arwin Karssemeijer, Netherlands
- 2012 Panagiotis Davourlis, Greece
- 2013 Raymond Hall, New Zealand
- 2014 Alexiy Marchevskiy, Russia

## LEGENDS

(Legends Trophy presented in 2012)

- 2006 Walter Mail, Germany
- 2007 Seigfried Bohl, Germany
- 2008 Walter Mai, Germany
- 2009 Walter Mai, Germany
- 2010 Richard Hart, Great Britain
- 2011 Howard Sellars, Great Britain
- 2012 Howard Sellars, Great Britain
- 2013 Friedrich Müller, Germany
- 2014 Richard Hart, Great Britain

## LADIES

(Ladies Trophy presented 2012)

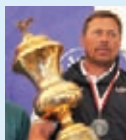
- 2006 Bozena Smidova, Czech Republic
- 2007 Bozena Smidova, Czech Republic

\* NOTE: These lists generally represent the engraving on the trophies. Some trophies appear to have been used for various categories over the years. Where there are inconsistencies or lack of engravings, other names are displayed in italics. It seems some sailors won categories but the trophies were presented to others. Please see the results tables on <http://www.finnclass.org/news/686> for complete lists and the large number of gaps in the records that need completing.





# Finn World Masters 1970-2014



## 1970 St Moritz, Switzerland

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

## 1971 Medemblik, Holland

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

## 1972 Gargnano, Garda, Italy

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

## 1973 - Not awarded

## 1974 Port Carmargue, France

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

## 1975 Port Carmargue, France

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

## 1976 Port Carmargue, France

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

## 1977 Port Carmargue, France

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

## 1978 Port Carmargue, France

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

## 1979 Port Carmargue, France

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

## 1980 Lake Lipno, Czechoslovakia

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

## 1981 Port Carmargue, France

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

## 1982 Lake Neusiedl, Austria

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

## 1983 Port Carmargue, France

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

## 1984 Lago di Caldaro, Italy

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

## 1985 Seebruck, FR Germany

- 1 Jorgen Lindhardtzen, Denmark
- 2 Klaus Stuffer, Italy
- 3 Henning Wind, Denmark

## 1986 Lagi di Bracciano, Italy

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

## 1987 Les Embiez, France

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

## 1988 Lido degli Estensi, Italy

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

## 1989 Torbole, Garda, Italy

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

## 1990 Altenhein, Switzerland

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

## 1991 Port Carmargue, France

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

## 1992 Uppsala, Sweden

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

## 1993 Lake Bracciano, Italy

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

## 1994 Diessen, Germany

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

## 1995 Malcesine, Garda, Italy

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

## 1996 La Rochelle, France

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

## 1997 Cervia, Italy

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

## 1998 Castelletto di Brenzone, Garda, Italy

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

## 1999 Maubuisson, France

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

## 2000 Weymouth, England

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

## 2001 Kingston, Canada

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

## 2002 Split, Croatia

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

## 2003 Schwerin, Germany

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

## 2004 Cannes, France

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

## 2005 Bracciano Lake, Italy

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

## 2006 Lake Balaton, Hungary

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

## 2007 Murcia, Spain

- 1 André Budzien, Germany
- 2 Agustin Juarez, Spain
- 3 Allen Burrell, Great Britain

## 2008 Medemblik, Netherlands

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

## 2009 Maubuisson, France

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

## 2010 Split, Croatia

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

## 2011 PuntAla, Italy

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

## 2012 Pwllheli, Wales

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

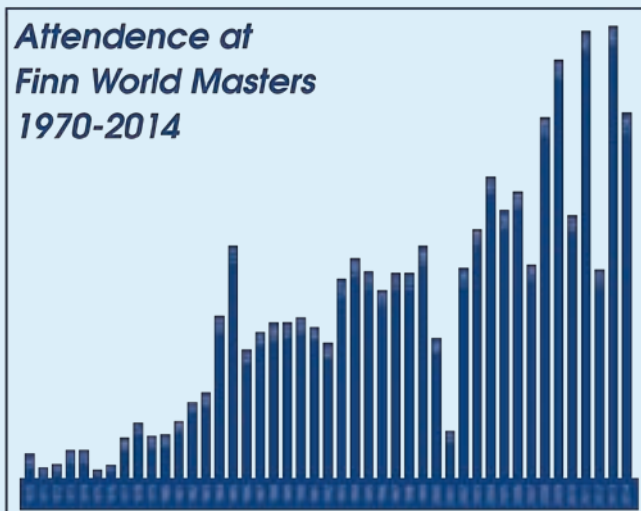
## 2013 La Rochelle, France

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

## 2014 Sopot, Poland

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

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



# Annual Masters Meeting

## 11 June 2014

### Sopot – Minutes



**Annual Masters Meeting 2014 - Minutes**  
**Wednesday 11th June, 10.00 am**  
**Held at Sopot Sailing Club, Poland**

#### Present

President: Andy Denison  
 Committee: Henk de Jager, Rolf Elsaesser, Marc Allain des Beauvais, Fons van Gent  
 Finn Sailors: approx. 150

#### 1. Opening by the Master's President

President, Andy Denison, opened the meeting by welcoming everyone. He reported that he has received a letter from the oldest Finn sailor in Poland, Czesław Marchaj sending his greetings to everyone. Ray New (GBR 80) will be taking minutes.

