



USA FINN CLASS

May 2021

www.finnusa.org



SOLO NEWSLETTER

Pre Olympic Edition

Image by Robert Deaves

Building U.S. Finn - p.6

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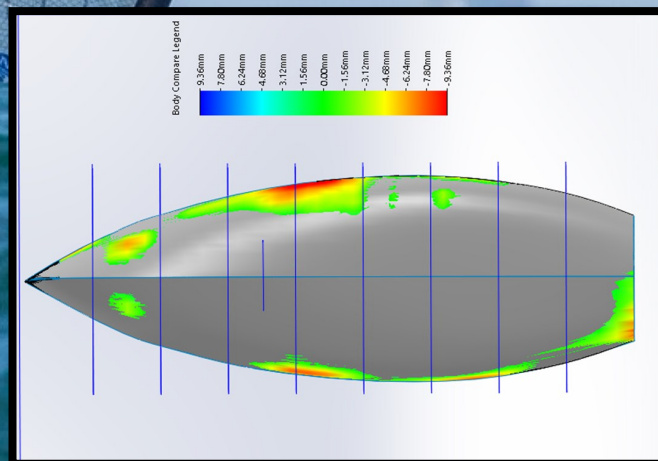
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SOLO NEWSLETTER – credits

SOLO Newsletter is a non-profit official publication of the USA Finn Association and distributed to its members and other interested parties free of charge. Send your articles to the USAFA secretary, we are always looking for the new and interesting content.

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Solo needs help! Send original, unpublished material, ideas, pictures, gossip directly to: secretary@finnusa.org



President's Report

Spring has finally arrived in the Northern States. While many have been sailing for months only the bravest of Yankees have made it out after six months of hibernating and social distancing.

Assuming the IOC can convince Japan the benefits of having the Tokyo Olympics outweigh the risks, we wish Luke Muller the best of luck. As the advertising revenue from the Olympics exceeds one billion dollars (www.sportsmedia.com) chances are pretty good that it will happen.

The Finn and the Olympics

While the Finn remains one of the sailing's most challenging classes, we are disappointed that World Sailing has chosen to go with other "events". It is ironic that in the push for diversity WS has eliminated a very large percentage of the population from Olympic Sailing. Anyone over 185 Lbs. or so wanting to build a sailing resume needs to find a path that doesn't include the Olympics.

If World Sailing's goals include technology the following efforts show how the Finn exemplifies technology. If interested here are some of the projects:

[Finn Mast Project@Dassault Systemes - YouTube](#)

The Swedish have placed a full-sized Finn in a towing tank and performed testing on rudders.

<https://www.chalmers.se/en/areas-of-advance/materials/news/Pages/Finnjolle.aspx>

The computer simulations by Mikko Brummer on the WB Sails website certainly have contributed to our understanding of sailing.

We are not dead. Based upon the IFA's last financial report it appears our class is in a much better position than World Sailing.

<https://www.insidethegames.biz/articles/1107783/world-sailing-liquidation-without-ioc>

U.S. Built Finn Report

Meanwhile, we are continuing our fund raising effort for the new boat. Up until July 15th your donation will be matched dollar for dollar (\$8,000 cap). Please contribute now so we can finish the effort.

In the past a boat builder would build the first boat and



find out what they did wrong, with depending upon your point of view, the first skipper is either a test pilot or crash dummy. A large amount of effort is being spent to reduce the prototype risk thru modern engineering. Following articles on pages 5 and 6 describe the efforts in more detail.

The molds have been purchased and moved to the new builder in North Carolina. The wood structure with supports the molds has rotted away while the mold surfaces were in surprising, good condition. Laser scanning the molds have shown one side has changed more than the other side along with a few other minor anomalies. Proper reconstruction of the support structure will allow us to put the interior surface back where it belongs. While we cannot promise huge speed gains from this work, we do know that not going thru the diligence will result in a slow club-tub

We would like to thank Dassault Systems, True Point Laser Scanning and Link Engineering for their contributions to this project.

Even with all this technical talk, our goal of providing a quality, competitive boat at a competitive price has not changed. We are providing the groundwork for future development. Although much of the engineering effort is being done for FREE, we still need money for the construction of the first boat, and any additional contributions can go to both marketing and development.

