



USA FINN CLASS

November 2019

www.finnusa.org

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SOLO Newsletter

2021/2022 US Nationals and North Americans

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We are growing again!!

The effort kicked off years ago by Joe Chinburg and others is starting to pay off! We have new activity in many different areas of the country! In addition to the explosion of activity in Southern California and the Rocky Mountain district we have new activity in the Midwest. I credit both Mike Dorgan and Rodion Mazin for their social media efforts and abilities. A few other areas where we are starting to see more activity; This past winter Joe Burke held some training sessions and the Nationals in Sarasota. Rob Coutts is getting some people interested in Iowa on Lake Okoboji. We've had a number of successful regattas on the Great Lakes thanks to John Woodruffs persistence a few years ago.

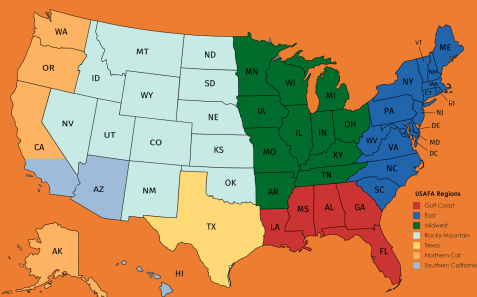
James Bland is doing a great job of keeping things on track for the Nationals and North Americans and just held a great regatta in Austin.

On the International front, the persistence of the IFA has resulted in a number of submissions in a last-ditch effort to get the Finn reinstated in the Olympics. Please look at the IFA website for more information.

To add additional fuel to the growth, the Class Officers has three projects in process.

A modified loaner boat program is progressing. Although we came up with the concept independently, Glenn Selvin pointed out the Lighting Class has a similar concept which has been very successful. So, we are modifying our ideas based upon their experience. A few key points are:

- As loaner boats tend to deteriorate over time, concept is to cycle them in and out of the program every few years so a good boat doesn't get subjected to continual abuse for many years.
- Ideally, the class will purchase boats (or receive donations) and take donations for old covers, sails etc. to give people the opportunity to sail Finns. The goal is to have the program roughly break even.



Regional Class Contacts

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2020 MAJOR Regattas

World Sailing Cup Miami, Round 2

January 19-26

US Sailing Center, Miami, FL

Finn Midwinters East

March 20-22

Sarasota Sailing Squadron, Sarasota, FL

Gulf Coast Championship

March 28-29

Fairhope Yacht Club, Fairhope, AL

USA Finn National Championship

June 25 -28

CCYC, Corpus Christi, TX

Great Lakes Championship

July 11-12

North Cape Yacht Club, LaSalle, MI

CORK /North American Championship

August 14-18

Portsmouth Harbor, Kingston, ON

North American Masters Championship

October 8-11

Austin YC, Austin, TX

c. The person using the boat will have the option to purchase it, and we would allow the sailor to apply the rent payment to the purchase price.

d. Yes, it would be nice to have a bunch of \$20,000 boats to lend out but we simply do not have the resources for this. We will do the best we can and try to fit the boat to the sailor's abilities and goals.

e. There is an option in the lease for fixing the boat in lieu of rent payment.

Jack Caldwell has retired from being our "Registered Agent" in Tennessee which has forced us to get an EIN number with the government and we have applied for 501c3 status with the IRS. Many thanks to Mission Bay Yacht Club and Mark Teigo for putting on an excellent North American Championships in sunny San Diego.

In closing, I hope if people can't participate in a Finn regatta they will help with the administration of sailing events, even if not a Finn Regatta. We wouldn't have these immensely rewarding experiences without a number of people donating their time to the Race, Food and Housing Committees. This responsibility often falls on the same people at a Yacht Club and it seems that once they get burned out the event often dies. I've found comradery on the administration side can be very rewarding also, and a necessity to keep the sport going.

By Peter Frissell, USAFA President

USAFA Travel Grant Program



We revived the Travel Grant Program to promote participation and travel around the country. Our focus was to encourage and support younger athletes to participate in the Finn sailing events, as well as the promotion of early registration. The major change to similar programs of the past was raising the eligible athletes' age from 23 to 26 years old, putting such a policy in writ-

ing, and shifting the focus from Olympic development to building the class presence around the continent. Summarizing the content of the policy (full version located at <http://www.finnusa.org/usafa-documents>), members of the USAFA in good standing who didn't reach their 26th birthday on the first day of the selected event may be reimbursed for their travel expenses up to 400 dollars.

By Rodion Mazin, USAFA Secretary

Finn Sailors—Who We Are



Finn sailors are varied in occupation, backgrounds, and pursuits. We are doctors, attorneys, professors, businessmen, fire fighters, plumbers, military, computer programmers, construction builders, retirees, professional sailors, riggers, boatwrights, students, mechanics, and engineers.

We all have competitive sailing deep in our DNA. For many of us, it was passed on to us by our parents. Most of us have actively raced other boats before getting into the Finn.

The mental and physical challenges of sailing this heavy, overpowered dinghy alone draws us into the boat, and needing help to move it around land and into and out of the water gets us all into a cooperative mood. And we all like to eat.

