

The British Finn Association



PUMP 2011

He's back!

Ben Ainslie tells us why...



A Wright win in San Francisco

Pump talks to the new World Champ



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Chairman's letter



BFA Chairman Andy Denison at the 2010 Nationals

Writing my report for Pump magazine gives me the opportunity to reflect on all the events in the past year.

Two new venues appeared on the calendar for the BFA in 2010. Starcross, near Exeter and Roadford Lakes, both venues I attended and both provided some excellent racing and I look forward to returning to in 2011.

The JM Finn National Championships in Pwllheli provided some great sailing against a wonderful scenic backdrop. It was great to see David Higham representing our sponsor again in a borrowed Finn – despite not having set foot in a dinghy since last year's Nationals. He put to shame all the club Finn sailors who feel the Nationals is too intimidating an event – come along and have a go. David's lack of practice time in a Finn is obviously due to spending too much time at his desk. Just before the Nationals he was voted one of the UK's top under-40 Investment Managers so if you want some top tips David is your man.

2010 was a vintage year for UK Finn sailors with Ed Wright winning not only the Sailing World Cup but also a well-deserved Gold Cup title in San Francisco. At home we saw the world's top sailors descend on Weymouth for Sail for Gold with a welcome return for Ben Ainslie who finished a respectable 4th after very little preparation. The presence of so many big names at Weymouth made Giles Scott's overall win even more impressive – setting the scene for a dramatic shoot out between these three, plus Andy Mills and

Mark Andrews for the GBR team selection next year.

One of the pleasant surprises of owning a Finn, is the sustained value of the boat, unlike my 4x4, which I sold this year for a huge financial loss, my boat held its value well and I sold her for not a lot less than I paid for her five years ago, and now have a new one on order for 2011.

A current worry to the fleet is the lack of 'entry level boats,' for newcomers to the class. The best place to find your used Finn is on the forum of the BFA site and there is always somebody available to advise you on your purchase.

Looking forward to 2011 I'm slightly concerned at the amount of Finn sailing I will be doing; concerned because I haven't quite worked out how to tell the wife! For 2011 we are expecting a record turnout for the UK Nationals in Christchurch, The Inlands hosted by the developing Roadford Lakes fleet together with the classic fleet and a UK Masters at Pwllheli and of course the J M Finn Gold Cup Qualifying Series, which I hope will drive attendances up at many of the venues.

2011 also brings the World Masters in Punta Ala, Italy, a beautiful Mediterranean location with hopefully tee-shirt sailing temperatures, stacks of great Finn sailing and a happy family on the beach – beats any Sunsail holiday in my book!

See you on the water very soon.

Andy Denison GBR-20
Chairman, British Finn Association

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Covershot: Ed Wright takes the spoils at the Gold Cup

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To find second hand boats and gear for sale visit www.finnuk.org.uk/forum

Secretary's Report



Here's to 2011...

It seems only yesterday that I was compiling my report for the 2010 edition of Pump, now the season is almost at an end I find myself already planning for next years events with the 2011 programme almost complete, working on the credit points at home as there will be quite a few weekends away sailing in next years JM Finn & Co. Finn Gold Cup Qualifier Series and Masters events.

As we all know 2012 will be busy for the UK Finn sailors – the Finn Gold Cup and UK Nationals in Falmouth in early May, the World Masters in Pwllheli at the end of the same month and finally the Olympics in Weymouth in August.

To enter the Finn Gold Cup in 2012 you will have to qualify via the JM Finn Gold Cup Qualifier Series, which will consist of 8 events, 7 in 2011 and the last in early 2012, the best 6 results will count to your overall position. To qualify to enter the series you must be a fully paid up member of the BFA by your first event you sail in.

The JM Finn UK Nationals at Christchurch

Sailing Club (6-8th May) will be a mandatory event, your result must be counted for your overall series position, if you are unable to attend then you must count the numbers of starters plus one which means you could still qualify for the FGC but it will become harder. This decision was debated long and hard within the committee as it should help encourage sailors to attend the Nationals, we have also worked with the UK Olympic squad to ensure they can attend the event and hopefully Matt Howard will be available for training prior to the event.

The events for the JM Finn Gold Cup Qualifier Series are as follows:

- Roadford Inlands (16-17 April)
- UK Nationals, Christchurch (6-8 May)
- Spring Series, HISC (14-15 May)
- Southern Champs, Mengham (2-3 July)
- National Ranker, WPNSA (24-25 September)
- National Ranker, WPNSA (15-16 October)
- Warsash Open (29-30 October)
- Spring Series, WPNSA (TBC 2012)

At each event we will have on the water judges to ensure a level playing field and it is intended that the Race Communities will be recommended to apply RRS Appendix P5 (Finn Class Special Procedures for Rule 42) in wind strengths of 10 knots and above, in accord with the expected recommendations for the 2012 Gold Cup Event. This should allow the best preparation for all who qualify to do the event, as remember you will be sailing against the best Finn sailors in the World.

The format for the Inlands at Roadford will be windward / leeward courses only, with five races per day, all other events will be either triangle / sausage or windward / leeward courses depending on the prevailing conditions.

As the host nation of the FGC we have a double allocation of spaces, which means the initial number of places for the UK team is 10, this does not include the Rookie or Junior slots that will be available. A few more spaces might become available after the FGC in Perth 2011, so there will no giving up and all to play for until spring 2012.

For information and the NOR for the



PHOTO: JENSEN FANNING

2011 Finn Calendar

January

- 4-7 WPNSA Squad Camp
- 23-29 Miami OCR

February

- 3-6 WPNSA Squad Camp
- 15-18 Cannes
- 16-20 Palma Squad Camp

March

- 3-6 WPNSA Squad Camp
- 12-13 Spring Series WPNSA *FGC Qual*
- 16-20 Palma Squad Camp

April

- 2-9 Princess Sofia
- 16-17 Roadford Inlands *FGC Qual*
- 22-29 Hyeres

May

- 6-8 Nationals Christchurch *FGC Qual*
- 14-15 Spring Series HISC *FGC Qual*
- 18-19 Lake Garda
- 25-29 Delta Lloyd
- 28-29 Northerns WRSC

June

- 4-5 Warsash Open
- 5-11 Sail for Gold

- 11-17 World Masters Italy
- 18-26 Kiel Week

July

- 1-17 Finn Europeans Helsinki
- 2-3 Mengham *FGC Qual*
- 23 Starcross

August

- 1-14 Test Event WPSNA
- 15-19 FED Week Chichester Harbour

September

- 17-18 Nat Rank WPSNA *FGC Qual*

October

- 2 Bosham Open
- 8-9 NR Series WPNSA *FGC Qual*
- 10-14 Squad Camp WPNSA (tbc)
- 29-30 Warsash Open

November

- 14-17 Squad Camp WPNSA (tbc)
- 18 WC Day (tbc)

December

- 3-18 ISAF Worlds, Perth AUS
- 17-22 Christmas Race, Palamos

series, watch the website and forum pages.

The UK Masters are set for the weekend 2nd – 4th September at Pwllheli. This is the venue for the 2012 World Masters, so for all the Masters we must try to support this event, to sail the actual waters of this major event in the following year. Remember it not only helps you to work out what goes on in the bay, but also helps the club to ensure the facilities are as required to ensure a successful event in 2012.

The UK National preparations are underway at Christchurch; again kindly sponsored by JM Finn & Co. investment managers, so if there are any questions regarding this event please contact Andy or myself. We are changing the format slightly as there will only be one discard available in the series.

May I take this opportunity to wish everyone a Happy Christmas and Good Sailing in the coming season.

Rory Barnes GBR-24
BFA Secretary

Keep up to date with 2011 events at www.finnuk.org.uk

GBR-11 Interview...



Ed Wright speaks to PUMP

Congratulations on fantastic wins in both the Sailing World Cup and the recent Gold Cup in San Francisco. We saw you at Sail for Gold and you looked really fit and like you had put on weight. So was the Gold Cup your main focus this year and was weight and fitness the deciding factor in the end?

Ed Wright: Yes, my main focus was to win the Gold Cup this year. After handing it to Jonas in Denmark in 2009 I was not happy so I

really needed to win this year. I invested a great deal of time and preparation and I did it. I am very happy to get my name on the Gold Cup alongside some great names in the Finn class and the sport.

You seemed to spend a lot of time training in the States this year, winning the North American's along the way. Was this a vital part of your success in San Francisco and who was the sailor you feared most at the regatta?

I spent a lot of time out in San Francisco working with Pegasus Racing and training hard with the British team in the early summer and a more international group on the lead up to the North Americans. Let me tell you after the summer of pain from training I made sure I would be the fittest sailor on the water the week of the worlds, but looking back the hardest event was the

North Americans physically speaking. Every race bar one was 15+ knots. The wind was more constant in July. I remember everyday hanging on from the moment leaving the harbour. Great fun! Rafa is always the man to watch in windy conditions that were forecast. Luckily we had a mix at the Gold Cup so there was a chance to stay ahead.

How did you find the conditions at Weymouth at Sail for Gold and what specific training do you think will be required to win a medal there in 2012?

Lots of sailing in Weymouth will help anyone wanting to win there. Luckily the British sailors have had Weymouth as a training base for a long time and I can still remember the days of training there in the bleakest winter days. I have done lots of sailing in Weymouth since my youth and there are many lessons to be learned on that bay!

“My main focus was to win the Gold Cup this year.”



GBR-11 Interview...



Watching you and the other top guys at Sail for Gold, the free pumping technique downwind now seems to concentrate more on rolling the boat with a quick pump as the boat comes over on top of you. Have you any advice on this that you can pass onto the BFA fleet and how do you stay inside the boat?