#### 2. Approval of the minutes of the AMM 2013

**La Rochelle** (published on FWM Website.)  
 Minutes of the 2013 meeting in La Rochelle were approved. There were no matters arising.

#### 3. Masters President report

Andy Denison presented his report to the meeting.....

- He had travelled to Sopot and Kavala to view the venues and meet the hosts and all appeared well, reports from these visits are on the website.
- Similar reports will be provided for the 2016 venue
- Andy thanked Fons for his support during his first year as President and presented Fons with a small gift.
- A new Finn Masters bank account has been opened at Lloyds Bank in UK, this is a euro/sterling account
- A new website has been now been set up in UK. Andy thanked Jan Kingma for his past work on the website and reported that Jan will continue to support the Masters in Poland and as a web assistant in the future.
- A new magazine, Finn World Masters, was produced in January. Anticipated to be an annual publication.
- Andy encouraged more counties to run their own Finn Masters events and provide reports to the magazine
- Changes to the Finn Masters guidelines/NOR/SIs are under review
- Another perpetual trophy has been purchased, to be called the Presidents Cup. This will be awarded to the first Master.
- Andy attended the UK Dinghy Show in March and met with the Barbados Tourist Board. It was here that a plan for Finn World Masters in Barbados was conceived.
- Work on transporting Finns in containers is ongoing, with help from Devoti, and information is available on the website.

#### 4. Masters Committee (members standing for re-election)

Fons has served a year as past President and will

now retire from the Committee. Philip Baum has been nominated and agreed to be a replacement and joined the Committee. Rolf was due for retirement but has agreed to continue on the Committee.

#### 5. Financial Report 2013-2014

£12,359 was transferred to the new account at the start of the year. £1,900 spent on magazine, £1,500 on new website. Income from magazine advertising was £1,300  
 The balance in the account is now £9,235 without income from Sopot and IFA. The financial year runs from Annual Masters Meetings. The Accounts were reviewed and signed off by Howard Sellers and Jan Okulicz.

Question: Henry Sprague (USA 74) – why do we need to keep so much capital? AD answered we need to keep a reserve in case of cancellations, host club emergencies etc.

#### 6. Website / Magazine

New Finn Masters magazine now in circulation, thanks to efforts of Robert Deaves. AD thanked the advertisers and encouraged anyone wishing to advertise in future copies to speak with Robert Deaves.

#### 7. Country Masters Representatives

A sheet was passed around the meeting for country Masters representatives to sign. This list will be added to the website for reference.

#### 8. Legends. Motion to review Legend discards was dropped

#### 9. The Master's venues for 2016

Presentations were made by -  
 Bracciano, Italy  
 Tihany, Lake Balaton Hungary  
 Torbole, Lake Garda, Italy  
 All presentations appear on [www.finnworldmaster.com/calendar](http://www.finnworldmaster.com/calendar)

There were some questions from Wouter Molenaar (NED 2) - Have locations been visited to ensure all round suitability, including things like parking, camping etc?  
 Answer – all locations were known by various committee members and known as successful sailing venues. Visits have not been made but the successful candidate will be visited.  
 Andreas Bollongino (GER 19) - Is the Lake Garda venue one club or shared by more than one?  
 Answer – Torbole is the only club involved and can provide all necessary facilities.  
 Charles Heimler (USA 2) - Can European dates be adjusted to be close to Gold Cup?  
 Answer – it was felt this would not be possible

#### Voting for the Master's venue 2016

The following votes were cast by a show of hands from Finn Masters at the meeting.

Tihany 14 votes  
 Bracciano 58 votes  
 Torbole 75 votes  
 Torbole, Lake Garda will be the venue for the 2016 Finn Masters

#### 10. 2019 Maubisson, France

Maubisson have indicated they would like to maintain their 10 year cycle and host the event in 2019. A vote was taken on whether the Finn Masters wants to commit to this at such an early time as this is outside the guidelines for selecting venues.

Votes for committing to 2019 = 21  
 Votes against committing to 2019 = the remainder (> 120)

It was resolved that no commitment would be made at this time.

