

US FINN CLASS

July 2018

www.finnusa.org

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SOLO Newsletter



Greetings from the Finn Class President

Hi Finn Class

I know you haven't heard from me very much this year, however the E-board and I have been very busy over the last several months. We have been setting up the ground-work

to advance the US Finn Class into the future. We are working on our measurement system to bring us back to where we need to be. James Bland and Rob Coutts are doing a fantastic job getting everything lined up within the Finn Class rules. There will be some changes coming to get us in compliance, but they will be minor and not much of an inconvenience. The online registrations have been successful and have made member data entry much faster and more accurate. We hope to expand on the registrations to grow our database. We are also cleaning up our Articles of Association for the class. They are a bit outdated and in need of going through. We are working to make the US Finn Class a strong, legitimate, and transparent one design class.

I would love to see our class get together at regattas more often. I understand that traveling across the country can be a little pricy and time consuming. I have been doing it for a couple years and it takes all my vacation time and funds, but it is so worth it. I have made great friends that I look forward to sailing with in different venues. I always enjoy when guys start showing up in the parking lot and it turns into a big gathering as everyone catches up on life events, helps unload trailers, and picks up conversations that were left off at the last regatta. If you haven't experienced a traveling regatta, you are missing out. I would highly suggest making plans to go to at least one away regatta every year. You won't be disappointed.

With that being said, WE MUST START REGISTERING EARLY FOR REGATTAS! Having a good list of competitors will help the organizing club with everything they need to organize- like how much food, RC, t-shirts, beer... . Having several registrants will also help other sailors that

2018 Regattas

Aug 11- 12 TBC Lake Cazenovia North American, toilet ball New York

Aug 18 -19 TBC Kingston Cork Ontario Can

Aug 25 – 26 Dillon Yacht Club Rocky Mountain Finn Championship Colorado

Sep 15 – 16 San Diego Yacht Club Pacific Coast Championships California

Sep 15 – 16 GYA Finn Circuit #4 Back to School Regatta at Potchartrain Yacht Club Mandeville, LA

Sep 20 – 23 San Diego Yacht Club North American Masters Championships California

Sep 29 – 30 GYA Finn Circuit #5 Wadewitz Regatta at Fairhope Yacht Club, Fairhope, AL

Oct 6 – 7 GYA Finn Circuit #6 GYA Finn Championships at Buccaneer Yacht Club, Mobile, AL

Oct 13 – 14 GYA Finn Circuit #7 Jake Dane Finn Regatta at Buccaneer Yacht Club, Mobile, AL

Oct 27 – 28 Texas Centerboard Regatta, Austin Yacht Club Austin, TX

Nov 17 – 18 Alamitos Bay Yacht Club Turkey Day Regatta California

are on the fence about going, realize that it will be a good regatta. Please get in the habit of registering as soon as you think you can make it. Most regattas will allow you to register without paying until you know for sure that you can make it. Register early, register often.

Joe Chinburg
US Finn Class President

GUS MILLER: SEAHORSE SAILOR OF THE MONTH

**Seahorse sailor
of the month
AUGUST** In association with **zhik**



JULY WINNER GUS MILLER (USA)

'Gus! Stan's [Honey] not a Finn sailor yet' – Jack Caldwell; 'A giant thank you to a legend' – Cam Lewis; 'When Andy Zawieja watched Gus win a Finn Gold Cup race aged 56 he cried, "now we'll never get him to retire"' – Josje Hofland; 'Hearing Gus is still crawling into a Finn makes me ache' – Scott MacLeod; 'Gus is 83 and the Finn is the most physical Olympic boat yet he has never stopped promoting the class, especially in developing countries, without any remuneration for 60 years. "Super Legend" doesn't touch the sides!!!' – Peter Harken. *Seahorse* Sailor of the Month comes to you with Zhik, Harken, McLube and Dubarry. Please ping us that email...

go to www.seahorsemagazine.com to re

As the US Finn Class President, I am so proud to say I am leading an organization that has a man like Gus Miller in attendance. As we all know, Gus has done so much to grow and maintain the Finn Class and still goes above and beyond to fight the good fight. He continues to speak and write letters to convince everyone involved with Olympic class decisions. It is obvious how much he loves the Finn and keeping it accessible and relevant worldwide. This recognition from Seahorse magazine shows the level of respect Gus has is the world sailing

Gus Miller, you are the man!



From Gus Miller;

One must thank you and the Seahorse team for nominating me in the first place. It is quite a surprise to be elected as Stan Honey is far better known and admired for his sailing and visualization accomplishments than I. For having been elected, many a thank you to all those who supported my nomination - especially my Finn sailing mates as there must have been a global Facebook cascade from Finn sailors and their friends around the world. I suspect there will be a similar cascade if the non-sailing executive of World Sailing continues their attempt to excuse the Finn from the Olympic Regatta and replace it with a corporate marketing scheme that lines their own pockets.