The top five sailors at the recent U.S. National Championships present an interesting

synecdoche for who we are.

Winner Darrell Peck, a Finn grand master, from Oregon, has been sailing the Finn since the 1990's, and is a veteran of four Olympic campaigns. He now regularly coaches other sailors in the U.S. and Europe. He is a Finn "maven", who knows more about the boat itself and racing tactics than just about anyone in North America. He also is a yeoman boat transporter, showing up to our national regattas with six or more Finns carried by his custom-built trailer and truck rig.



Second place U23 Quinton Gallon, from Ottawa, was not yet born when Darrell started Finn campaigning. He is already an expert rigger and boatworker who funds his campaign with these skills, along with part-time jobs as a sailing instructor. He has a gofundme campaign to raise the money go to the European regattas as a member of the Canadian Olympic Sailing Team.

Rodion Mazin, who took third place after just over a year in the Finn, is a very good Laser sailor. He has been in the U.S.

On October 3rd, I was driving to Mobile, AL from Cape Cod to attend the Finn Gulf Coast Championship. About 500 miles from the destination my tried and true Toyota finally gave it last breath and refused to move further. Here I was, stuck in the middle of the country, in rural Georgia just a quarter-mile from the border with South Carolina. Two boats, a bunch of gear, and a broken car. In the middle of the day, the heat was whooping 97 F. The first call I made was to Jeremy Pape, who dropped everything and drove an hour and a half to pick up my burned "ass" and all the gear from the middle of nowhere. Moreover, he gave me his car and I was able to reach the Buccaneer Yacht Club in the early morning on Friday. "A friend in court is better than a penny in purse." Stick together Finn sailors! Jeremy, thank you!

By Rodion Mazin



nated this year at the Finn Masters Worlds in Denmark. Back then, his edge was physical fitness, and now he's intent on developing age-appropriate physical training regimens for sailors over 60.

Jeremy Pape, from Atlanta, took fifth place. He is also a prodigal Finn sailor, who did a Find Olympic campaign back in 2004. He saw the Finns one year at Miami OCR, and decided to get back in. He was even able to buy back his old boat! Jeremy is now semi-retired from a successful construction business. He tunes up for the Finn by sailing MC Scows.



One characteristic that distinguishes these top finishers, and several others in the class, is an ethic of helping others enjoy the Finn. We are always promoting the boat to others in our clubs and bringing boats to regattas on double and triple trailers. Former president Joe Chinburg, a Denver firefighter, has a custom box trailer to haul boats (and spare parts) all around the 3100 mile expanse from California to Florida and north to Ontario that encompasses our "region."

So, we are Finn sailors—of all heights and weights and occupations and in different points on life's pathway. We share a passion for recreational competitive sailing and for bringing people into the boat and the Finn lifestyle. We're all very successful in our professional lives and make Finn sailing a priority in our Work-Life Balance.

Charles Heimler, Finn USA 32
USA country representative, Finn World Masters



Above is the map displaying locations, sizes, and concentration of the Finn Fleets across the US. The two places that are lacking regattas and representation are Canada, Northwest, and Middle of the Eastern Seaboard. Contact your class representatives and/or the national secretary if you are interested to hold a Finn regatta in your Yacht Club!
#Lets make Finn Great Again

USAFA Stats

90 members

7 Regions

20+ Regattas

2—100 point WS events

4—50 point WS events

One Olympic Spot

LA SALLE, Mich. – The Great Lakes Finn Championship was hosted again this year by the ever accommodating North Cape Yacht Club from the 6th to 7th of July. Despite storm cells blowing in on Saturday and high water flooding the Club grounds on Sunday, the RC was able to get the 2019 series off and complete. The Championship honour went to Rodion “Rody” Mazin again this year, with brother Nikita “Nik” Mazin taking second place, and Simon van Wonderen in third.

Joining the event this year was first time Finnster Peter “PVR” van Rossem, champion DN sailor fresh off the Canadian ice. Returning local Will Libcke took a break from designing foil shapes at WMU sporting a new low resistance skinsuit that got some attention from the female Lightning and Snipe sailors sharing the course. Steve Morrow, also local to La Salle, made the right decision to put his feet in the hiking strap of his Finn and not one of his many other boats sailing that weekend, apparently inspired after hearing that John Miller risked his health to make it out sailing despite having picked up a severe hangover in Buffalo. “Slim Shady” Peter Frissell again played fabulous host, flipping steaks and showing the travelling sailors his massive home collection of Shad Flies.

The Finn sailors participated in two days of tuning and training ahead of the regatta. Led by Coach Rody who, despite sometimes being at a loss for comprehensible words, mustered the sailors through countless starting drills and practice races in anticipation of the big event. Newbie Finn sailor PVR impressed the fleet with early speed in his 90’s Abbott sometimes matched by Nik in his vintage late 70’s Vanguard, both hanging in with Slim Shady in his Devoti hull newly painted after last year’s haircut.