#### 11. 2017 Barbados

(Presentation on website)  
 AD stated he had a letter from Barbados Tourism Board supporting the proposal. It was stated by Andy Davies that Finns could be transported from Portsmouth or Le Havre for a guaranteed fixed price of 120 euros. This is made possible by subsidy support from Geest.  
 Questions were asked about costs of shipping from USA and Australia, Andy Davies stated that he did not know but would provide that information in a few weeks. The event date would be early June 2017.

A discussion was held about whether to depart from the stated guidelines regarding venue selection (i.e. 2 year maximum). This was put to a vote.....

In favour of departing from guidelines 87 votes  
 Against departing from guidelines 2 votes  
 It was agreed that the Barbados proposal should be considered at this time.  
 A vote for having Barbados as the 2017 venue was then held.....

In favour of Barbados in 2017 93  
 Against Barbados in 2017 4  
 The 2017 venue will be Barbados.

After this vote it was proposed that we should return, in future, to strict adherence of the 2 year guideline. This was generally agreed.

#### 12. Questions / AOB

There were 2 proposals submitted for discussion/decision....

i. Proposal by Jake Gunther (AUS 3) to increase the annual levy from 10 euros per boat to a higher figure. Jake made a strong case for this proposal and suggested we vote on various levels of increase. The vote was held with the following results.....

20 euro levy 54 votes  
 30 euro levy 32 votes  
 40 euro levy 5 votes

It was agreed that the levy will be raised to 20 euros for future events so the entry fee would increase by 10 euros.

ii. Proposal by Robert Deaves (GBR 10) that the Finn Masters Committee should be empowered to run 3 races in a day (current guidelines state 2 races maximum per day) if necessary, to save an event if races are lost on other days. There was some discussion and it was clarified that only the Masters Committee should make this decision, not the organising club or race officer. There were 84 votes in favour of this proposal so it was carried.

iii. Fons, as a retiring committee member and past president, addressed the meeting stating that he had enjoyed his time on the committee, thanked everyone for their support and stated that the organisation was in very good hands with Andy as President. He received a standing ovation.

#### 13. Date and place of the next Annual Masters Meeting will be Kavala, Greece on Wednesday 27th May 2015 at 10am.

14. The meeting closed at 11.20 am.





## Finn World Masters Rules



### FINN WORLD MASTERS CHAMPIONSHIP RULES

Last updated August 2014

#### 1. INTRODUCTION

The Masters World Championships of the International Finn Class shall be governed by the Rules of the International Finn Class (IFA); the Racing Rules of Sailing in force at the time of the event; the Masters World Championship Rules; and the Finn World Masters Championship Guidelines. These shall be binding on the Organising Authority (OA) unless varied in writing.

All documents and messages concerning this event shall be written in the English language and the language spoken shall be English.

#### 2. ORGANISATION OF THE CHAMPIONSHIP

The Organising Authority (OA) will organise and manage the Championship in close conjunction with the Master's President. The OA is financially responsible for the whole event. No funds from the FWM will be available, except for the prizes, as mentioned in Section 2.4.

#### 3. DATES OF THE CHAMPIONSHIP

The Championship will be held during the period of Whitsun.

The Practice Race will be on Whitsunday afternoon in the race area where the official races will take place.

The first race will be sailed on the Whit Monday.

The last race will be sailed on the Friday following Whitsunday.

Other dates will be considered only after discussion with the Masters President.

#### 4. ELIGIBILITY

The Masters World Championship shall be held annually and is open to all Finn sailors who during the calendar year of the event shall be in their 40th year or older.

There will be the following categories:

- World Master (the overall winner)
- Master (winner 40-49 years old)
- Grand Master (winner 50-59)
- Grand Grand Master (winner 60-69)
- Legend (winner 70+)
- Ladies
- Classic Boat (Built prior to 1985)

#### 5. CHAMPIONSHIP VENUES

The Masters World Championship shall be sailed on waters that have a record of stable wind directions and good breezes; variable and very light air venues shall be avoided.

The course of the Masters World Championship shall be exclusive and separate.

The date and place for the Masters World Championship shall be published on [www.finnworldmasters.com](http://www.finnworldmasters.com) by the Masters President no later than 12 months prior to the event.

The venue will normally be situated within Europe, however, the Annual Masters Meeting can decide to accept a candidate outside Europe.

#### 6. FORMAT

The series will consist of a maximum of eight races.

A maximum of two races will be sailed on each day; except that three may be sailed to save the series if races have been lost. This decision shall only be taken with the approval of the Masters Committee.

Fours races shall be completed to constitute a series.

The format will be announced at least 3 months prior to the event. It will depend of the expected number of entries and what is realistic on the sailing water.