The best advice would be to not think of it as 'pumping'. It's just an exaggeration of what the boat naturally wants to do over the waves to surf. Just let it flow. We just facilitate the movement. Think of a surfboard on a wave without a rider. It would be darting and rolling all over just like a boat needs to.

In terms of advice, on whom do you rely?

The biggest influence on gear was David Howlett before the last cycle but Ben now

“The best advice would be to not think of it as ‘pumping’. It’s just an exaggeration of what the boat naturally wants to do.”

employs him as coach so I have had to go in a different direction. Now my set-up is completely different. I suppose there are many ways to skin a cat. I have sourced many an adviser and try to funnel all the good stuff in.

The UK selection looks set to be a real showdown between you, Giles and Ben. How do you see it going and what will be the key regattas next year?

It should be a fascinating and gripping

selection and not just for the participants. I can imagine many people are interested in the selection process but that's all confidential. After a break from sailing post Gold Cup I will start my training again in Perth test event.

How do you keep fresh in between major regattas and do you ever get fed up with all the sailing, training and travel and what do you enjoy doing to unwind away from sailing?

I don't like answering questions like this as it's very negative. I don't get fed up and maybe that's why I like sailing so much. It's always changing and there is a different challenge every day. I love sailing and most of all the competition. I thrive on it. If I am not winning, which is the best feeling- then I am focusing on trying to win. Where is the time to get fed up? Having said that I do plan in time off which is very hard sometimes with Scandia Team GBR commitments, but when you have a good structured program it can be done without getting 'fed up'. I spend my time golfing, windsurfing, cycling and enjoy most sports. I am pretty active and get into most things if I can. Skiing is a great passion but that's on the back burner so that I can stay injury free!

Thanks Ed and well done again from all the BFA members on a highly impressive season and for finally capturing the world title against such strong competition. We look forward to seeing you racing in the UK more in the run-up to 2012 and the Gold Cup in Falmouth



Silver Cup



Finn Silver Cup 2010

San Francisco

In August, I joined with 15 other Finn 'juniors' (21 and under) for the Silver Cup – the Finn Junior World Championship. It was hosted by St Francis Yacht Club in San Francisco, one of the major yacht clubs in the USA and steeped in the history of the America's Cup. It was my first major event overseas, a steep learning curve, and a great two week trip. I was particularly grateful to Rodney Cobb at Suntouched for all his help, advice and support as I tackled all the unknowns and I can strongly recommend talking to him whilst planning a major event abroad.

San Francisco is an incredible venue to sail – it's on the same latitude as Gibraltar, so has

hot sun, but the water temperature of about 5°C. The contrast between the two means frequent fogs, and also a very predictable and powerful sea breeze that comes in around midday at 10-12 knots, building to 20kts or more. The entrance to San Francisco Bay from the Pacific is under the famous Golden Gate Bridge. The bay is tidal, with some pretty strong tides through and around the Golden Gate Bridge.

The Silver Cup was the week before the Gold Cup, which was also hosted by St Francis YC but sailed in a different part of the bay. Our sailing area had the start line 200m from Alcatraz, and our windward mark about 500m from the Golden Gate bridge – a pretty spectacular race track!

The opening ceremony took place on the Wednesday evening, in the St Francis YC ballroom with entertainment provided by the club's in house musician. The practice race took place on the Thursday in 16-22 knots of breeze with the wind against the

tide, providing huge waves. The start was placed just off Alcatraz with the windward leeward course proving challenging in the strong tide, the fleet split with a large group going left to get into the strongest tide. The entire fleet rounded the windward mark however all boats returned to shore to recover before the first race scheduled for the next day.

Typical San Francisco fog greeted us on the Friday morning, however this was soon replaced by a solid 10 knots with promises of 20 by Race 2. Lennart Luttkuss (GER) took the bullet closely followed by Josip Olujic (CRO). The promised 20 knots arrived just before the 2nd start with Ioannis Mitakis (GRE) showing good speed to take the gun by a decent margin from Caleb Paine (USA) and Luke Lawrence (USA).

Day 2 was a cold and overcast day providing wild racing. 15-20 knots and large waves were already waiting for us before the first start that was again off Alcatraz. Race 3 and 4 were both won by Luke Lawrence.



Day 3 promised to be a windy day with temperatures on shore of 30+ degrees. A healthy 16+ knots provided some interesting flat conditions in the first race which was won by Ioannis Mitakis who held off Caleb Paine on the last downwind in the free pumping conditions. Luke Lawrence again proved his speed taking race 6 narrowly from Oliver Tweddell (AUS) in lively conditions.

Day 4 was another clear warm day. Overall leader Luke Lawrence had his worst race of his regatta down in 10th, defending champion Jorge Zarif took advantage of this taking the win in the steady 12-16 knots breezes. A Mistake by the jury in race 8 led to number of requests for redress by a number of sailors, this culminated in a meeting involving all the sailors and a mass protest. The race was scored with the results from the wing mark where the incident had taken place leading to a number of sailors losing the positions they gained on the final reach. Ioannis Mitakis took the win from Oliver Tweddell and Josip Olujic.

The final day's racing started with a postponement flag delaying the start by two hours due to the lack of wind and the need to further sort out the scoring issues from race 8 the previous day. Eventually racing got underway in a shifty 8-12 knots. Race 9 was taken by Egor Terpigorev (RUS) who took advantage of the tide very close to the shore to move into the lead on the final run.

Luke Lawrence narrowly took the event from Ioannis Mitakis in second and Oli Tweddell in third.

Campaigning the Finn over the last two years as a junior has been a huge learning curve and a massive jump from the Laser. Aside from the physical demands of the boat, I needed to learn how to control the rig and set-up. Everyone in the class has been very helpful and welcoming. From my first event, which was the 08 Autumn Ranker at WPNSA, I have had loads of tips with everybody coming and helping. I felt that by the end of the inlands three weeks later that I was already a firm member of the British Finn class and had been bitten by the Finn bug.

As with all the Olympic classes the running costs for a Finn are high, however I have found that with careful planning you can run on a fairly tight budget. Double trailing and sharing accommodation with other sailors can help cut costs as well as using secondhand kit, which is normally in fairly good condition and allows for those big jumps in performance without the huge price tag. Finding somebody to sail against is also an important step because this way you can work through your boat set-up without wasting events meaning results improve faster.

Improving fitness is probably the most important development that doesn't really require huge sums of money; it is an ongoing process however normally the fitter you are the faster you can be. This is the main lesson that I took away from the Silver Cup in San Francisco, although I was sailing the boat well and holding good positions for the first lap I would gradually fall away letting fitter people past. I have found the Finn to be an awesome boat to sail as well as an exceptionally friendly class; I hope to continue sailing the Finn for the foreseeable future.

James Hadden GBR-18

My top 10 tips for a first major event abroad!

- 1 Plan well ahead and research the venue (not just the sailing aspects) from every available source.
- 2 Don't make firm plans (dates of flying, where to stay...) any earlier than you must as the organisers may still be changing details
- 3 Ask for sponsorship as early as possible – and 'in kind' sponsorship, such as kit or carriage, can be useful.
- 4 Plan your personal fitness, remembering that once you leave UK food, sleep patterns and availability of gyms will all change.
- 5 Talk to potential providers of charter boats early on to see what may be available.
- 6 Find someone to share a support boat with.
- 7 Talk to a specialist about travel insurance – your needs, particularly if you are chartering, are very non-standard (Noble Marine have a policy that will help).
- 8 Really plan your packing – your baggage will be limited.
- 9 Have a plan for internet and mobile phone – these can be very expensive abroad.
- 10 Ask around in advance to get a friendly local contact – someone who can advise on anything from local driving laws to good places to eat.



Equipment news



Devoti Finns

Since the first Devoti Finn was launched in 1993, more than one thousand eight hundred boats have been built. The design and construction has been regularly updated, to take advantage of new materials and production techniques and in late 2009, Devoti Sailing launched their latest boat. A year on and the success of this new model has been extraordinary, with all the world's top helmsmen, along with many recreational sailors opting to move to this new design.

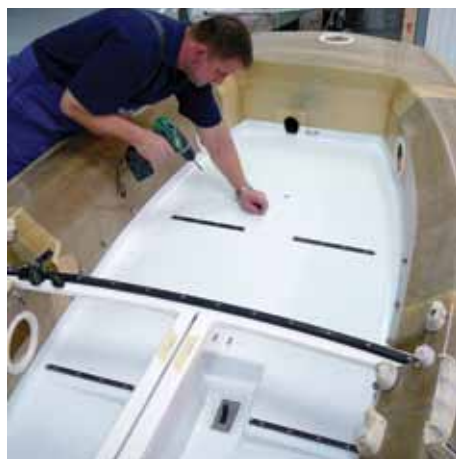
As many will know, the Devoti Finns have dominated the racing scene and from 1996 until 2008; they have had a clean sweep at every Finn Gold Cup and won every medal at the Finn Olympic regattas. Devoti built every Finn at the 2008 Olympic regatta. Devoti have not rested on their laurels however, and have continued the development of their boats in an effort to build faster Finns in order to keep the game moving forward.

So how did Devoti manage to make, what some consider to be the fastest Finns in the world, even faster? Devoti took their very successful Finn design, as used by Ben Ainslie to win two Olympics Gold medals, and focused on each detail, making the boat more refined and easier to sail. The hull is symmetric and very fair when it comes out of the new CNC produced ceramic moulds, which produces dramatically smoother and

fairer hulls. There are lots of new design touches, including hiding the centreboard rope through its' own built in channel and the new mast step arrangement which runs on a track.