In point of fact, I cast my vote for Stan as I have enjoyed and admired him (and Sally) for his (their) character, ability and accomplishments over past decades. It has always been a delight to be around either or both of them anywhere in the world when and where our paths cross.

Looking back to the 2018 Finn Masters at El Balis, getting ready and then completing every race was an inspiring goal for mind, body and especially spirit. Beyond having to deal with myself, the most important parts were those people without whom I would not have been there - Luca and Dina Devoti, Gerardo Seeliger, John Alexander, Facundo Olezza, and Pablo Guitian Serria. Life is best led by concentrating on the moment at hand, while learning from the past and being cognizant of what the future might bring. At this moment, it is as if all the visits and conversations during preparatory practice and gym sessions, wanderings around the CN El Balis Finn parks, the Dinghy Academy in Valencia, Gerardo's home and motorcycle, the Prado and the Thyssen in Madrid are present, alive and I can hear, see and touch them all.

I also recall my first contact with the RORC in 1971 when I raced Cowes Week and the Admiral's Cup including the Fasnet with the great Earl Bruce as navigator on board Shorty Trimmingham's "Wizard of Paget". My first contact with Seahorse was in the 1972 Onion Patch and

Bermuda Race with Tony Churchill as navigator again on board Shorty's "Wizard of Paget".

Thank you all for the accolades and recognition,

Gus Miller

(And please maintain the supreme standard by keeping the Finn and Finn sailors Olympic! As Harry Anderson pointed out, "Dropping the Finn is tantamount to the NFL dictating to the Big Ten that a football player may not weigh more than 190 pounds.")

You can't truly call yourself an adult until you get angry because they changed the layout of your favorite grocery store again.



MID WEST FLEET

2018 season is underway in the Midwest with the Michigan State Championship being held earlier in June at the Bayview One Design regatta. This year we

staged and sailed off of Crescent Sail Yacht Club (mainly a dinghy club) on Lake St. Claire. This year's championship was the first time in more than 40 years that a Finn Championship was sailed on Lake St. Claire.

CSYC is home to a large Lightning, Thistle, and Star fleet which made for a great staging area to gain interest in Finn sailing. Members of all 3 fleets as well as some Viper and Melges24 sailors were drawn to the Finn which led to some of them taking our boats out for a sail, getting several hooked-on Finn sailing. At the conclusion of the BOD several Star and Lightning sailors at CSYC inquired about building a fleet in Detroit and have invited us to organize an event in the fall. September we will run the first Finn-Star Intergalactic Regatta. The base of this event is to get the Star sailors sailing Finns and the Finn sailors sailing Star's. There will be a full regatta sailed that will gain ISAF points for everyone, in the Finn class. The catch is that the Finn sailors will also score there finishes in the Star and vice-versa for the Star sailors sailing the Finn. The hope is to bring the 2 classes together and strengthen both classes

in the Great Lakes. Anyone interested in participating in the Intergalactic can contact Woody at Latisyachting@yahoo.com

The Michigan State Championship's was the first event on the LATIS Great Lakes Championship Series presented by Offshore Spars in partnership with Dockline and Eco Cart Safe. Adam Nicholson representing the Royal Canadian Yacht Club took home the cup at this year's MSC with John Woodruff 2nd Will Libcke 3rd first time Finn sailor (using the class boat) and University of Toledo sailor Brian Pribe 4th and class secretary Peter Frissell rounded the top 5. The 2nd event is the Great Lakes Championships and will be held at North Cape Yacht Club July 21 and 22. The 3rd and 4th event will be at the North American Championship and Toilet Bowl August 10th-12th in Cazenovia, N.Y. and the following week the 5th and 6th event on the circuit will be CORK and the Lake Ontario Championships. The Finn-Star Intergalactic in Grosse Pointe in September and the closer will be held at Ford Yacht Club on Grosse Ile September 30th and October 1st. This year, all events on the LATIS Great lakes Championship series presented by Offshore Spars in partnership with Dockline and Eco Cart Safe will count towards your ISAF ranking.

2018 golden rule for men: Don't say anything to a woman at work that you wouldn't want another man to say to you in prison...



Rocky Mountain Fleet

As our sailing season is halfway over and the snow skiing commercials have started, we can look forward to some of the best sailing months still to come. The late summer and fall

winds are good and the chance of lightning is down. We are sailing every Wednesday night and Sunday afternoon with 7 Finns regularly on the start line. We are always working with our new Finn sailors teaching them the techniques that we have learned and watching them get faster every week. We are becoming a group that the other classes are watching and trying to copy with their people.