Saturday racing was postponed and eventually blown off for the day due to advancing storm cells, which meant for another afternoon of practice for the Finns. That night the NCYC put on a great steak dinner. The Sunday racing was met with an early start in the 10-15 knot NE breeze which meant for shifty racing with big waves – perfect Finn sailing conditions. Rody lead the fleet

with straight bullets. Not far behind was a hard fought battle for second and third, with Nik taking second place in a late 70’s Vanguard still fast after Gus Miller’s tweaks from prior years and leaving Simon van Wonderen to pick up the 3rd place position on the tie breaker.

Thanks to Peter Frissell and the NCYC for hosting another great event. And to travelling support crews for participating, Daria and Irene, returning Finn junior Philip, and Lana who had a nice introduction to the NCYC.

By Simon van Wonderen
Pictures by Paula Anderson

***Finn half hull models
Trophies, Birthdays, Christmas pre-
sents. Custom backboards.
finntrophy@gmail.com***

USAFA Retiring USA 150

USAFA retiring USA 150 in honor of Louie Nady.



"He was a true gentleman, on and off the water." – Jim Revkin

"While in college in the early 1970s Louie and I along with Ed Bennett and John Bertrand of Australia (the latter two went to the 72 Olympics in Kiel), Finn sailed constantly on the Berkeley Circle and off St Francis YC in San Francisco. Lou was always ready to help others in the Finn class. I often marveled at how in heavy air he would nail the pin end start, tack on to port and be launched. I saw him do it again at the 2010 Finn Gold Cup in San Francisco. He was also a great light air sailor. My first encounter with Lou was at the 1970 nationals as I was rounding the weather mark ahead in the first race and as he came up to the mark after me and said "Hey, why don't you wait up" Typical Lou, always with a smile." – Peter Connally

Bailers, what a drag...

Before many regattas, I walk around the boat park seeing sailors polishing boat bottoms with PTFE, etc. to go faster!?

However, these same sailors will open a bailer or both when it's windy and leave them open all day. (Many of these sailors use a leech tension gauge without measuring how much their sails have shrunk—that's just funny and I love to bring it up). If you've ever caught weed on the rudder while doing some speed burns in training, you know how catastrophic it can be to boat speed. Now, look at the projected area of the bailer while open. It should be easy to visualize the impact. So, why just open it and forget it? On most of my boats, for the last 50 or so years, I've attached a line to



the bailers to be able to pull them up closed quickly. That still required "going in" to open the bailers again when necessary. Around 1980 something, I saw a lever system in use on Derek Mess' Vanguard allowing remote control of the bailers from a

hiking position. I started rigging up systems for myself since then.

My latest system replaces the plastic grate on the supermax bailers with a machined plastic (UV protected HDPE to be exact), a lever to open and close the bailer. Some people ask if it slows water egress. It does not as the bailer's gate is only 13/16" square (remember high-school science class – the smallest part of the funnel restricts flow). One of many things in our tricky sport that makes you say, "umm".

Coach D> 7 x Finn NAs champ.

2021/22 USA Nationals and North Americans Bids

Finn USA National, North American, and Masters North American Championships are the biggest events for the Finn Class in North America besides Miami Word Sailing Cup, Round 2. These 3 events are Type 1 regattas that have the biggest participation rates and give the most amount of points for USAFA rankings. The USAFA leadership made a decision to forecast the schedule for the next 6 years and spread these major events equally amongst West, East, Gulf Coasts, and the Great Lakes regions. These parts of the country have seen the biggest growth of the Finn activity in recent years.

Following the principles of equal opportunity and fair distribution among all the coasts and the major fleets. Bids for 2021/22 events can be submitted to secretary@finnusa.org. USAFA is in the process of drafting the Event Manual that will clearly outline roles and responsibilities of the Organizing Authorities and USAFA for these events.

Y/E	USA Nationals	NAC	Masters NAC
2019	Sarasota (East Coast)	San Diego (West Coast)	Mobile (Gulf Coast)
2020	Corpus Christi (Gulf Coast)	Kingston, CAN (Great Lakes)	Austin (Gulf Coast)
2021	West Coast	East Coast	Great Lakes
2022	Great Lakes	Gulf Coast	East Coast
2023	Gulf Coast	Great Lakes or Canada (if bids)	West Coast
2024	East Coast	West Coast	Great Lakes
2025	West Coast	East Coast	Gulf Coast
2026	Great Lakes	Gulf Coast	East Coast