Of course there are many other issues that are important when producing a fast Finn; it doesn't just begin and end with the hull shape. Weight distribution, flexibility and optimum width along the waterline have all got to be exactly right to create the winning formula. Just producing a good quality mould, to conform to the class rules is not enough; it needs a little magic to be out there in front.

Devoti factory now has a new oven, which will accommodate two boats at a time and is computer controlled for temperature, the timing of each process and a stable environment. The ability to control the building environment to this extent has led to much improved quality control.



The new Concept Sailracing Finn mast

The new Concept Sailracing Finn mast has been developed by Michele Marchesine and his team. They took 20 months from the start of the project to complete new CK01 Finn mast.

The key challenge for the team was to blend a mix of sailors on the water experience, special high-tech manufacturing technologies and new engineering developments, to produce a new generation of Finn masts.



Roland Kleiter, Concept Aerodynamics Design Director:

"To get the maximum aerodynamic performance from a mast it has to work perfectly together with the sail, this is influenced by a number of variables combining aero shape, dynamic bend and torsion. The mast bending characteristics have to support the sail to provide the best sail shape over the wind range and must also achieve the best possible aerodynamic of the combination mast and sail.

"The task we had for the new Concept CK01 mast was to design a wing within the rules that provides those characteristics.



“A total review approach.”

“To get a better understanding of the flow around the mast and sail we have run exhaustive CFD flow simulations and tested different profile shapes to evaluate the effect on the lift and drag parameters for different lift conditions. This in all wind speed ranges and under laminar, semi-turbulent and turbulent airflows.

“New design wing shape was, through the process, tested under differently bent and twisted FEA models in order to streamline performance and achieve what at CSR we call High Efficiency Flow Dynamics.

“In light winds our CK01 mast, combined with modern Finn laminated sails, produces higher lift with a smaller separation bubble on the leeward side and no virtual stall.

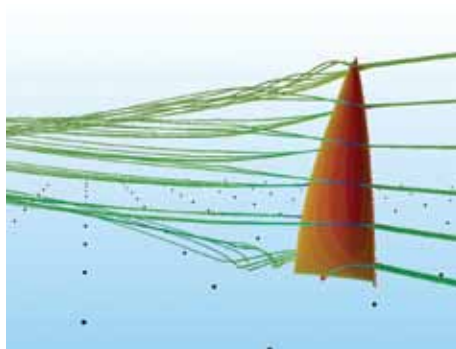
“In the mid range the achieved lift to drag ratio ensures best performance. In high winds the mast sail combination produces significantly lower drag and allows easier helm and better speed.

“We are confident that the High Efficiency Flow Dynamics achieved with our CK01 teardrop shaped profile give the best performance in all wind conditions.”



Francesco Cipolloni, Structure Engineering Director:

“The design process Concept Sailracing Finn mast followed what we defined a ‘total review approach’, consisting in a new way of thinking, more than a different outlook of existing benchmark products. In other words, we started from basics: International Finn Class Rules, mechanics, fluid- dynamics, best available technologies and priceless feedbacks from top sailors.



“We decided to work out a special finite element code for better managing the complex amount of inputs without losing contact with experimental data. It has been hard, but we have got the expected result: this new software represents an invaluable tool for tuning mast behaviour, enhancing performances and taking off unnecessary weight.

“Our CK01 Finn mast is somehow ‘alive’, every single carbon fibre in its’ construction

is important, and affects its behaviour significantly, as we are in the tangled bound of large elastic deformations coupled with aero-elastic equilibrium”.

“RMS – Recessed Mono-frame Shell is the result of an intensive structural analysis stage that ran parallel to the aerodynamic developments, for best aero-elastic design of the mast. This innovative recessed shape of the body lets the designer tune the mechanical behaviour, placing high-modulus fibres conveniently, saving weight and introducing new torsional parameters under sailing conditions.”



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Finn reports



Burghfield Open

Despite the storms and torrential rain the day before, 9 Finns competed in the Burghfield Sailing Club Open on Saturday 2nd October. In the first race the fleet got away to a clean start and the first beat, which was very light and patchy, proved to be crucial. Steve Brown of Cotswold Sailing Club went left in the easterly and gained a large lead that he was never to relinquish. Simon Percival of Christchurch Sailing club was

second at the first mark and Howard Sellars from Warsash was in third place. At the finish Simon Percival was catching Steve Brown, but he held on to win the race.

After lunch, the sun disappeared and the wind freshened and moved round to a Southerly direction. This proved to be the most closely contested race with several changes of places. Finally Rory Barnes of Christchurch Sailing Club took the bullet, closely followed by Simon Percival, with Nigel Milligan of Burghfield in third place and Steve Brown in fourth.

The final race was held in a lighter breeze as a rain shower conspired to take the edge off the wind. Colin Evans of Chew Valley Lake went left on the first beat and took a good lead that he maintained until the final beat.

The importance of choosing the best path on this leg was evident as he was passed by Rory Barnes, Simon Percival, and Mark Harper.

The overall winner was Rory Barnes with two bullets followed by Simon Percival with two second places, Steve Brown took third place and Mark Harper was fourth. The trophy for best classic Finn went to Tony Lock of Christchurch Sailing Club with his beautifully restored and maintained 'Finnocchio'. Everyone enjoyed the event and showed their appreciation to Race Officer Steve Townsend and everyone involved from Burghfield Sailing Club. Even the heavy rain which had been forecast to arrive just as the boats were being packed up was late and everyone was able to stay dry!



UK Masters Champs

The fast growing fleet of Finn dinghies based at Roadford Lake in Devon, were joined at the weekend by 11 travelling boats for the UK Finn Masters.

The 3-day, 7-race series kicked off on Friday afternoon when Race Officer (Chris Arscott RWYC) set 2 back-to-back races which took the competitors the length of the lake. The first to master the 15-20 knot conditions was the sole Legend (sailor aged 70+) Richard Hart who showed the rest how it should be done! In the second race Graham Page gave notice of what was to come by posting a convincing victory – which went some way towards offsetting the OCS he picked up in the first race.

Day one finished with a fine meal in the Waterside restaurant overlooking the lake. Saturday's races gave the race team a real headache as the wind had eased and backed and was now blowing across the lake rather than up and down the length.

After two windward / leeward races in the morning a triangle / sausage course was laid. Graham Page again showed how it should be done, with bullets in races 3 and 5 and a 2nd in race 4 (won by Rory Barnes). The lighter winds allowed the classic Finns to get in amongst the modern boats although by the end of each race the slicker boat handling skills at the top end of the fleet were showing through. The evening social BBQ was well attended and the local cider was enjoyed by all.

The joys of sailing on a lake were again evident on Sunday with a tricky beat that really tested the competitors, followed by a long broad reach / run down the lake. However the tighter reach back was enjoyed by the spectators on the shore and the sailors alike. Graham Page won race 6 and having won the Master title and overall title, decided to watch the 7th race from the shore.

The wind had picked up to 15-18 knots and the final start was especially well negotiated by the Roadford sailors who really mixed it up with the visitors. The tight start and testing conditions kept the fleet together right to the end. A problem with his mainsheet at the final mark dropped Ray New from 2nd to 6th

and so robbed him of an overall podium finish, but was enough for him to claim the Grand Grand Master title. The race was won by Rory Barnes who clinched the Grand Master title and 2nd Overall.

The prize giving saw the Classic Boat prize go to Peter Vincent and best Roadford boat go to Alan Williams. The Finn Class haven't been to Roadford for an event before but after the success of this one are determined to come back again next year. – A real reward for the dedication and enthusiasm shown by Graham Brookes and his team.

Overall Results

- 1 Graham Page (1st Master)
- 2 Rory Barnes (1st Grand Master)
- 3 Andy Denison
- 4 Richard Hart (1st Legend)
- 5 Paul Blowers
- 6 Ray New (1st Grand Grand Master)
- 7 Laurence Peters
- 8 Paul Brown
- 9 Mark Harper
- 10 Peter Vinton (1st Classic Boat)
- 11 Alan Williams (1st Roadford Boat)
- 12 Graham Brookes
- 13 Mark Belshaw
- 14 David Harker
- 15 Ronney Ball

Scottish Nationals

**Loch Venachar Sailing Club,
21-22nd August 2010**

by Russ Ward

The Scottish Finn National Championships was hosted by Loch Venachar Sailing Club in the picturesque Trossachs National Park over the weekend of 21st and 22nd August.

The Scottish Finn fleet was joined by visitors from south of the boarder, which made for excellent and close racing throughout the entire event.

The forecast for Saturday was 16 knots of wind with gusts forecast to reach 44. By the start of Race 1 on Saturday it had reached an average of 22 knots with 20-30° shifts as it rolled over the surrounding mountains and down the glen to the windward-leeward course that would prove challenging upwind and exciting downwind.

Race 1 was won by Rhodi Thomas from Dalgety Bay after over taking John De Leeuw on the final leg when the wind shifted left. Despite these conditions the fleet was always close and it could be any ones event at any time, as less than a minute separated the fleet from front to back in most races over the weekend.



Finn reports



Race 2 saw Russ Ward round the windward mark in the lead but frustratingly due to a large shift on the second and final beat which changed the whole fleet positions upside down and drop to 6th place with Rhodi Thomas again sailing well to come through and win with John Greenwood taking 2nd.

Race 3 again saw Russ Ward lead by over 200

yards round the windward mark in the gusty conditions with former World Masters Champion John Greenwood taking first place followed by John De Leeuw in 2nd, leaving Rhodi Thomas leading the event as the day ended.

Saturday evening and the Finn Dinner at the Lade Inn with real ales was a great relief for the tired sailors who had battled force 5-6 winds for most of the day.