Depending on entries, the fleet will be divided into two, three or four Colour Groups of similar size, which will change each day. The decision about the amount of groups will be with the Masters President.

The format could be as follows:

When sailing in one group, there will be a maximum of 8 scoring races.

When sailing in more than one group there will be a maximum of seven opening series and, on the last day of racing, there will be one final fleet race and a medal race. For the medal race the top ten sailors in the overall result after the opening series plus the sailors with equal points to number 10 will be selected for the medal race.

When sailing in more than one group the daily results after the first day will be used to allocate groups. For the practice race and the first racing day groups will be allocated at random.

Identification of the boats in the different groups will be defined in the Sailing Instructions.

#### 7. SCORING

The low point scoring system, Rule A2, will apply. After five races have been completed, the worst score of each competitor will be discarded.

In the medal race (if applicable) the scoring points will be doubled and not discarded.

The results for the age groups (Masters, Grand Masters, Grand Grand Masters and Legends) will use the points the competitors have in the overall results.

#### 8. ENTRY FORMS AND NOTICE OF RACE (NOR)

The Organising Authority shall publish the official NOR and relevant Entry Forms in the English language during the month of January in the same year of the event, or at least four months prior to the event, whichever is earlier. The NOR, whilst abiding by the RRS, shall be subject to the express agreement of the Masters President.

The entry fee shall be agreed with the Masters President and shall include the cost of the award dinner and a €20 fee for the Masters account. The Masters fee may be changed at the Annual Masters Meeting.

Eligible boats may enter by completing the official Entry Form for the Masters as published on the Finn World Masters event website.

Fully completed entry forms and payments should be received no later than four (4) weeks prior to the event. After completing and sending the Entry Form the competitor agrees to pay the Entry Fee as defined in the NoR, however, only after receipt of payment is a competitor's entry valid. Entries and payments received less than four weeks before the first race, will be charged 50% more. Entries received after arrival will be charged double the entry fee. No shows without notification will be expected to pay before any entry will be accepted in future years.

#### 9. SAILING INSTRUCTIONS (SI)

The SIs shall be published by the OA in accordance with the provisions of current RRS, ISAF Race Standards and IFA Class Rules, and Finn World

Masters Championship Rules, and approved by the Masters President no later than 2 months prior to the event. The President will, at least 3 months before, provide standard SI to an OA for next Championship. These standard SI will be adapted on limited items to the local organisation.

#### 10. INTERNATIONAL JURY

There must be an International Jury in accordance with RRS Appendix N. It shall include at least six members (2 from the organising country and 4 from other countries) who have proven experience in on the water judging of RRS 42 (Propulsion) and umpiring Medal Racing. At least one should have practical Finn racing experience. The International Jury should meet with the IFA Representative or Masters President before the first race for a policy briefing. The Jury Chairman must not be of the same Nationality as the organising country.

One national judge may be appointed through the Eurosaf exchange, but not the international judges. As long as Appendix N is applied, one national judge from the host country may also be appointed.

The constitution of the Jury must be approved by the Masters President, at least 6 months prior to the event.

There shall be at least one boat with 2 judges per fleet.

For the medal race the OA must provide 3 suitable judge boats.

RULES 42 and 31: The Jury will apply Appendix P of the Racing Rules of Sailing with regard to Rule 42 and may draw attention to boats that break Rule 31 during the rounding of the marks.

#### 11. COURSES

Courses will be either a windward-leeward course or a trapezoid course. The target time for a race is 75 minutes; the maximum time for a race 120 minutes.

When sailing in 1 starting group the windward-leeward course will be used. When sailing in 2 starting groups the trapezoid course, with outer and inner loop may be used. When sailing in more than 2 starting groups, 2 race areas should be sailed simultaneously.

#### 12. ADVERTISING

The Organising Authority may require all participating boats to display the event sponsor's advertising in accordance with RRS.

#### 13. INSURANCE, NATIONAL ASSOCIATION DUES AND IFA DUES

All eligible boats shall provide the current IFA Class sticker for the year of the Championship plus hold an insurance Certificate showing a minimum third party limit of €2,000,000 or equivalent in another currency. Sailors shall sign a declaration, but should not be asked to present the insurance documents.

#### 14. RACE OFFICER (PRO)

The PRO shall be an ISAF qualified International Race Officer and his appointment shall be subject to the approval of the OA and the Masters President.

#### 15. RACE OFFICE

Starting from the first measurement day the Race Office should be open daily from 8.30 am until 7 pm.

Preliminary race results must be available as soon as possible after each day's racing and posted onto the Official Notice Board.

The Official Notice Board must be in, or close to, the Race Office.



The GPS coordinates of the Race Office will be mentioned in the Notice of Race.