WE NEED YOU!
SUBMIT YOUR BIDS TODAY
NACs/USA Nationals
2021-2022

2019 USAFA Rankings

1 Rodion Mazin	USA 16	135.2
2 Michael Dorgan	USA 8	127.2
3 Greg Morton	USA 2426	119.2
4 Michael Mark	USA 117	118.2
5 Chuck Rudinsky	USA 40	117.5
6 Darrell Peck	USA 35	115.5
7 Derek Mess	USA 5112	112.7
8 Nikita Mazin	USA 7	110.6
9 Quinton Gallon	CAN 15	105.3
10 James Buley	USA 18	97.7
11 Scott Griffiths	USA 3487	94.9
12 Lee Hope	USA 61	91.8
13 Peter Frissell	USA 101	91.3
14 James Hunter	USA 23	86.3
15 Adrian J. Pereira	USA 5132	85.0
16 Robert Kinney	USA 5088	83.6
17 Stephen Landeau	USA 12	80.5
18 Michael Entwisle	USA 27	74.2
19 John Miller	CAN 1157	73.5
20 Charles Heimler	USA 32	67.9
21 David Alexander	USA 75	67.5
22 Randy Benton	USA 100	67.2
23 Caleb Paine	USA 6	66.8
24 Rob Coutts	USA 9	65.6
25 Eric Anderson	USA 14	65.0
26 Jeremy Pape	USA 5128	64.0
27 Will Libcke	USA 24	64.0
28 Joe Chinburg	USA 303	62.0
29 Luke Muller	USA 91	60.5
30 William Alexander	USA 281	60.4
31 Gary Mitchell	USA 94	58.5
32 John Alexander	USA 5204	58.1
Simon van Won-		
33 deren	CAN 27	58.0
34 Hans Claeson	USA 155	55.2

The Corinthian Professionals

We just finished up a short training camp here in The Hague with some top-class Finn sailors including our host Nick Heiner (NED), Tom Ramshaw (CAN), Nils Theuninck (SUI), and Caleb Paine (USA). The weather was what you'd expect from northern Europe in October, grey and chilly, mostly windy and frequent rain. It was a good way to get tough and do some real Finn sailing.



The first day I arrived, we went out in 15-20knts which was great fun for a while but a frontline rolled in and it quickly reached 30knts sustained and one of the coach boat's instruments read a gust to 45knts. When that big blast hit one of my battens flew right out of my leech. The first time something like that has happened to me in the Finn. We were all hooting and hollering, beaming from ear to ear when we got into the harbor. One of those great moments you yell to one another, "man, how fun was that." I knew then that the week would be a good mix of fun and tough sailing.

The facilities are great here. It's the home of the Dutch Sailing Federation and they have a massive building with a two-level dry storage hangar, showers and dehumidifying room, their main offices, and a gym. Having a warm shower and a drying room can make any wet and cold conditions easier to bear.

By far the best part about this camp was the open-minded nature and collaboration of the group here. Most training camps that I've been a part of in the Finn class have been pretty closed off; glorified coach's regattas where you do some line-ups, maybe some racing and you go your separate ways at the end of the day. This camp was quite different. At the end of each day we would all meet in the main building and talk about what we thought worked. It's a very simple concept and a situation I have been a part of in the past, but it's amazing what insights it lends. More often than I'd expect, someone else had a completely different view of what was their biggest priority, or what they thought was the greatest challenge of that condition. It made me recognize that without these little ten minute chats, we may have walked away with completely isolated and sometimes incorrect views of how to sail in those conditions.

All the coaches were willing to help the other sailors and answer any questions we had. This was particularly helpful for Caleb and me as we didn't bring a coach to this session. I was timid at first to ask for help, but the coaches were so open to taking a photo of my sail set up or giving feedback on how my leech twist compared to others that I quickly asked for more. Their help raised the level I was sailing at, and there-

fore pushed the group to be better and that is one of the best mindsets in Sport; one I encourage all of you to commit to next time your sailing with a group.



By Luke Muller

Photos by Ken Dool

Follow Luke at <http://lukemuller.blog/>

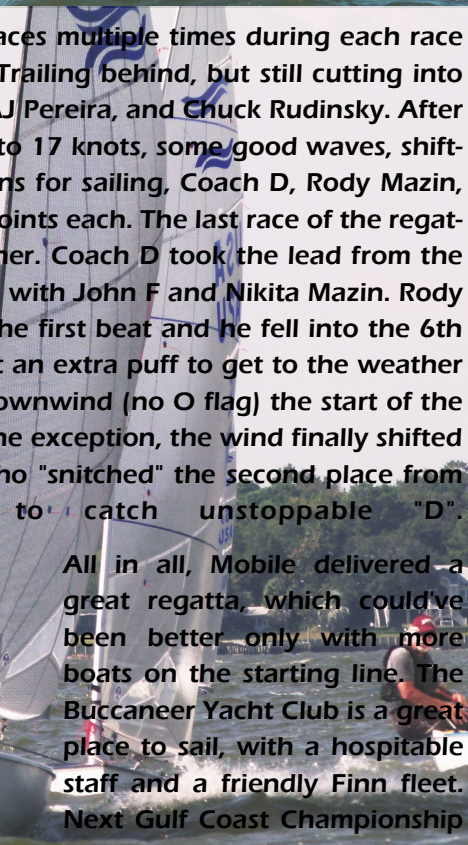
35 Ernesto Bergeron	USA 116	55.0
36 Jim Hecht	USA 5069	51.6
37 David Brockbank	USA 5024	50.0
38 Kay M Statz	USA 13	48.3
39 John Reiter	USA 59	45.5
40 John F Dane	USA 95	43.5
41 Mark Tegio	USA 60	41.0
42 Michael Poltorak	USA 5215	41.0
43 James Lawson	USA 84	39.4
44 Andrew Picel	USA 77	37.5
45 Joseph Burke	USA 111	36.7
Jose Manuel -Goli-		
46 Martin Nieto	USA 5214	35.7
47 James Bland	USA 88	33.7
48 Pat Healy	USA 15	33.0
49 Keith Beverly	USA 259	32.2
50 Pierce Hasler	USA 52	26.9
51 Hamish Nicol	USA 688	25.0
52 Michael Kennedy	USA 510	22.9
53 Stephen Fuccillo	USA 99	22.7
54 Tim Flemming	USA 78	20.5
55 John Reiter	USA 5139	18.3
56 Glenn Selvin	USA1066	18.0
Fabiano Vivacqua		
57 Junior	USA 44	18.0
	USA 22/	
58 Donald Greenfield	USA5	16.7
59 Andras Nady	USA 3329	14.0
60 Peter Van Rossem	CAN 5212	13.6
61 Noel Miller	USA 10	13.5
62 Tim Flemming	USA 78	13.2
63 Bill Smith	USA 5159	12.5
64 Alfred Marshall	USA 1146	12.5
65 Fredrico Meira	USA 5110	10.5
66 Gus Miller	USA 975	10.2
67 David Pearce	USA 56	8.4
68 Albert Reasonover	USA 5208	7.1
69 Richard Day	USA 5189	6.7
70 Eric Stiverson	USA 5164	6.7
71 Ed Salva	CAN 48	6.1
72 Cesar Roca	USA 5199	1.2