Sunday dawned wet and grey with traditional Scottish Mist rolling down the glen but still with plenty of breeze although now around 10 knots with the odd gust reaching around 20.

Race 4 started with John Greenwood and Russ Ward leading the way for most of the race with the rest of the fleet in close pursuit as the sailors picked their way down the runs by trying to stay in the pressure as along with the direction the pressure varied tremendously across the course with no consistency, making it exciting for the spectators on the shore. John Greenwood held on to take 1st place with Russ Ward 2nd.

Race 5 was very similar to race 4 with the exception that Rhodi Thomas managed to get water on Russ at the last mark and held on to 2nd on the short beat to the finish, John Greenwood taking 1st.

Race 6 was as unpredictable as it could get with again John Greenwood and Russ leading the way for the whole race, until the last beat when Greg Shaw went out to the right hand side of the course where he found more pressure and sailed over the top to lead down the last run and go on to win the last race with John Greenwood 2nd.

A challenging and exciting weekend with very close racing saw John Greenwood crowned Scottish Finn National Champion 2010 with Rhodi Thomas taking 2nd and Russ Ward 3rd.

Final Results

- 1 John Greenwood – RYA
- 2 Rhodi Thomas – Dalgety Bay SC
- 3 Russ Ward – Loch Venachar SC / Strathclyde SC
- 4 John De Leeuw – Loch Venachar SC
- 5 Greg Shaw – Loch Venachar SC
- 6 Andrew Taylor – RWSABC

North American Masters

Buccaneer YC, Mobile, Alabama, USA

Competitors from USA, France, New Zealand, Poland and UK met under clear blue Alabama skies with temperatures soaring to 80°F to compete for the US Masters title. Race one commenced after a short delay for the wind to fill in from the South to about 10-12mph, Charles Heimler won the race from Rob Coutts who moved up significantly through the pack and Michael Mark using local knowledge to the full.

Race 2 followed, John Marshall, Louie Nady, Rob Coutts and Mike Woodhead made big gains to the first mark by playing the left side,

Coutts won on the final run from Mark and Nady, the fleet returned to the club to enjoy a keg, good food and Southern hospitality.

Next day a long postponement was followed by 3 races in a weak, 5/6 mph southern sea breeze, race 3 started cleanly, Coutts again sailed through the fleet to win from Mark and Frenchman, Fabien Capallieres. By race 4 the wind had eased further and the temperature climbed, the fleet went left and stayed well bunched for the entire race, Peter Frissell hitting the front from Marshall and Mark. Around sunset over scenic Mobile Bay the fifth race was started, after an initial recall, amidst Pelicans diving into the water, Jose Oti pulled through the fleet to win in almost complete darkness from Frissell and Pole, Andre Skarka. Back at the club a shrimp and gumbo dinner was enjoyed with entertainment provided by a local country and western band.

The final day dawned sunny again with a building breeze from the South, race 6 was dominated from the start by New Zealander, Coutts, from David Beyers and Oti, the minor places only being settled on the last 100

yards of the final run, such was the tightness of the pack. Race 7 took place in a building swell and wind, again to be dominated by Coutts and followed by Skarka and Oti. The 8th and final race started, after one recall, with growing white horses under the clear blue sky. Coutts revelling in the surfing conditions won from Mark and Beyers. The fleet returned to the dock for a prize giving on the club deck with beer and snacks in the warm sunshine.

Final Results

- 1 NZL-9 Rob Coutts
 - 2 USA-117 Michael Mark
 - 3 USA-57 Peter Frissell
 - 4 USA-100 Jose Oti
 - 5 USA-33 John Marshall
 - 13 GBR-16 Mike Woodhead
- | | |
|---------------------------|---------------------|
| Grand Master A | Michael Mark |
| Grand Master B | Rob Coutts |
| Great Grand Master | Jose Oti |
| Legend | Bob Carlen (USA-11) |



JM Finn & Co Nationals



PHOTO: ANGELA TINGEY

JM Finn & Co National Champs

Pwllheli Sailing Club, 23-25th July 2010

After winning the race to stage the 2012 World Masters Championship in Pwllheli, it was no surprise that most of the UK Masters fleet were keen to try out the venue at this summer's JM Finn sponsored National Championships. 31 boats made the trip, with Masters making up the bulk of the fleet, with two juniors and just three senior Finn sailors competing.

After some practice starts run on the Thursday, the first race was due to start at 1pm, but the wind was slow to oblige and

after floating around for an hour Rob Lamb the Race Officer, directed that the fleet be towed back to the beach. This obviously did the trick, as soon as 31 Finn sailors had hauled their boats up the beach, the postponement flag was dropped and it was a mad race back to the committee boat.

A decent 10 knot breeze kicked in from the south-west and the fleet split at the start, with around a third of the fleet opting to tack and head for the shoreline, whilst the remainder took the left side and headed out to sea. Those that held on the right seemed to benefit from either a little more pressure or a little less tide, and Rory Barnes led around the windward mark of the windward / leeward course, followed by Neil Robinson and Howard Sellars. At the bottom Sellars choose the right hand side mark of the gate, whilst the leaders took the opposite in order to get over to the apparent advantage on the right side of the beat. Somehow Howard's short leg across to the left gave him a good jump on the fleet as he came back across to the right and rounded the

windward mark some three lengths ahead of Barnes and the chasing pack. Robinson gybed off to the left side of the run, taking Allen Burrell and John Heyes with him, which left John Tremlett free to do his own thing out on the right. As the breeze dropped to around 6 knots, it became a tense run in to the downwind finish, with Howard Sellars recording a memorable victory with John Tremlett just sneaking over the line ahead of Robinson, Barnes, Heyes and Burrell. The breeze soon faded, making a second race unlikely so the race officer sent the fleet ashore with the promise of four races the following day!

Saturday dawned, and true to the forecast it was wet and windy. The 16 knot forecast soon built to over 20 knots, with some steep waves, built by the wind over tide. When the locals say there is hardly any tide in the area don't believe them! The conditions can best be described as 'brutal', great if you were of the larger variety of Finn sailor but bloody hard work if you were not!

Race two was started off a fair line with possibly a 5 degree starboard end bias that encouraged many to start toward that end and head off toward the shore. Neil Robinson shot off at high pace and looked very impressive as he blasted off to the right, but later admitted he had maybe overdone it and was burned out for the rest of the day. Allen Burrell followed but with a few well timed tacks on the shifts near the top end managed to round ahead of Robinson and with Tremlett hot on his heels, coming in from the left. Due to the wind strength, the Race Officer had chosen the triangle / sausage course that created some great high speed reaches, but even with the pumping flag up, the middle of the fleet were mainly too exhausted to take any advantage of it downwind. The running leg proved quite hairy for some, with a couple of nose-dives and capsizes at the gybe mark. David Higham, JM Finn's representative provided some good sport with a spectacular capsize and all had earned a good few drinks in the bar after a tiring day

on the water, along with a great curry provided by Pwllheli SC.

Sunday morning brought lighter conditions and two races to complete the full seven scheduled races for the regatta. At the start of race six the wind was light and from the North West, providing shifty conditions added to by a noticeable tide flowing across the course. John Mackie took advantage of his local knowledge and led the fleet around the windward mark maintaining his advantage to win the race. The final race started with similar conditions. With the regatta won already John Tremlett was still looking to improve his score line, pushing the line and taking Adrian Brunton with him. Both were judged OCS. As the wind grew lighter John Heyes lead the way, holding off the chasing pack in the tricky conditions to take the win but behind him there was a really close finish with 15 boats finishing within seconds.

It was great to see the Finn fleet at Pwllheli and those that made the effort were well

rewarded by the venue and host team. With a range of conditions some great administration both on the water and off and all races sailed the event was a great success, albeit slightly soggy at times! On Monday 19th July, supported by John Mackie, Pwllheli SC issued a press release confirming that Pwllheli will be hosting the 2012 Finn World Masters Championships. The press release was covered on television on both the BBC 2 Wales news and S4C news and in the Caernarfon & Denbigh Herald & Daily Post.

There is a lot of work to do in the coming months to ensure that the Finn World Master Championships in 2012 will be a great event and the club together with John Mackie on behalf of the BFA Committee has already put detailed plans in place. There are plans for improved access to the beach with either tanks tracks or a wider concrete slipway and a new and improved clubhouse, together with a larger camping area.

John Heyes GBR-61



GBR-3 Interview...



Ben Ainslie speaks to PUMP

We caught up with the three times gold medallist at the Sail For Gold Regatta, at Weymouth in August...

Photos: Mark Lloyd

PUMP: It's good to see you back in the Finn and sailing in UK waters. How did you find this week?

Ben Ainslie: Yes, it's been great. It's been a lot of fun to be back in the fleet and sailing against the guys again. Obviously it's really important to be here, learning about the conditions for next year and hopefully 2012. So, I've really enjoyed it, it's been hard work physically, as I expected it would be. I was hoping perhaps to get away with a light week [So was I! Ed.] but there's been a bit of breeze, but I've enjoyed everything and happy with how it's gone.

You had the boat stacked with Finn sailors when you sailed with TEAMORIGIN during Cowes Week, racing against BMW Oracle. Was sailing with your Finn mates good fun?

Well yer, in terms of the Finn squad, we had the normal guys. We had Nocker, and Mark, those are the guys that have been with us

pretty much all the way through. We also had a couple of legends, Warwick Flerry and Simon Daubeny – it was great for us to have them sailing with us.

We get the impression that you don't like to go into something unless you are fully prepared and up to speed? Has that been difficult for you this week?