## 16. EQUIPMENT INSPECTION

The items of sailing equipment to be inspected and the measurement procedure will be discussed with the Master's President, but the inspections as mentioned below will always be executed.

An Equipment Inspection Committee (EIC) will be established. The EIC must consist of at least 3 qualified measurers. The EIC should execute spot checks on the class rules during the Championship on boats selected at random. These spot checks will be executed directly after crossing the finishing line. For this purpose a separate inspection boat shall be available.

All eligible boats shall present a current valid IFA Measurement Certificate.

Boats will be measured in accordance with the latest Class Rules and amendments thereto. The measurer may check any measurements within the class rules at any time during the event. At the measurement the following items shall be scrutinised:

Hull: Weight, including checking amount and location of weight correctors. Arrangements to prevent the mast and rudder from becoming detached in a capsized.

Masts: Max 2 per boat. Weight, centre of gravity and mast limit marks.

Booms: Boom limit marks, and limiting stop with the boom attached to the mast.

Centreboard: Maximum projection from the keel.

Sails: Max. 2 per boat. Only sails that have been certified according to the Finn Class Rules shall be presented. It is incumbent on each competitor to ensure that all sails are measured and the OA shall make no provision for sails to be measured.

## 17. SKIPPERS MEETING

A briefing meeting for the sailors should be held before the start of the practice race, or the first race if no practice race is scheduled. The Race Committee and the International Jury will be introduced to competitors. The Race Officer has to be present. Sailing Instructions should be available well in advance so sailors can ask questions. Additional skippers meetings may be requested by the Masters President and/or his committee.

## 18. STARTING SIGNALS

All flag signals will be repeated on all starting line boats.

Audible signs will be given, when possible by a gun.

The Starting vessel should display the approximate magnetic compass bearing from the leeward mark to the windward mark in clear, large numbers.

The Committee boat shall ensure that it is able to post all boats numbers that have been black-flagged in a manner that is legible from a reasonable distance.

## 19. THE START LINE

The start line shall be equivalent to 1.5 times the length of the Finn times the number of starting boats. Where there are more than 60 boats on any one start there should be a middle mark, or boat, placed in the centre of the line. This shall not constitute a mark of the course for the purpose of the 'round the ends rule.'

In addition to the Committee Boat there shall be a pin end boat that shall repeat all flag and sound signals made by the Committee Boat.

## 20. WINDWARD MARK BOAT

Wherever possible there should be a mark boat

at the windward mark displaying a clearly visible shape or flag, in such a manner as to assist identification of the windward mark. This is particularly important in poor visibility.

## 21. MINIMUM/MAXIMUM WIND STRENGTH AND TIME LIMIT

These shall be as prescribed in the SIs but no race shall be started in less than 5 knots of wind measured on the Committee Boat at deck level.

No race shall be started in more than 20 knots of wind measured on the Committee Boat at deck level.

The decision whether to start a race or not, regarding wind speed, will be taken by the Race Committee.

The time limit for each race and for the latest warning signal on the final day must be specified in the SIs.

## 22. SAFETY BOATS

There must be at least one RIB safety boat per 15 competitors.

## 23. ANNUAL MASTERS MEETING

An Annual Masters Meeting (AMM) shall be held during the Masters World Championship Week. The time and place to be fixed by the Masters President and shall be published on the FWM website [www.finnworldmasters.com](http://www.finnworldmasters.com) at least one month before the Meeting.

The Agenda will include:

- Approval of the Minutes of the last AMM.
- Report of the Masters President
- Finance Report
- Election of new member(s) of the Masters Committee to stand for a period of 4 years, in conformity with the resigning schedule. The Committee shall consist of the President, and up to five other members. It is recommended that the immediate past President stays on the Committee for the year following their retirement. The nominee for a new President should be elected to the Committee at least one year prior to becoming President.
- Approval of venue and date of Masters World Championships to be held two years after the current Championships.
- (Re-)Election of the Masters President for a 4-year period. (This President shall be elected Vice-President (Masters) of the IFA Executive Committee by the IFA Annual General Meeting.)
- Any item presented to the Masters President in writing at least one calendar month before the Meeting.

Finn Masters may, by a simple majority, decide whether any other business should be added to the Agenda. Any proposals must be handed over to the Masters President at least 24 hours before the start of the AMM.

NOMINATIONS FOR A VENUE: Nominations for a venue shall be sent to the Master's President before February 1st two years before the desired year of the Championship. Candidates will be sent the Rules and Guidelines and new venues may be visited by the Master's President as soon as possible. After the President has approved the venue and an agreement has been made on the Guidelines, an invitation to present their venue and organisation during the next AMM will follow. During the AMM a maximum of four potential candidate venues are invited to make a maximum of a 10 minute presentation. The presentation shall be supplied on a USB drive in advance of the meeting. After the presentation(s) the competitors will vote for the venue that will host the FWM two years ahead. This decision shall be by a majority show of hands. It will be ratified by the minutes of

the AMM and by the Masters President who will confirm the result of the vote in an email to the OA.