The Rocky Mountain Championship is on the beautiful Lake Dillon this year. Lake Dillon is a destination regatta that the entire family will enjoy. There is something for everyone all around the lake. The sailing is the best Colorado has to offer. The wind is good and the view from the water is amazing. From the water, you are looking at the Continental divide, 2 ski areas, mountains that go straight up, and a cool mountain town. We are also located in the middle of the country, so it is not a long drive from anywhere. It is the same drive from California as it is from Mobile and the airport is a beautiful drive through Denver up into the Rocky's. We would suggest staying in Denver for a day or two to climatize to the elevation before going straight to 9200 ft., but this regatta is not one to miss. Registration is open, and we hope to see you there.

NOR CAL FLEET

No Report.

SO CAL FLEET

No Report

GULF COAST FLEET

No Report

NORTH EAST FLEET

No Report

US FINN CLASS MEASURMENT

Bringing the USA Finn Fleet into compliance is a process. Racings Rules of Sailing, Rule 78, Compliance with Class Rules is not optional for the Finn. It's sole

purpose is to help people and classes race on a level playing field. The sailor who intentionally makes his boat light or supports racing without being a class member and weighing their boats is operating under a false premise and under cutting the USA and International Finn Class. Any success is an illusion because he didn't race fairly.

These members should be commended: Rob Coutts, Peter Frissell, Michael Mark, James Bland, Allen Crawford, Joe Chinburg, Remco Boot, Richard Freer, Andras Nady, George Baird, Marcus Ward, James Lawson.

12 people out of over 65? members have said they want to race fairly and on a level playing field. This is a good start, but moving forward

VP's, I need articles submitted to fill this page.

To add your Finn to the database, Please scan and E-Mail James, and cc Rob and Peter, the measurement paperwork. Send them to;
james@jamesfbland.com;
peterfrissell13720@gmail.com;
couttsrob@yahoo.com;

The more you weigh, the harder you are to kidnap. Stay safe... eat cake.

people without certificates and boats that don't weigh in will eventually not be allowed to race or scored with the boats that are in compliance with class rules. The next Nationals will be on us soon. Regional regattas should check for paperwork and weigh the hulls, masts and rudders. If the centerboards are adjustable, the rear movement should be checked. These are simple things that can be accomplished locally. Please send in your paperwork, or at least ISAF numbers and Manufacturers Hull numbers.

I am encouraging each regional governor to lead and take steps to measure their boats and support USA Class membership. The USA Class must move to a more formal governance if the class is going to grow.

Best regards,
James Bland, Rob Coutts

NOT YOUR NORMAL FINN REGATTA



Hi Friends;

I recently completed a 300 mile, expedition style adventure race called the Everglades Challenge. This event is organized by a group of kindred spirits who share a love for and desire to promote small, non-motorized watercraft. You can learn more about the group and the event by visiting watertribe.com. The course starts at Fort Desoto at the mouth of Tampa bay and ends at Pelican Beach at Key Largo, basically southward down the west coast of Florida. There are three intermediate checkpoints along the way, where participants are expected to check in before the designated cutoff time. Eligible boats include kayaks, canoes, as well as mono or multi hull sailboats and all

crews, solo or tandem must be able to launch their boats unassisted from above the high tide line. The fleet of slightly less than 100 boats assembles on the beach at Fort De Soto and is inspected the day before the start. This is a race for independent minded individuals who must make many decisions on inclusive information. Although all participants are tracked, there are no support boats or outside assistance allowed; if you have to get help from the Coast Guard, the race is over for you. Some people camp ashore at night and others sleep in their anchored boats, and some just continue straight through! I slept every night, three nights in the boat and two nights ashore in a tent.



Overall the weather conditions were excellent. Generally, the wind was manageable with not too much rain or strong headwinds; often exciting and rarely if ever boring. My Finn dinghy had to be modified to enable reefing the sail when overpowered and rowing the boat when becalmed. I hardly ever had to row, but I did have to reef the sail frequently. Many thanks to Mike and Dawn Brindisi; I could not have done this without their help and advice. There were no major equipment failures and only one major operator error, which was curable but time wasting. Navigation was sometimes tense, mostly when the GPS batteries had to be replaced which was usually in cold, wet, dark, and windy conditions. Positive identification of land features and translation to position on charts was a major challenge, particularly at night. I made excellent time up to checkpoint 2 where I was delayed for a day having to replace a lost PFD and attached PLB (the major operator error). My final finish time was 5 days and 5 hours which satisfied my goal without being any record. Several boats could not finish including a few capsizes requiring Coast Guard assistance. I think fatigue, mishaps and equipment failure were the causes for most DNFs. In Class 4, mono-hulls, the completion rate was 75 percent which is quite high compared to other years.

I had a great time but only came away with three pictures, which are attached below, showing the prestart fleet on De Soto beach, Marcos Island in the distant haze, and the finish dock on Key Largo.
Phillip Lee

I slept every night, three nights in the boat and two nights ashore in a tent.

Notice the reef in the sail. Custom sail change required by the NOR's.