It's been really hard. I mean so far I have dealt with it pretty well. Today has been pretty tough out there. Psychologically beforehand I made it pretty clear to myself that I had to be realistic, but also I am really glad I did it because I've learnt so much about the venue, racing here, and I am sure you have as well. With days like today, it's been a tricky day. If you haven't been here and seen it, well that something you just wouldn't know.

Yes, the breeze seemed to just come up and down for no reason.

“It’s been a lot of fun to be back in the fleet”

With the Finn Gold Cup in the Falmouth in 2012 can we expect to see you sailing in the more in the UK or will you be doing most of your training abroad?

I hope so! The big thing next year is going to be the Sail for Gold regatta here, and the top British boat will then go through to the Pre-Olympics in August. I guess that

person has a good chance of qualifying, so we will see. It’s going to be really tight for the qualification.

So do you know exactly what the trials will be yet?

The team all know what events and results will be of importance in the selection process for 2012, but they don’t put our selection criteria in the public domain as past experience tells us our system gives us a competitive advantage.

Essentially, selectors are looking for a team comprising of proven performers at major world events and in the Games venue.

So they aren’t saying that it would

Yer, yer, it was really tricky. In terms of 2012 it’s been really positive and a lot has been learned. Like you say, I don’t normally go into something unless I feel like I’m properly prepared and in the right shape, so it was a decision I had to make, but I feel the positives certainly out weighed the negatives.

How do you rate Jonathan Lobert? He’s a chap we’ve raced against in France for a few years and have watched him coming up the rankings and we said at the time that he was France’s equivalent of Ben Ainslie. He’s a really nice lad but very focused...

Yes, I am really impressed with him and with Giles. In particular this week I think they have both sailed really well. I only met Jonathan a couple of times in the build up to 2008 and like you say he’s a really nice guy but he is certainly sailing well on the water and I’m very impressed.



GBR-3 Interview...

be decided on the results of, say, four regattas across Europe then?

No, it's more a progression selection.

The Finn Class will be voting at the AGM on proposals to lower the wind speed for free pumping and to possibly bring in a public database of everyone's hull certificates and measurements. As someone who has been closely involved with hull and mast development, do you agree with making sailors' boat details public or do you feel this could stifle development of the class?

Yer, I don't have a problem with that. To be honest there is very little difference in the hull shapes. In the Finn there are relatively tight tolerances on the hull and I don't think you would see much difference between the different manufacturers. I would say the differences are more down to build quality and the maintenance of the moulds. I think

that is the biggest difference between the manufacturers rather than hull shapes. So no I don't think that would not necessarily be a bad thing.

Do you think there is much room left for refining the hull shape within the exiting rules? We know you are rumoured to be working on developing a new boat, do you feel there is an edge that you can achieve with a new design?

Well, I think you could if you were looking to design a boat for a specific wind condition you could, but for Weymouth it has to be an all-round boat – there is not a lot you can do. With a boat that has been around for 60 years, most things have been thought of and tried already. I think its just as always it's a question of doing lots of little improvements which might add up to making a difference.

I don't think lowering the windstrength for free pumping is good, I don't agree with that. I think at the moment it's about right.

The trouble is if you bring it down any lower it's just rowing.

It must be great fun sailing the AC boats with so many Finn mates in the crew, but which boat do you enjoy sailing best? The Finn where everything you do is down to you alone, or do you prefer the teamwork involved in big boat sailing?

It's so different that you can't really say which is more fun or not. Getting out there in the Finn is so physical, and I am sure after I've got back to shape with a bit more training those physical tests are really good fun. Even yesterday I was completely exhausted but I enjoyed the physical test. The teamwork aspect is a real challenge.

It's always challenging for a Finn sailor learning to talk to the other crew!

Yer, well it is, it's something I learned a huge

“it's definitely a technique thing”





top of the guys have been working hard on their fitness, and their technique with the free pumping. Other things I am not so sure about. A lot of the top guys have been working hard at it, which is good to see.

Has the free pumping evolved much, it seems there are more people standing up and almost rolling the boat rather than actually pumping?

I think everyone has worked on it a bit, I am sure it's evolving continually. Yer it's definitely a technique thing and a fitness thing.

Finally, Weymouth has proved to be a difficult place to sail this week, it's delivered some difficult conditions, do you think Team GBR will have a real home advantage here or do you think the conditions are too variable to master?

I think you are absolutely right in what you have just said. I haven't raced here seriously for 10 years but I think it's one of those venues you can have all the home advantage

and all the knowledge but in some ways it's detrimental because you do have to just go off what's in front of you, ignore forecasts, ignore play books. Today was a classic where we thought the sea breeze was going to pull the wind round and I think there were four Brits out on the left, and the rest of the fleet on the right, and at one point we were a long way behind and it only just came in at the end. So I think that was a case of call books pulling you one way rather than just looking at what's in front of you on the water. From what I have seen this week you have just got to sail off your intuition and what you can see on your race course. It's six miles from here at the Academy to our racecourse, so in terms of local conditions it's a long way away.

Great, On behalf of the British Finn Association we would like to thank you for talking to PUMP today and we look forward to seeing you at more of our events next year.

Yes, I hope so.

amount doing it, working with different people, taking in all the information. It's certainly very enjoyable when you are successful with a team, it's just hard when you are not successful, and it's harder trying to work out where the issues are. No, I couldn't really say one is more enjoyable than the other. Match racing is pretty full on, a totally different target and type of sailing. This year has been the busiest year by far for me, the busiest ever in my sailing career. I have really enjoyed all the types of sailing I have been doing. I was concerned at the beginning of the year that by now I would be getting stale and fed up with it but actually I am really enjoying all the sailing that I'm doing because it's such a different challenge each time.

So do you get much time off, do you make sure you have breaks in between each event?

No this year has just been crazy, through to November but after that I will take some time to re-evaluate and hopefully get my act together in the Finn for next summer.

Do you think the standard of competition has improved in the Finn Class since you've been way?

I don't know as I am just coming back into it. Some things have impressed me; a lot of the



World Masters



2010 Finn World Masters

Split, Croatia

Photos: Jensen Fanning

After all the months of rumours and stories that Split would not be able to accommodate a massive influx of octogenarian Finn sailors, it was a huge relief to actually arrive there and find it a rather wonderful location. In the end there seemed to be plenty of reasonable accommodation, on-site camping for the hoards of campervans and even great weather... what was all the fuss about?

The British mustered a healthy contingent of 14 entrants plus a couple of ex-pats, Iain Woolward sailing for the USA and Graham Douglas with HUN on his sail. Those with

time on their hands enjoyed a comfortable 2-day drive down, whilst the busier folk used commercial trailer drivers to deliver their boats and flew down direct to Split. The really keen sailors, messers Potter and Mackie had even travelled down for the European Championships the fortnight before and left their boats there whilst returning to work for a week.

At the pre-race briefing, the Race Director Alen Kustic put Howard Sellers firmly in his place after Howard dared to ask for the starting signals to be repeated on the pin end boat. Kustic declared to the assembled sailors that he was a world-class race officer who had even run the Optimist world championships, there was no need to repeat the signals and we were doing things his way! Although we all wondered at times, in the end he was proved to be exactly right and showed an excellent knowledge of the local conditions.

Kustic started the first race on course A, a mile and a half to the west of Split, into a 10-12 knot NW breeze that funnelled between the mainland and the first outlying island. The 167 boat fleet was split into two

starts, red and blue, with half the fleet in each. Reds went first with a general recall followed by the blue fleet that got away first time. In a re-run of the practice race, those in the blue fleet that immediately tacked onto port and went hard right, heading for the pinch point between these two land masses seemed to benefit from some extra pressure and a big lift under the island as they tacked back onto the layline for the windward mark. Michael Maier (CZE) held a big lead to win comfortably. Those that approached the mark from the left suffered more from a surprisingly strong windblown current and lost out heavily. Somehow, the two fleets, one sailing a inner loop and the other on the outer loop managed to combine on the last run to the finish, somewhat swamping the leaders in the red fleet. As the fleet came together it was hard to see whom you were racing against as 167 Finns jostled for position on the final reach into the line.

By the time the second race was started the breeze was over 12 knots and the free pumping flag was flying. The race officer had moved the course further out to sea, having seen the affects of landmass in the previous race, which resulted in a much fairer beat. To

prove the point, the leader of the Blue fleet Marco Buglielli (ITA) came in from the right and Al Burrell (GBR) from the left to round in second. The stiff current was still evident and served to push boats off the starboard layline that were caught a bit shy. Maier (CZE) soon showed his impressive pace to pass Burrell downwind but did not have enough to win, finishing second to the lightweight Italian Grand Master Buglielli, with the pair tied on 3 point after two races. It looked like Dave Potter's time at the Europeans had been time well spent, as he came off the water with an impressive 3, 6 score line. John Mackie also looked good with a consistent 19 + 18 and Julian Smith even better with a 6th and 13th.

Day two brought a long delay and eventually the flags came down to send the fleet to sea, albeit having to be towed out. The race officer seemed determined to get a start in despite the fickle breeze and steady current. The course was in area C, a further 1.5nm to the southwest than the previous day. The southern side of the island still lay close to the right hand side of the beat and posed the question of if it would be worth sailing up under the cliff to find a possible wind bend and cheat the current. Red fleet went first and the big names of Maier and Budzien (GER) were seen heading straight for the cliffs and then crawling along the shore trying to keep out of the current. A huge spread developed as some boats found a bit of pressure and other wallowed desperately in holes. It took 35 minutes for the leader to round the mark and it was Marc Allain des Beauvais (FRA) who had started at the port end and surprisingly gone hard left. As the struggling breeze dropped even lighter the Race Officer did the right thing and abandoned the racing, much to everyone except Marc's relief!