Normally venue nominations can only be accepted two years in advance, but in special circumstances, a venue can be voted on three years in advance. However, the venue proposal can only be heard, and voted on, if there is a majority in favour of this at the meeting.

## 24. PRIZES

The OA will provide prizes (i.e. cups) for the top 10 sailors in the Overall Results and for the top three sailors in each age category.

There are additional prizes (Medals) from the Masters organisation for the first 3 competitors in the following categories:

- Master (40-49 years old)
- Grand Master (50-59)
- Grand Grand Master (60-69)
- Legend (70+)
- First Lady
- Classic Finn gifts

All legends will receive a participation prize from the Masters President.

Perpetual prizes will be awarded to:

- 1st Overall (Large Gold Cup)
- 1st Master (Presidents Cup)
- 1st Grand Master (With the grapes on top)
- 1st Grand Grand Master (With the Finn model on top)
- 1st Legend (Wide cup)
- 1st Lady (Wide cup with ears)
- The 'Golden Crutch' will be awarded to the first sailor outside the prizes in the overall results. The prize giving ceremony should be held as soon as possible after the end of the last race.

## 25. FINAL DECISIONS

The final decisions on any matters not covered by the RRS and the International Jury shall rest with Masters President.

## 26. ACCOMMODATION AND TRANSPORT FOR CLASS OFFICERS

The Organising Authority shall pay for the Masters President, one nominated class official (normally the media rep), the Class Measurer and the Jury.

## 27. OTHER FACILITIES

The following facilities should be available:

- Free parking
- Campsites with special rates, including sanitary facilities and electric power supply. These sites must be in walking or biking distance.
- Communication services, including adequate wi-fi, for competitors and press
- Fresh water in the dinghy park
- Launching facilities sufficient to launch the fleet in due time
- Emergency medical facilities
- Security in camping sites and boat park.

## 28. LIABILITY

Each competitor is required sign a form to confirm the following items:

- A liability clause.
- They have understood and abide by the risk statement as written into the notice of race
- The boat has a valid measurement certificate and the boat meets the IFA Class Rules
- The competitor has a third party insurance to an amount of at least €2,000,000 This amount to be fixed in the NoR.
- The competitor has a valid IFA sticker which proves that his IFA fee has been paid.

FWM  
8/8/14





## Finn World Masters Guidelines



### GUIDELINES FOR THE ORGANISATION OF THE FINN WORLD MASTERS CHAMPIONSHIP

(Last updated August 2014)

The Finn World Masters Championship is a World Championship for Finn sailors who will reach the age of 40 during the year of the event. It has to be organised as an event offering good racing in limited wind strength in combination with good socials.

This document has been created, in conjunction with the Finn World Masters Championship Rules, to bring consistency to the Championships. It provides information about the format, and provides guidance for potential candidate venues. These documents will be used as a basis for discussion when the Master's President visits the location organising a Championship. The President will expect to see that the venue has sufficient resources in place to manage a championship and will report his findings back to the Finn sailors.

#### 1. ORGANISATION & COMMUNICATION

##### 1.1 WEBSITE MASTERS ORGANISATION

The main website will be the 'FINN WORLD MASTERS (FWM) site': [www.finnworldmasters.com](http://www.finnworldmasters.com). This site will be used for all of the official Finn communications. A local event website will also be in place.

##### 1.2 CONTACT PERSON

The Organising Authority (OA) will appoint one person who will be the primary contact between the Masters President and the OA. E-mail addresses and cell phone numbers will be provided.

##### 1.3 LOCAL WEBSITE

The OA, in the year they host the FWM Championship, will manage their own Finn World Masters website, to contain local information to aid the sailors in getting to and making the most of the local area. A link to this site will be placed on the main FINN WORLD MASTERS site. Entries will be made through the local site and open on 1st January of the event year. The local website should be up and running no later than November of the previous year.

##### 1.4 SOCIAL MEDIA

The OA should plan to launch a Facebook page for the event as soon as possible after the end of the previous year's championship concludes.

#### 2. GENERAL

##### 2.1 LOCAL PERMISSIONS

The OA will acquire, and take full responsibility for establishing and maintaining all the relevant permissions and licenses required to run the event. This will include liaison with authorities such as the Police, Military, environmental organisations, local and port authorities, community, health and safety, etc

##### 2.2 MEMENTO

The OA will provide each competitor with a special gift for the Championship as a memento of the local area.