Mobile, Ala.— Hot air, hot water, hot competition. Out of 21 boats registered for the Finn Gulf Coast Championship, only 16 were able to make it to the starting line. Nevertheless, even this level of attendance was a big change from the recent past. Noone expected competitors driving and flying from as far away as Detroit, Boston, and Seattle. Michael Woodhead joined the fleet coming from Great Britain. Those who did make it to the Buccaneer Yacht Club on the 5th of October enjoyed not only the southern hospitality but some extreme sailing conditions as well. "Extreme" was mostly characterized by the incredible level of humidity combined with a hot southerly breeze of about 17 knots. As it was expected, unstoppable "Coach D" clashed with Rody Mazin and John F Dane. These

three led the fleet, frequently swapping the places multiple times during each race and finishing within half a hull of each other. Trailing behind, but still cutting into some action were Nikita Mazin, Michael Mark, AJ Pereira, and Chuck Rudinsky. After four races in variable conditions, winds from 8 to 17 knots, some good waves, shifting tides, and overall tough but great conditions for sailing, Coach D, Rody Mazin, and John F were tied for the first place with 8 points each. The last race of the regatta (7-10 KTS) would determine the overall winner. Coach D took the lead from the start of the fifth race, managing the right along with John F and Nikita Mazin. Rody gambled the left side which didn't pay off on the first beat and he fell into the 6th place. Coach D and John F were fighting to get an extra puff to get to the weather mark first. With no apparent changes on the downwind (no O flag) the start of the second beat was a recap of the first one with one exception, the wind finally shifted left creating an opportunity for Rody Mazin who "snatched" the second place from John F but wasn't fast enough to catch unstoppable "D".

All in all, Mobile delivered a great regatta, which could've been better only with more boats on the starting line. The Buccaneer Yacht Club is a great place to sail, with a hospitable staff and a friendly Finn fleet. Next Gulf Coast Championship is scheduled in Fairhope YC on March 28-29, 2020. Coach D is planning to lead the Finn clinic starting Wednesday, March 25. For further details visit www.finnusa.org/fyc_clinic_2020

By Rodion Mazin
Photos by Jorg U. Kemnade



North American Championship

The 2019 Finn North American Championship event was held August 23-25 in San Diego, CA. The championship was hosted by Mission Bay Yacht Club on the ocean venue off Mission Beach on the Pacific Ocean. Eight races were sailed over the three day regatta.

Thirty-three sailors from around the USA and Canada competed for the title of North American Champion as MBYC rolled out the red carpet. The conditions met the prediction of light pressure with winds not to exceed 10 knots for the most part.

The regatta started out on day one with a light southerly breeze as the sailors made their way out to the ocean venue. With the light winds at the opening day of the Finn North American Championship, the ace wins went to Darrell Peck and David Alexander.

In the first race, with wind about 10 knots from the South, Darrell Peck and Rob Coutts went left and were first and second around the weather mark. David Alexander worked his way into second and Mike Dorgan had a great second beat finishing in third. The second race saw wind about 8 to 10 knots at the start dying off to around 6. David Alexander led the whole way around the course extending his lead the whole race. Quinton Gallon finished second and Darrel Peck third. Third race on the first day had the wind dying and shifting right. David Alexander led around the first mark with Peck in second, Mike Dorgan in third. Down the first run Peter Frissell worked his way into third. First half the second beat was a race to the left, but unfortunately David and Mike went slightly right. This put Peck in first (again) with Peter Frissell moving up thru the fleet. Darrell did an excellent job of protecting his position finishing in front of Peter by about 3 feet.

Day two of the event started light again, and turned into a bit of a drift fest. The race committee did a great job of being sensitive to the light breeze and managed to fit three more races in by shortening the course when necessary.