Tuesday evening saw the host club Y.C. Labud put on a great party on the panoramic terrace of a restaurant above the yachts club with amazing views across the water to the outlying islands of Solta and Brac. The buffet was the usual European scrum, the music lively and the madly dancing Russians sweaty – but it was a fabulous opportunity to meet and swap stories with fellow Finnsters from 24 different countries.

Wednesday's forecast was again light and the sailors were kept hanging around for much of the day, although several 2 hour

postponements did allow time for a stroll to the beach or a game of pool in the bar. Just as the competitors were about to head back to their accommodation the postponement flag came down at 5.30pm, despite the absence of any obvious breeze and we all shock our heads in disbelief.

Amazingly, a steady breeze sprang up as the 167 boats left the historic harbour and headed out for what was a very pleasant evening race in 10-12 knots. Even Sander made it back from his bed to the marina in time to race!

The course was positioned just off the town, with a similar funnelling effect through the channel between the two big landmasses as was seen in race one. Those with good memories in the red fleet tacked straight onto port and headed for the marginally stronger pressure on the right and once again Michael Maier's superior speed showed as he rounded first, ahead of the consistent Italian Grand Masters, Bulielli and Francesco Cinque with GBR's Al Burrell and John Heyes hot on their heels. Heyes pulled up to fourth on the run, choosing with Burrell the left hand leeward mark whilst Maier and the rest of the fleet took the right and were forced out to the left by the fleet of running boats. With the whole of the right side to them selves, the pair enjoyed their own drag race to the favoured right hand corner, and in the building chop it was just like an evening club race at Thorpe Bay. As they tacked for the mark their choice looked good, with Maier having to use every drop of his incredible boat speed to only just cross Burrell on the



starboard layline, and with much huffing and puffing tacked firmly on top of him as the pair approached the mark. As the breeze began to wane, the light weight Italians slipped downwind a little quicker than the Brits and Heyes managed to just pass his mate Burrell before the final turn and reach to the finish. Howard Sellars, (GBR) also put in a strong performance, scoring a 16 and John Mackie another consistent 17. There was a mad dash for dinner, but sitting outside to eat in the splendid old town 'till late was a fantastic way to finish off a long but satisfying day.



World Masters



2010 World Master Champion Michael Maier leads the fleet

Thursday morning saw the long awaited big breeze right on time. As the fleet left the harbour with heavy air sails, it soon became evident that it was a tad lumpy and bumpy on course Alpha. As the gusts topped 20 knots, the upper limit for Masters racing, the race officer wisely decided to lead the fleet several miles to the west, to a more protected area between two islands. Here the water

was at least flatter, but the wind a little more gusty, averaging just below 20 knots.

The strong breeze soon whipped up a matching wind-blown current that caught a few out that tacked to the left and from the first start it soon became evident that the race was all about one long tack into the shore to escape the current and a bit of rock hopping until you dared to head back out to the windward mark. Clear lanes were obviously hard to find and the bigger and heavier breed of sailors were enjoying the conditions. Team GBR's newly qualified 'Legend', Richard Hart (GBR) had switched on early to the current and took 5th spot around the mark.

The second beat of the outer loop course took the fleet close to the lee of a large peninsular, on the other side of the sound. Struggling in the 20's, Marc Allain De Beauvais (FRA) and John Heyes decided to take a flier and take the left hand side of the beat, up into the turbulent air in the lee of the high peninsular. Heyes went a few 100m further left than the Frenchmen and was rewarded with some gusty but also very big shifts that saw him reaching in to the windward mark just behind the leading pack of Armano Zekan, (CRO) and John Mackie (GBR) and about 4 others. In the breezy and extremely gusty conditions the others seemed to get themselves into all sorts of bother, capsizing and hitting marks, leaving the Croatian, Mackie and Heyes to surf downwind to the finish line untroubled.

In the second fleet, Dave Potter was well placed at the leeward mark but was forced to suddenly avoid the change of course boat that had drifted into the way and ended up upside down. A long and somewhat contentious protest against the race committee saw him awarded his last known position of 10th.

Race 5 got underway as the breeze topped 20 knots, but was made just about manageable by the relatively flat water, although the strong current made the beats a long slog. By now it was very evident which way to go as everyone tried to make the windward mark in two tacks in toward the shore. Maier revelled in the conditions to take his 4th win and Budzien also showed his fitness to claim two seconds for the day. For the Brits, Al Burrell was left ruing the day after a strong fourth in the 4th race, took one tack out to the left in the second race of the day that pushed him down to 15th at the finish. That one result was to prove costly to him in the final standings.

The sail home was well over an hour against the current, back up the sound and across the bay back to Split. The wind moderated and was extremely patchy as many weary sailors made their way home after a long, tough but exhilarating day, and it made quite a sight as 167 boats filled the horizon.

The final day dawned hot and sunny and with a perfect 10-14 knots right on cue just outside the harbour – only this time from the opposite direction, the SE. Almost every race of the series was on either a different course or with a different wind direction, so there was no form guide to go on for this race.

The line was set pretty square and a pre start reddie suggested the port end might pay, but that theory was dashed by a 10 degree right hander just before the red fleet started, that saw most of them head off to that side. Ten minutes later at the blue fleet start it had switched back to a neutral bias, but most of the boats massed at the Committee boat, having watched the first start. With two minutes to go, John Heyes spotted a left hand shift and sailed down to the port end, but was struggling to make the line, due to the ever-present current. He looked up to see Richard Hart sitting well up to windward, near the port end. Knowing Hart would not be there without a trusted transit, Heyes was able to sail full speed for the line, and the two had a near perfect start almost on their own and headed into the





shoreline off Split. A tight tactical beat ensued with Budzien clawing his way into contention along with Burrell who had started further up the line toward the committee boat. The approach to the windward mark was crucial, as Burrell proved up taking several boats to round 4th, but the best sight of the day was Richard Hart leading two-time Masters Champion Budzien around the windward mark, followed by John Heyes and Allen Burrell. Budzien soon showed his magic to surge ahead downwind, with Burrell close behind and Heyes hanging on for a 5th behind Michael Gubi, (AUT) and Richard Hart an impressive 9th.

In the red fleet, Maier won his fifth race and with it the championship and so headed back to harbour to let the rest of the fleet battle it out for the remaining places. The breeze had built enough for the final race to allow free pumping and again the left side of the course paid and the energetic Budzien romped away downwind. Al Burrell, more at home in the stronger breeze powered into the mark from well above it to round second. Although he managed to pass Andre Budzien a couple of times upwind the athletic German was too quick downwind and was able to hold off Burrell to the downwind finish.

First-time Master Christen Christoph (SUI) benefited from Michael Maier's absence in

the final race to score a second, which added to a 3rd in the previous race pulled him up to third overall with a highly impressive (35), 3,3,5,7,3,3 score line. David Potter added a strong 5th to his score and John Mackie a 9th, again proving that their trip to the Europeans had been time well spent.

Overall the 2010 World Masters was a very well run regatta on the water, with an excellent Race Officer in Alen Kustic, even though several of the courses were land influenced. We sailed on a different racecourse everyday, which cancelled out most local knowledge and many sailors underestimated the often considerable wind blown current – resulting in several desperate attempts to round windward marks. On shore the launching facilities with single ramps dotted around the marina side were rather limiting, especially in a southerly breeze and showers at the venue were non-existent. However, in lack of shore side facilities was immaterial compared to the amazing attraction of Split old town which resembled a mini Venice, with narrow streets and walkways, great outdoor restaurants and many shoe shops for the delight of the travelling WAGs.

If a great week of racing against Europe's finest Master Finn sailors in a beautiful and warm location appeals to you, book now for Punta Ala, Italy in June 2011 and don't miss all the fun.



World Masters Results

- 1 CZE-1 Michael Maier 7
- 2 GER-711 Andre Budzien 18
- 3 SUI-5 Christen Christoph 23
- 4 AUT-7 Michael Gubi 26
- 5 HUN-211 Attila Szilvassy 27
- 6 GBR-2 Allen Burrell 27
- 7 ITA-2 Marco Buglielli 29
- 8 SVK-1 Peter Mosny 31
- 9 DEN-6 Lars Hall 35
- 10 CRO-6 Armano Zekan 38
- 12 GBR-65 David Potter 46
- 13 GBR-61 John Heyes 54
- 17 GBR-68 John Mackie 70
- 26 GBR-665 Julian Smith 93
- 41 GBR-35 Soeren Vonsild 138
- 43 GBR-63 Graeme Macdonald 141
- 44 GBR-631 Richard Hart 144
- 53 GBR-77 Howard Sellars 158
- 57 GBR-1 Sander Kooij 173
- 106 GBR-58 Paul Brown 298
- 119 GBR-55 Mike Till 335
- 122 GBR-668 Nick Turley 339



World Masters



Legend Richard Hart leads second overall Andre Budzien around the windward mark on the last day

Winning Legend's eye view of the World Masters'

We asked our own winning Legend **Richard Hart**, to record his top tips for a successful Legend's campaign at the World Master's Championships...

I would like to thank Sid Howlett for motivating me early in 2009, and helping us all at that Bosham tuning weekend! Trend analysis after my 2009 result showed that I was on track for a Gold in 2013. Thinking that there might be a flaw in the logic, I concentrated on racing as much as practicable, and planning for 2010. I believe that winning a regatta is the easier bit – the hard part is getting there in a condition in which you can win the regatta. Of course for us Legends, we have to substitute "a good result" for "winning". Whatever, good results need planning and preparation.