##### 2.3 ROAD SIGNS

The OA must ensure that appropriate road signs are in place to guide motorists to the venue from the main arterial route-ways. Signs must clearly indicate the Finn logo with an arrow to indicate the direction of travel to the venue. GPS geographical coordinates, postal or Zip codes of the venue must also be available on the website and in the notice of race.

##### 2.4 NATIONAL FLAGS

The OA must have and display a national flag for all the competing nationalities.

##### 2.5 EVENT FLAG

The Finn Class flag will be supplied by the Master's President and will be officially returned to him at the prize giving ceremony. Another flag will be available for all competitors to sign at registration. This flag will, at the closing ceremony, be presented to the OA by the Master's President. The Masters President will also supply a Finn class flag for the committee boat.

##### 2.6 PRESS COVERAGE

Whenever possible the Finn Class will provide the press coverage of the event with daily reports, photos and video footage, published during and after the event on the Finn Class website, electronic newsletters and social media feeds. In return the organisers will supply accommodation and/or subsistence to the Finn Class press officer (see Rule 26), and (if they compete in the Championship) their entry fee. The organisers may be asked to provide additional on-the-water photographs through a local photographer and to provide coverage of the event in local and national media. For further detail please contact Robert Deaves, Chairman Marketing Committee of the International Finn Association ([robertdeaves@yahoo.co.uk](mailto:robertdeaves@yahoo.co.uk)) or the Masters President.

##### 2.7 MEDIA

The OA will ensure that there is adequate internet/Wi-Fi access free to the competitors.

##### 2.8 INFORMATION DESK/REGISTRATION

The OA must provide a fully staffed information desk open between 09:00 and

21:00, from the Thursday before the start of the event until 12:00 on the first day of racing.

##### 2.9 MARK ROUNDINGS

Mark boats should be located at the windward and leeward marks while racing is in progress in order to record each boat passing these marks and to ensure all boats sail the correct course.

##### 2.10 INSURANCE

It is recommended that the OA has arrangements in place for competitors to purchase boat insurance for the duration of the event, if needed.

#### 3. ACCOMMODATION & BOAT PARKING

##### 3.1 ACCOMMODATION AT THE VENUE

Accommodation must be available on or very close to the venue and must have the capacity to provide for 300-400 persons. Every effort should be made for accommodation to be within walking or biking distance from the boat park.

##### 3.2 CAMPERS AND TENTS

There must be space, close (walking distance, or biking distance maximum of 2 kilometers) to the host club, for 60 - 80 campers and +/- 35 tents. There must be electricity and water available on the site. Toilets must be accessible 24 hours a day. The cost for these camping facilities will be as reasonable as possible.

##### 3.3 SECURITY

There shall be 24 hours a day security on the camp sites, to continue until 12.00 on the day after the last official day of racing during the Championship, normally Saturday.

##### 3.4 HOTELS / B&B / SELF-CATERING

There must be sufficient hotels, bed & breakfast, self-catering accommodation etc. close to the venue for around 200-250 persons.

##### 3.5 PARKING PLACES

There must be a (free of charge) car and van parking close to the club area for competitors throughout the championships.

##### 3.6 BOAT PARKING PLACES

There must be sufficient Finn dinghy parking spaces for around 320 Finns and 280 road trailers on the beach or in the immediate vicinity of the club. Finn parking spaces should ideally be numbered. There must be security in the boat park from three days before the Championship commences until 12.00 on the day after the Championship finishes.

##### 3.7 SLIPWAYS/ TROLLEY RECOVERY/ BOW NUMBERS

There has to be sufficient launching facilities to be able to launch and recover the entered number of Finns within a thirty minute period. Sufficient support and assistance must be



available to assist competitors in launching and recovery. A system must be in place for the storage of the launching trolleys that will ensure competitors can easily locate their trolleys and recover their boats after sailing. Bow numbers corresponding to boat parking spaces and or individual tally numbers will be made available to the competitors.

### 3.8 FRESH WATER

When sailing on salt water the OA will provide sufficient fresh water hose pipes in the boat park so competitors can rinse their boats each day after sailing.

### 4.0 SOCIALS

#### 4.1 OPENING PARTY

After the Opening Ceremony the OA will provide sufficient snacks and drinks for all competitors and their escorts.

#### 4.2 DINNER

During the week (preferably on the Wednesday) there will be a formal Finn sailors party evening with a dinner. This dinner will be free of charge for the competitors. Wives or others accompanying will pay at the information desk on arrival and will receive a ticket.

#### 4.3 AFTER SAIL PARTIES

Other after the race parties and social events, e.g. beer and snacks, free or at low cost may be organised at the discretion of the OA.

#### 4.4 LADIES PROGRAMME

The OA will organise a programme for the ladies not sailing. The cost of this programme will be as reasonable as possible.