The last day of racing saw typical glorious



©Rob Coutts

San Diego conditions with 8-12 knots of breeze. Two races completed the series of eight for the regatta. In the end, Darrel Peck (who has five Olympic campaigns under his belt, and now coaches) ran away with the championship, winning four races, and placing top four in the rest of the races.

Peck finished overall with 13 points, 10 points ahead of David Alexander, a local Mission Bay sailor. Rob Coutts, also from Mission Bay Yacht Club, rounded out the top three with 29 points.

Off the water, the Finn sailors enjoyed camaraderie with each other. Darrel Peck held an impromptu clinic as he wandered the boat yard and assisted other sailors with tuning and suggestions in his coaching style. Not only is the talent of the Finn sailors on the water, but they also showed their talent as the Finn Band entertained everyone at the regatta dinner overlooking Mission Bay. The next edition of the Finn North American Championship is in August 2020 in Kingston, ON.

By Michael Dorgan



Michael J. Dorgan
Licensed Yacht Broker



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Bermuda WS Report

On Saturday the 26th of October there was the World Sailing Board meeting from which a financial statement was to be produced; it is two weeks late so we still do not know if WS is insolvent or not.

In the late afternoon a new Finn Mafia formed around a few beers (what else did you expect?). Their adopted task is to back a submission to reinstate the FINN in the Olympic Regatta; the particular submission is following that proposed by Scott Perry, a VP and Board Member from Uruguay who will put it forward. It will be difficult to reopen the door; while possible it is not probable but must be done here for visibility.



Today, Sunday there was a meeting of Council Group B (AUT, CRO, CZE, GER, HUN, LIE, SLO, SUI, SVK) to discuss the governance proposal with President Kim Anderson (DEN), VP Jan Dawson (NZL) and Sports Lawyer Maria Clarke who led the group writing the proposal. Some wanted to postpone the decision for more extended consideration, others wanted to accept the proposal realizing it must then be modified. The proposal takes the position that the parliamentary function will pass from the Council to the AGM. This is nice in theory but in reality a day long AGM with up to 144 MNAs will not be able to have the extended small group discussions and collective acceptance of decisions necessary for a functional parliament.

By August Miller

Finn Highlanders

Have you ever wondered what it would be like to sail a Finn while climbing a mountain? Well, I'm sure someone has; but now that I mention it you want to try it, don't you? We have a place for you. Sailing Lake Dillon at 9200 feet of elevation is beautiful. There is a consistent wind that fills in over the dam and the views of the Breckenridge ski area, Keystone resort, and the Continental Divide make for an amazing sail. We hold the Rocky Mountain Championship every year in late August when the water is warming up. You can brag that you have sailed the highest Finn regatta in the world, and not just because it is legal in Colorado. We have camping areas and hotels close to Dillon Yacht Club with plenty of family activities to keep everyone busy while you are on the water. It is a fantastic destination regatta for all. They even sell bottles of oxygen for you, sea level guys, that are spoiled by all that extra air you keep down there. Where else can you sail in the summer while looking at snow-covered peaks?

We also sail every Wednesday night and Sunday afternoon just north of Denver. We have 8 Finns sitting at Union Sailing Club. We have a loaner Finn for anyone that is in the area and would like to join us. Please "like" our FB page: Finn Rocky Mountain. We have a couple of guys that travel to several national Finn regattas and train as often as we can, so there is some good competition and some challenging conditions. If you will be in the Denver metro area and would like to sail with us, please let us know at rockymountain@finnusa.org.



Dinghy Racing USA is the North American importer of Finns and all Finn accessories. We currently have several entry-level and near new Finns ready to sail. We have covers, rigging, blocks, rudders, tillers, scales, and many other parts you need.

We work with Devoti, Peticrows, HTS, Pata, Wilke masts, HIT masts, North Sails, WB Sails, ONE Sails, Magic Marine, Sandiline, SLO Covers, and Harken.

We are located in the middle of the country so delivery costs are at a minimum. We travel to most major Finn regattas and can personally make sure that you have everything you need to win.



www.dinghyracingusa.com

joe@dinghyracingusa.com

720-273-3029

Fairhope YC Finn Clinic

Darrel Peck (Coach D) will lead the Finn clinic at the Fairhope Yacht Club March 25th through March 27th. Clinic is conveniently scheduled between Finn Midwinters in Sarasota, FL and Gulf Coast Championship in Fairhope, AL and will be priced at \$150 per boat. All Finn sailors are invited to register at http://www.finnusa.org/fyc_clinic_2020. All USAFA members will get a 10% discount if registered before 15 February 2020.



Testing Texas for 2020 US Nationals



'80s, with a building South to South East breeze at 9 mph, gusting to 15 +.