Planning travel

For most of us, there's a long drive to Split or Punta Ala. I was able to team up with Graeme Macdonald, who enjoys cooking, comes with wine, and is energetic at times when I am lethargic.

Our route was planned in detail – not too far each day, regular stops, and good overnight campsites for our van (quiet, hopefully with restaurant). I use an Atlas and *via michelin*. If you are travelling with your wife, the route to Punta Ala includes some really nice touring areas to visit on the way home.

I think that it is particularly important to arrive with time to recover from the travel – three days is my target for Punta Ala next year.

Planning the build-up

For the Masters', which comes early in the season, it's difficult to get to your best performance in time. The Frensham Frenzy, at Frensham Pond, my old club, comes in mid-March, so it's usually just warm enough for my age group. In two pursuit races there are about 60 mark roundings! After that, it's a matter of lots of hours on the water and I'm not too bothered where.

The rig

Probably you will have a new sail for the event. In 2009 I saved my new sail for the regatta, but then I didn't know it well enough to get the best from it. For 2010 I bought a sail with cloth that hopefully keeps youthful for longer, and sailed with it all the time before the Masters' (except when it was blowing hard).

You must keep a reliable record of mast rakes, related to what sail you had up, wind and wave conditions. The Dutch talk about the "Sweet Spot" where the boat just goes. I keep the mast heel in the same place and make the usual detail adjustments at the deck bearing (more upright for medium winds, back for waves). The bearing adjustments seem to be very small, in the order of 1mm, to my amazement! Perhaps one might rake back more for light airs.

Some of our club racing puts a premium on pointing, and because tuning is most controllable in smooth water, it's very easy to tune with your buddy before a regatta and end up with the mast too upright. Pointing isn't the main issue when you're out on a big regatta course.

Having used the standard wisdom for the initial setting up of mast rake and position, I record the heel and deck positions, and only do rake or tension measurements on warm days when

we're waiting for wind. My numbers are at the low end of the usual ballpark, but I suspect that the numbers for a 93kg squad boy are not the same as for me at 93kg.

Clothing

The older I get, the more trouble I have keeping warm enough to think when I'm racing. Because the build-up is early in the season, you must have good warm clothes, with particular attention to head and neck (try a fleece balaclava).

For Split and Punta Ala, you're more likely to be too hot. In 2006 (FGC Split) I raced the first day with rash vest etc under a Rooster Hiking Shortie. I had not expected that my exposed calves would contact anything much, but by the end of the day the skin was rubbed off and I spent the rest of the week with cling film wrapped around them, and wearing a very hot wetsuit!

My solution is to have a long-sleeved vest (to protect arms from sunburn) and a pair of high fit trousers over the hiking shorts. I take a wetsuit top in the boat in case the wind gets up.

Food and Drink

It's important to increase the intake of carbohydrates (Pasta, Porridge, Bread). Graeme and I supplement these with Mars Bars on board (I take the nearest equivalent to Hot-Cross Buns as well).

For a day on the water I take at least 2 litres of GO-Electrolyte: an isotonic drink with sugars for energy and salts to replace losses from sweat. On a hot day you need even more water. If it's been a hard day I drink GO when back ashore as well as I think this helps to prevent stiffness.

Highs and Lows

Low: On the penultimate day, after a delay, we went afloat in such a rush that I didn't have time to put in my contact lenses!

High: At the start, about all I could see was a great big island to the right, so I went that way – first time I went the right way in the week and it paid....

Low: I fell in the water at the last gybe and had a discard.

High: I went more or less the right way in the last three races.



PUMP asked the modest Richard to tell us a little more about how he became the first Britain to win the World Masters Legend title.

PUMP: How did you feel rounding the windward mark first in the final race?

Richard Hart: Calm and focussed (which happens less often as I get older)

Can you describe how you saw that race?

I realised that I should win the Legends if I just kept my nose clean, and didn't try anything fancy.

What was the best moment of the regatta for you?

When two old friends, Pata from Hungary and François Richard from France, came up to me after the last race and said "You and your boat looked just right in the waves, well done!"

Richard Hart – Finn World Masters Legend Champion 2010



A Finn Sailors' Wife's essential guide...

As a relatively new initiate into the rites and rituals of being a Finn WAG, I feel that I am on a very steep learning curve. I have already however had enough experience to formulate a list of very definite do's and don'ts! For those of you who might be contemplating this daring step, here are a few *bons mots*...

First of all there is 'The Ceremony of Packing up the Boat'. No matter how many times this is carried out there is always one part that

won't come undone, a piece of equipment that won't fit in the appropriate bag or a bottom cover that cannot possibly be made for this particular boat. Whilst on the subject of bottom covers, be sure never to wear anything white, clean or valuable whilst attempting to manipulate it into a shape that it is reluctant to assume: it is always filthy dirty from the numerous treks around the country. Oh, and don't try it when you have just spent hours (and considerable sums of money) at a very pricey nail bar.

Then of course comes 'The Journey'. For us this means the delights of Sherman – yes, named after the tank. Sherman is much loved and very old, rather battered and ramshackle and decidedly not environmentally friendly; some would say much like his owner. Those of you who know his owner might be rather surprised that Sherman comes in silver, rather than navy blue. Anyway, where was I? Oh yes, the journey! Could anyone please explain to me why, when journeying to North Wales and passing within a few miles of the Cotswolds, it seems unreasonable to expect a short break for a little retail therapy? Oh no, this is not for the rough, tough Finn sailor: a six hour non-stop drive with sandwiches in a traffic jam on the M6 and a full bladder is the order of the day.

One thing that I haven't been able to get right is the choice of venue. For some there are the delights of Medemblik, Split and Punta Ala. I get Weymouth, Pwllheli and the offer of a weekend at Thorpe Bay. In fairness, I have been a Finn groupie in France on a couple of occasions – more of that later. However a trip to the Med this year was deemed out of the question – there are limits to how far from home we might venture with Sherman. Is it really that much further than Pwllheli?

The most important things that I have learnt however are about how to survive the week. Be prepared to spend a long time without your beloved. Try to take everything that will keep you occupied and/or sane. Bike (it ties nicely onto the side of the trailer, but not without a lot of huffing and puffing from himself about the inconvenience of it all), walking boots, the latest Katie Fforde and your mobile and laptop to keep you in contact with the outside world. Numerous changes of clothes and footwear are necessary because you are never sure what the weather and circumstances are going to

throw at you. Inevitably you will take 90% of these home unworn, but you will still need to wash and iron them when you get home because that nice little B&B that seemed so reasonable was in fact cold and damp and everything seems a little musty. Of course, all of this presupposes that there is room in the car for your set of matching luggage. In my experience I am given a little corner between the toolbox and the spare trailer tyre, under the second (or even third) set of sails. One day perhaps someone will explain to me why three sails can be necessary on such an expedition, but three pairs of shoes are deemed an extravagance.

Do recognise that, while a race may only take a couple of hours, the rest of the day will be taken up with pre-race preparation and post-race analysis. No matter how much they love you, it is certain that you are going to come in second place to discussions about luff curve, leech tensions and who tacked on which shifts. Does it matter? Apparently it does! Be proactive in seeking out the best local restaurants and making a firm booking, otherwise you will still be in the clubhouse at nine o'clock at night, eating a cremated sausage and a plate of tired looking lettuce, whilst pondering why it didn't pay to go out to the left on the second beat.





The real bonus of being a Finn WAG is that there are others in the same boat. Arghhhh – don't mention boats. They too are excluded from this orgy of male bonding. They too are fed up with the weather / the smell of wet sailing kit / the permanent air of distraction of their loved ones. They are the ones who keep you sane with expeditions to little tearooms and local boutiques. They are the ones who react with enthusiasm when you suggest taking to the water – not in a Finn of course, but in the company of a local boatman to look at puffins and seals. Their company and friendship make the week really enjoyable and are something to look forward to at future Finn events. Future Finn events? Am I mad? No, I love them and I'm already plotting how I can get to Punta Ala next year!

Angela Tingey GBR-63

P.S... I can come clean now. These trips are great fun and you meet some lovely people, although hopes of meeting a Ben Ainslie look-alike seem fairly remote. Favourite trips: the UK Nationals at Castle Cove, Weymouth – a really friendly little club. They made us very welcome and the catering was excellent. Plenty to do in the area, including cycling round Portland, visiting the RSPB reserve at Radipole and I loved the old harbour in Weymouth. Also the French Nationals in Larmor Plage, Brittany. Again, we were made very welcome. Madame la Commodore served behind the bar and the club members all pitched in on all of the social occasions. There was plenty of wine, delicious food and good banter to be had – albeit that some of it was lost in translation. A very pretty area with good walking and cycling and with a very enjoyable day trip to nearby Pont Aven – but not without mishap, but perhaps we'll save the saga of the burst radiator for another day!

“Research the area before you go – check out the sightseeing trips that are worth seeing”

SWAG's Top Tips

- If you are going to be a 'trolley dolly', take suitable footwear for wading in to help recover your man's 'other woman' – wellies for UK waters and flip-flops for warmer European events.
- Pack everything – especially for a UK event as the weather is never to be relied upon. You may well get soaked hanging around for him to come in or go out sailing – apparently they don't even call it off when it rains!?
- Take a bike with you – get him to strap it to the trailer so you have a means of transport at the regatta, it's a great way of exploring the area. Do take a helmet, as he might not be too pleased about spending the whole evening in A&E if you are unfortunate enough to have a little 'off'.
- Don't believe them when they say they will be back by 4pm – apparently they don't always start on time and can

spend hours floating around without starting a race.... So why couldn't we have had a lie-in then?