### 5.0 CEREMONIES

#### 5.1 OPENING CEREMONY

The opening ceremony will take place on Sunday evening with short speeches from the OA's President, the Master's President and local officials (i.e. the Mayor of the hosting city) as a welcome to the sailors. The host country's national anthem will be played. This will be followed by a snack buffet and drinks for all competitors and their escorts. Speeches will be as much as possible in the English language.

#### 5.2 PRIZEGIVING AND CLOSING CEREMONY

The prize giving ceremony will be held on the Friday, after the last races. It will be done by the Master's President together with the President of the OA.

The national anthem will be played for the overall winner and the winners of each age category.

The prize giving will immediately be followed by a closing ceremony, with a small party, with drinks and snacks for competitors and their escorts. The host country's national

anthem will also be played at the beginning of the Closing Ceremony.

### 5.3 GIFTS

The OA will provide locals gifts for the Measurer and the members of the Jury. The Finn Class will provide gifts for each Legend and the Race Officer.

### 6.0 SCHEDULE

#### 6.1 ARRIVAL

The OA should be prepared to receive competitors from the Wednesday before the start of the event.

#### 6.2 ANNUAL MASTERS MEETING

During the week (preferably on the Wednesday morning at 10.00 AM) there will be an Annual Masters Meeting (AMM) for all competitors. The timing will be discussed with the organising committee to ensure it is included in the schedule of racing. The committee will provide a suitable room big enough to hold all the competitors for this meeting. Resources available in the venue must include a screen and microphone. A projector will be supplied by the Masters President.

#### 6.3 DEPARTURE

The OA must be prepared for a staggered departure of competitors after the Championships with competitors leaving from Friday through to Sunday.

### 7. SAFETY

#### 7.1 MEDICAL ASSISTANCE

The OA will organise medical assistance and will have contact with a medical doctor.

#### 7.2 RESCUE/PATROL BOATS

There shall be sufficient patrol boats in order to secure the competitors safety. There shall be at least 1 patrol boat for 15 competitors. Each designated patrol boat shall have 2 qualified people on board, of which 1 shall be able to jump into the water for assistance, when necessary.

A number of plungers with a red handle, or similar equipment, shall be carried by the safety boats and stuck to the bottom of any upturned Finn, to indicate that the helm is safe or ashore.

#### 7.3 SIGN OUT / SIGN IN SYSTEM

When sailing at sea or on a wide lake a sign out / sign in system is recommended for each racing day. This will be included in the Sailing Instructions, together with the penalty for not having signed in or out. This will normally be a nominal monetary penalty payable to a local charity.

### 8. RESULTS

Seven result lists will be printed for use in the prize giving ceremony:

- Overall results.
- Results for the Masters. Aged 40-49 years.
- Results for Grand Masters. Aged 50-59 years.

- Results for the Grand Grand Masters. Aged 60-69 years.
- Results for the Legends. Aged over 70 years.
- Results for the Ladies. No age categories.
- Results for the Classic Boat Category

### 9. DOCUMENTS

#### 9.1 DOCUMENTS PROVIDED BY THE MASTER'S PRESIDENT

Once written by the OA the Notice of Race (NoR) shall not be changed without approval of the Masters President.

Once written by the OA the Sailing Instructions (SIs) shall not be changed without approval of the Masters President. The NOR and SIs must be approved by the Masters President before publishing.

#### 9.2 DOCUMENTS TO BE PROVIDED BY THE OA AFTER THE CHAMPIONSHIP

The following shall be given to the Masters President immediately after the Championship.

- A complete list of entries from the website, including no-show entries (without notification), including addresses, tel. numbers and e-mail addresses.
- Overall results.
- Results for the Masters.
- Results for the Grand Masters.
- Results for the Grand Grand Masters.
- Results for the Legends.
- Results for the Classic Boats.

### 10. DATA PROTECTION

At no time may the contact information for competitors be passed to a third party for their use. This would be a breach of data protection.

### 11. ACCEPTANCE OF THESE GUIDELINES

The Finn World Masters President and the Association will assume that the OA undertakes to cover all the requests and matters in the guidelines and that an email accepting the offer to run a championships, following a vote from the AMM from the OA will act as confirmation that the guidelines will be met.

FWM  
8/8/14



**WB-Sails**  
Winning Boatspeed



Photo: Francois Richard

## ***Master your performance***

Our Tiger design is specifically engineered for Masters: Easy to trim, less demanding to hike, the MAXX fabric provides exceptional durability allowing the use of the same sail for several seasons.

WB-Sails Ltd, Helsinki, Finland [www.wb-sails.fi](http://www.wb-sails.fi)  
[info@wb-sails.fi](mailto:info@wb-sails.fi) Tel. +3589 621 5055