It is said that there are three components to a regatta, and having two of them ensures while a successful regatta: wind, food/beverages, and an active social scene. After being flooded out in 2018, special care was taken to start early and promote the regatta. shirts and trophies were effectively recycled and enhanced, and many people took a personal interest in promoting the date. The weather cooperated and was brilliant with Sun and Wind. The food was non-stop and delicious. If anyone

walked away hungry it wasn't for want of trying to feed them from an incomparable set of selections. Louise Miller, Coleen Minor, Dee Chow, Kelly Hawk, John Grizcinich [among others] and Cathie Martin did the tough work of getting the sailors registered properly and providing them with the materials to get fed and Sailing Instructions so they could find their way on the racecourse. The US OK Dinghy Association and the US Finn Association provided administrative materials and trophies. There was something for everyone socially. Robb Coutts signed his book *Kiwi Goes Sailing*, lead an informal discussion of junior sailing and his own training experiences growing up in New Zealand.

The racing Saturday started in 10 mph of wind out of the northwest. We set the course with the start line just east of the Travis Landing shoal and the windward mark and the finish line just outside of the AYC



north cove. Anyone watching from shore had a good view of the racers as they approached the upwind portion of the race. The wind was forecast to move to the north as the day progressed, so we hoped that we could keep the course square by just moving the weather mark a bit to the north to match. The wind, however, had other ideas and continued to move westward as the day progressed. After the second race cycle, we moved the start line and leeward marks to the north on the far side of the lake and completed two more race cycles from that location. At about 4:00 pm the winds appeared to be dying, so we called it a day and watched as the final group of sailors finally crossed the finish. Fortunately, the AYC docks were nearby and everyone was able to make it to shore quickly.

Sunday arrived after a wind shift to the south overnight. We reversed the direction of the course from the first races on Saturday and set the windward mark and finish line off of the Travis Landing shoal and set the starting area in the middle of the lake outside of the AYC north cove. The wind was light for the first races but steadily built as the day progressed. By the time of the fourth cycle of races, the winds had built into the mid-teens. We were able to complete eight races in the Regatta for all of the fleets except for the catamarans, who completed seven. The winds varied from very light at the end of Saturday to

Northeast Finn Resurrection

There was a time when the Northeast Finn fleet was less scattered and more organized. People used to sail at the Buzzards Bay from the landside and the island side (Cape Cod). Old-timers like Derek Mess and Steven Fuccillo still remember the US Olympic trials and US Nationals held at the Wild Harbor Yacht Club in 2006. Other venues included: Cottage Park YC, Lake Champlain YC, Barrington YC, Fort Lauderdale YC, and others. USAFA is working with the local YCs and the laser D7 fleet to have Finn class included in Wickford Regatta (RI), beginning of June and other Northeast regattas in late July and beginning of September. Contact national secretary secretary@finnusa.org to express your interest to participate.



perbly in winds from 0.1 to 60 mph, flat water to three-meter waves and on top of a six-meter swell. There are six (or more) elements that are part of this.

A Highly Evolved Hull Sweden has long had a law that anyone may camp on any shore or beach, even private land if one stays away from the private houses. This encouraged the design and building of small ketch-rigged sailing canoes that carried weight well in light wind but could also handle hard



winds and bad seas. Racing eventually evolved between classes of these canoe ketches at lake and seashore canoe and

steady white caps with gusts in the high teens on Sunday. Everyone experienced the shifty, puffy winds that Lake Travis is known to provide. There should have been the conditions that everyone liked at one time or another, they just had to be patient and wait a bit. Several sailors came by the signal boat before the last race on Sunday and asked if that would be the last race. From the looks on their faces, and the tone of their questions, it was apparent that they were tired and ready to complete the sailing for the day. It was great on the Race Committee boat to see that we had provided a full regatta of sailing in a variety of conditions and that the sailors were ready to finish the sailing and head to the shore.

The reality is that it takes a lot of effort and teamwork to pull off a successful regatta. The staff and the volunteers for the regatta did a wonderful job in providing facilities, meals, and beverages as well as expert race committee. On the water, principal race officer Ray Shull and his team did a superb job in the champagne conditions and kept us racing until cries of mercy could be heard throughout the land. Finn Class President, Peter Frissell, was evaluating the Austin Yacht Club for future events including the 2020 North American Masters Regatta scheduled for next October. Peter was surprised at the size and topography of the Lake and highly impressed with its facilities. Brad Davis has been named as Regatta Chair and PRO for this prestigious event. If you ever considered sailing a Finn, the time is now. Next year's goal is 75 boats. Start early and reach out to new fleets. There is a parking lot full of fun here at AYC!

By James Bland

Finn History Notes

The Finn dinghy has become a global sailing legend. We have the most, actually, one-design boat in the world and one that can perform su-

sailing clubs. During WW2, when the cloth was scarce, sails were even made of treated paper. When the competi-



tion for a single-hander for the 1952 Olympics in Helsinki, Finland was announced in 1949, Rickard

Sarby who had designed, built and raced many such ketch canoes, chopped one off at the mizzen mast and shipped a rudder there to meet the length requirement. The rudder was very big allowing for very exact steering control. The centerboard was a non-foil flat sheet that requires great sensitivity in steering through the wind. In the trials, the designers of all the competing candidates raced each other's boats against each other. Sarby's boat won every race and was the obvious choice. Hence the name "Finn Monotype". Sarby gave away the copyright to his design in an altruistic interest of a widespread international class that anyone could build anywhere in the world.