- Research the area before you go – check out the sightseeing trips that are worth seeing and which of the organised ladies' trips are best avoided (If you prefer not to be herded around in a large group with no free time).
- Chat to the French sailors early in the week to find the good local restaurants and book them up for the group before the Germans find out and fill the place
- Definitely check out the local shopping – the shoe shops in Split this year were a great hit with all the girls, and just tell him you had to buy two pairs as they were only half the price of back home.
- Persuade him to take you to the main regatta dinner, a great chance to mingle and meet other SWAGs from many different countries at international events. Just watch out for drunken Russians.



Gold Cup



Finn Gold Cup

San Francisco

Ed Wright (GBR) put a wrong to right in winning the Finn Gold Cup in San Francisco in September. It has been an enigma of the class that the former world number one had never won a world title. He had come close on a number of occasions, but in San Francisco he put together an incredibly consistent and winning performance to take the Finn world title in the best possible way by dominating and winning the medal race. Rafa Trujillo (ESP) took the Silver while Giles Scott (GBR) took the Bronze.

The final day started with race 11 for the rest of the fleet with Pieter-Jan Postma (NED) leading round the top mark from Daniel Birgmark (SWE) and Alejandro Muscat (ESP). Birgmark took the lead on the first downwind and led round the remainder of the course to take his second race win of the week to finish 12th overall. Bjorn Allansson (SWE) sailed well to place second while third place for Marin Misura (CRO) kept him in 11th overall.

Oscar flag for free pumping downwind was raised on the first downwind and stayed up for the rest of the day with the wind reaching 17 knots during the medal race for the top 10. This meant that Oscar had been raised on each and every downwind leg of the championship, giving the Jury very little to do.

The big question for the medal race was whether second placed Rafa Trujillo (ESP)

would go for gold or protect silver. It was obvious within minutes what his strategy would be as he stuck to third placed Giles Scott (GBR) like glue and covered his wind all the way round the course. Scott was faster downwind and broke through twice but he couldn't gain enough boats to take the silver medal from the Spaniard.

Meanwhile, the regatta leader by 13 points, Ed Wright (GBR), won the pin end start and powered away, never headed during the entire race. He initially headed to the left and then crossed back to the middle without ducking a single transom. He rounded the top mark just ahead of Gaspar Vincenc (SLO), Zach Railey (USA), Thomas Le Breton (FRA), Brendan Casey (AUS), Mark Andrews (GBR), Andrew Mills (GBR), Trujillo, Ivan Kljakovic Gaspic (CRO) and Scott. With Scott in last place Trujillo had done his work well.

Scott immediately went low and passed three boats leaving Trujillo at the back. With

Wright sailing away from the fleet, the fight was now on for silver. Trujillo rounded the gate just behind Scott, but within a few tacks was back in control and taking Scott to the left hand side, which he thought was not favoured. Also going this way were Railey and Mills and they crossed back in second and third. Trujillo and Scott also came back into the fleet closer than Trujillo has planned and again Scott passed Trujillo downwind. But he needed to take two boats to take the silver from Trujillo.

It was a nervous last downwind for the Spaniard as Scott sailed away and he was left behind. Scott caught up the pack ahead but could not take any boats and finished ninth to take bronze, with Trujillo crossing in tenth to take the silver.

A clearly happy Wright said, "I am so excited. It's something I have been working on for a while. Last year I got close, but this year I did it. The last couple of days have been the best of the regatta. Really windy and really difficult sailing, but I am really so happy. I am tired, but it doesn't matter. It's over now."

Wright is renowned for being the fittest sailor in the fleet but commented, "I was surprised how fit the others guys were out there. But it does make a difference. It's nice to feel fresh each morning. I have put a lot of effort into this year did quite a lot of training over the summer and changed my body shape. Everything was gearing up

towards this event. I am really happy.

"It was brutal at times. Just great sailing. The boat is a powerful boat and it's so taxing sailing here. I loved every minute of the week. Rafa has been training hard as well and was sailing fast. But it was good to actually get out there on the track and actually do some real sailing. I only had to get seventh in the final race and I managed to win it, which was even better so I am really happy with that.

"I just needed to stay near Giles and Rafa and it was apparent straight after the start that they were messing around with each other so I could just sail my own race. I just kept a loose cover on them and it made life a lot easier. To win the last race is great. I feel like I am sailing fast and really excited going forward to the next event."

Silver medalist Trujillo talked about his race strategy. "This morning I did my planning with my coach and we had two options. Either try to win the Gold Cup depending on the wind conditions or protect the silver. After we saw the weather conditions, we realised it would have been impossible to catch Ed and he made a fantastic start, so I tried to slow down Giles as I thought I was faster upwind though he was clearly faster downwind.

"I made a pretty good job of that and we had a nice fight with each other. I took him to the left and thought it was all over but we



had more pressure and better shift and he made a fantastic job of the downwind. He was just flying and I was really worried he would catch up enough boats to take the Silver. But congratulations to Ed and Giles and all the other Finn sailors here because I think we have had a really tough week."

At the prize giving at the St Francis Yacht Club, under the shadow of the iconic Golden Gate Bridge, Ed Wright received the Finn Gold Cup, first presented in 1956 at Burnham-on-Crouch in the UK. This famous trophy is full of the names of legends of the class and now one more legend has been added to this list. It is what all Finn sailors aspire to and what all sailors everyone recognise as an outstanding accomplishment.

Robert Deaves

Final results

(top 10 of 87 entries)

- 1 GBR-11 Edward Wright 22
- 2 ESP-100 Rafael Trujillo 53
- 3 GBR-41 Giles Scott 56
- 4 USA-4 Zach Railey 59
- 5 FRA-115 Thomas le Breton 72
- 6 SLO-5 Gasper Vincec 94
- 7 GBR-85 Andrew Mills 107
- 8 CRO-524 Ivan Kljakovic Gaspic 107
- 9 GBR-88 Mark Andrews 110
- 10 AUS-1 Brendan Casey 112



Enjoying the Classics



2010 has been a very interesting season for the Classic Finns with a gradual increase in numbers participating in events and with the discovery and acquisition of a few well known boats from earlier years making a welcome re-appearance in new, enthusiastic hands.

For the last few years a number of Classic Finns have been racing within the Classic and Vintage Racing Dinghy Association (CVRDA) and last season in their own series within CVRDA events, this is now becoming well attended, and whilst not quite into double figures, Taylors, Elvstroms, Pearsons and Vanguards to name a few have made up to nine boats on at least two occasions at venues such as Whitfriars, Roadford Lake, Nottingham and Clywedog Sailing Clubs.

So why race a Classic Finn? I know if you have read this far I do not need to tell you all the

usual reasons for sailing the Finn, however in its current stage of development and particularly as an Olympic Class, a new or nearly new boat in race competitive condition can be a considerable investment, which is quite often beyond the budget of the average club racer. The longevity of the hulls though, due to its excellent design and quality of build has meant that there are boats out there, some even from the early '60's, that with a bit of work, can be cost effectively restored and re-rigged to compete again, and give the Finn experience to those who perhaps do not necessarily have the aspirations to compete on the international circuit but may be no less enthusiastic.

The Classic Finn movement seems to be growing year on year with a fleet of ten boats now established at Roadford in Devon and splinter groups cropping up in Falmouth, Bristol, Starcross and Dittisham to name a few. It is our aim to build on this success for 2011 by trying to bring the scattered single boats competing in handicap fleets across the country and giving them the opportunity to fleet race against similar boats where they can still be competitive. Certainly at the UK Masters last season the classic's integrated with the fleet on level terms, and whilst we made up the back of the field we certainly did not embarrass ourselves.

With this in mind for the 2011 season, whilst still supporting the CVRDA events, it is our intention to join in with the Finn Travellers Series where a prize for the highest placed classic boat has been promised for each event.

In Addition for 2011, we will be holding our own Classic Finn Nationals, hosted by the Royal Cornwall Yacht Club in Falmouth on the weekend of 11/12th June. This promises to be a fine event which will also become part of the Finn Festival in 2012 alongside the UK Nationals and the Gold Cup and will be an event not to be missed.

This year at the RYA Volvo Dinghy show alongside a shiny new boat, we will be exhibiting a shiny classic boat. This boat will be K388 a Taylor wooden hull re-decked and double bottomed in the seventies and laid up in storage since that time until acquired by her present owner Mark Belshaw who has lovingly restored and fitted her out ready for the coming season.

Also in time the show we will be launching a new Website and Forum aimed at www.classicfinn.org.uk where all things Classic Finn can be placed, discussed and found.

So what qualifies as a Classic Finn?

Our criteria is simple, in that it must have been built before Jan 1985 and use alloy mast / dacron sail or wooden mast / cotton or terylene sail. Upgrading of all other equipment is permitted, but otherwise all normal IFA / BFA rules apply.

It is intended that the new forum will give guidance tips and information on the various makes and options for boats as time progresses, but in the meantime the BFA website www.finnuk.org.uk has two very informative articles in the Main Menu which are particularly useful to prospective classic owners, 'Classic Finns' and 'Buying a Finn' and not forgetting the invaluable 'Tuning Guide' which I believe is still available from our registrar Brian Porter. This guide in fact is particularly relevant for the pre '85 boats as it was put together around that time.

So why not come and join us? All you need to do is keep an eye on the usual sources like ebay, Boats and Outboards and Apollo Duck etc. or why not see what's lurking closer to home in the undergrowth of your own dinghy compound, more than a few of our current fleet have been sourced this way, and I know there are more out there waiting to be revived.

Graham Brookes GBR-74
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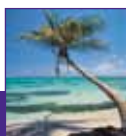
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