The Control of Development. While the building plans for a wooden Finn included a tolerance of one centimeter on the hull shape, many questions about how to make the class one design yet allow for innovation arose. A technical committee was formed to develop measurement rules with the guidance that any innovation was allowed as long as it was within certain measurement limits and would not outmode all the other existing Finns in the world. This meant that anyone on the



globe could build a Finn in their backyard. Most experiments were successful in some range of conditions but failures in other conditions so millimeter differences were measured against each other and with this came a general understanding of an "optimal shape or fitting" for any condition. The rules and techniques of measurement control underwent development as sailors found small changes to make the Finn faster or safer or easier to handle. In a hundred boat fleet, everyone would be visibly different from the others; fads would sweep the fleets only to fade as small individual experiments found better ways. What happened in the end, was that everyone understood it was impossible to build a "Super Finn". All one could do is find what equipment would work best for a given individual with the result that speeds across the fleet were pretty equal. The game came down to tactics, concentration, and individual physicality. With that came the necessity to do hard physical training and for that Finn sailors became the fittest of all sailors. They also understood that the competition was with yourself and not the sailors in competing boats. Modern fiberglass, resins, mold materials, and CNC cutters mean that much of the inherent errors of the manual building have been eliminated.

A Highly Evolved Rig. More people have designed and built Finn masts and sails than any other sailing class in history. In 1952, the stiff wooden spar and cotton sail was so powerful it was thought none could sail it in winds over 12 knots - above that the boat would be swamped or knocked flat. Paul Elvstrom discovered that if the top were shaved on the sides below the measurement band, the leach of the sail would open progressively and lessen the force on being driven sideways and swamping or tipping over. Then began the shaving and gluing of masts; many agreed that they were fastest just before they broke. An issue was that the bending characteristics of the wood were changed by both temperature and humidity. All kinds of mast bend measurement techniques were developed searching for the magic numbers that worked for an individual Cotton sails had the characteristic that when dry they would stretch in strong wind and most knew that the longer the leech the faster the sail. If you capsized, the sail would shrink and any tiny speed advantage was gone. Dacron solved the stretching and shrinking problem however the weight of the cloth used had to have the right amount of bias stretch so the sail would not invert as the mast bent. When aluminum masts were allowed in 1972, everyone thought that they would be more uniform than wood but that was not the case because of tiny differences in the extruding die, the temper of the metal and how tight the rivets holding the track were. When carbon was allowed as a mast or sail material, another development cycle began that included computer-aided design and computer models of flow dynamics.

The Olympic Regatta. The Olympic ideal, the dream of participating in an Olympic regatta has drawn many thousands to the Finn. This makes the Olympic regatta very difficult to get into but easy to race in. It made the Finn Gold Cup the pinnacle of competition because instead of one good sailor from a particular country there could be five or six. In the USA the

qualifying competitions just to get to the Final Trials would bring out huge fleets on both coasts, the midwest, and South. Unlike today, this made for a great racing circuit that many could afford. Unfortunately, Olympic elitism has escalated the cost more than twenty-fold over just a few decades.

The Class Organization The Finn Class has always been run by sailors for sailors. Decisions are governed by the precept of asking what will make racing better and more inclusive. Because there are so many fleets worldwide, the IFA is more like a mini-United Nations where cultural differences can be expected. Famous were the disagreements between just the Northern and Southern California Finn Fleets or those between AUS and NZL. More than once global politics have spilled over into the organization which has to solve the issue without resorting to armies. The FGC had a rule that it could not be held where visas would not be issued to some Finn nationals. For this reason, because of East Germany in the Soviet block, the FGC didn't come to the USA until 1974. In 1979, the FGC was withdrawn from competition because the Soviets pressured Spain not to issue visas to South Africans who had one of the world's largest Finn Fleets.

The Finn Culture Without a lot of friends you can not have good racing, nor can you have a good practice, nor can you have an intensely enjoyable time that leaves your life richer. Finn sailors share the knowledge that even if you master yourself, you can never master the boat - it is too subtle to accomplish this. Finn sailors try to outwork each other, destroy the others on the water with that hard work, then come ashore in sharing the resulting intense adversity. This generates a kind of love that then gets shared with newcomers who will receive lots of help in figuring things out. The impact of this culture is what brings hundreds back to the Masters' regattas. Global and cultural politics do spill over onto the racecourse. A lesser French competitor capsizing at the start in front of the fleet leading Swede to break free the second placed French. This scenario repeated by a Bulgarian in the Soviet era capsizing at the start in front of the fleet leading American. A Spanish measurer disqualifying a fleet leading New Zealander on the water for very questionable grounds to allow a Spanish sailor to advance. It is part of the game that happens and usually gets severely criticized. At the moment the Finn is not included in the 2024 Olympics, but the thousands in the Masters Fleets consider it a mistake that will be surely corrected. To keep the Sailing Olympics from becoming a contest of small people in a world population whose average size is becoming bigger, surely it will be reinstated and bring back all the big guys who arrogantly think they are the absolute best sailors anywhere.

By August Miller

Pictures by Jan Walker