\$35,000 Projected Total Cost

Cash received	Loan	Commitments	Needed
\$12,581.00	\$4,000.00	\$2,500.00	\$19,919.00



West Coast Expansion

by Robert Kinney and Jim Lawson

Newport Harbor California is proud to be rebuilding the Finn fleet. After years of decline there are now 6 boats back in the boat yard, with a 7th to arrive soon. Our fleet currently has all levels of sailor from College all Americans down to guys who are in a dinghy for the first time. We are very excited as

As NHYC hosted the Olympic Trials for the Finn class in 2007, it's our goal to have a Major regatta in the next couple of years.

Finns have been extended an invitation to the Annual Newport Harbor Yacht Club. There's lots of buzz in the boat yard as the Finns have been going out each weekend and are starting to draw more and more attention.

Newport Harbor Yacht Club began its May Twilight Series on May 20th with 7 Finns at the starting line. True to form, NHYC ran three great races with Robert Kinney, James Lawson and Phil Ramming each with a win. Other Finnsters joining were Mike Downing, Scott Ramser, David Wood and NHYC Commodore Brad Dwan. Lawson's weight, attire and safety gear differed significantly from his mark rounding in the same waters in 1977. Come join us on

the Thursday evenings. Also, the newly rebuilt NHYC is spectacular!



Left to Right

Rob Vandervort (sailed in the trials in 1995)

Robert Kinney (old Finn owner)

Brad Dwan (Finn sailor wanna be)

David Wood (new Finn owner)

Mike Downey (new Finn owner)



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Investing In The Future

by Peter Frissell

In early March Dee (my wife) and I drove to Rhode Island, where we picked up the Lemieux Finn molds and the measurement jig, drove to Baltimore where the molds were laser scanned to check for deformation after spending years sitting outside. All was then delivered to Beacon Composites in North Carolina on Saturday morning and back home by Saturday night. Twenty two hundred miles in 5 days. The Lemieux hull has proven to be very fast, and the Finn Foundation decided not to change the hull design,

but put effort into modernizing the construction technique, materials, and some aspects of the deck design, to match modern trends and available hardware. Traditionally, most Finns have been developed through an empirical approach, build a boat and see how it performs, make changes, and then build another one to see the effects of the changes. This approach requires an immense investment of time and money, which we don't have. For decades, major industries have used Computer Aided Design (CAD) and Engineering (CAE) combined with physical testing to visualize their ideas. These processes are becoming lower cost and more mainstream allowing smaller boat builders access to the process and technology. Our first step is to create a virtual boat to give Beacon Composites clear direction. A complete Bill of Material can be built. Manufacturers use Solidworks, the software we are using, as an integrated platform to base their entire business on. After the initial design is complete the software (but not necessarily the USAFA) has the ability to;

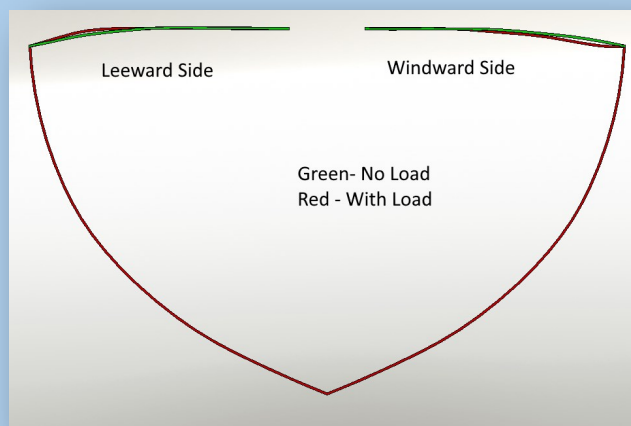
The ARTEC 3-D scanner used to for measuring Lemieux Molds, can measure the boat to an accuracy of 500 microns. Using this technology allows Finn Foundation to ensure the "SUPER Lemieux" molds are fair and symmetrical.



- Perform stress and deformation analysis (FEA)
- Export information to CNC machines for reduced manufacturing costs
- Costing can be applied to both parts and operations and exported to accounting software.
- Suppliers part numbers can be stored and directly exported to facilitate ordering. (So, no late night trips to the hardware store for more screws).
- Develop "photo-realistic" renderings which can be used in printed materials.

We are doing the best we can to utilize outside resources and to get as much done as we can. Having a digital model will yield a return on the first prototype, and additionally, every boat that follows. This process is a large time investment for the Foundation.

While we cannot guarantee this investment will result in large growth, what we can is guarantee without it class growth in the US will be handicapped.



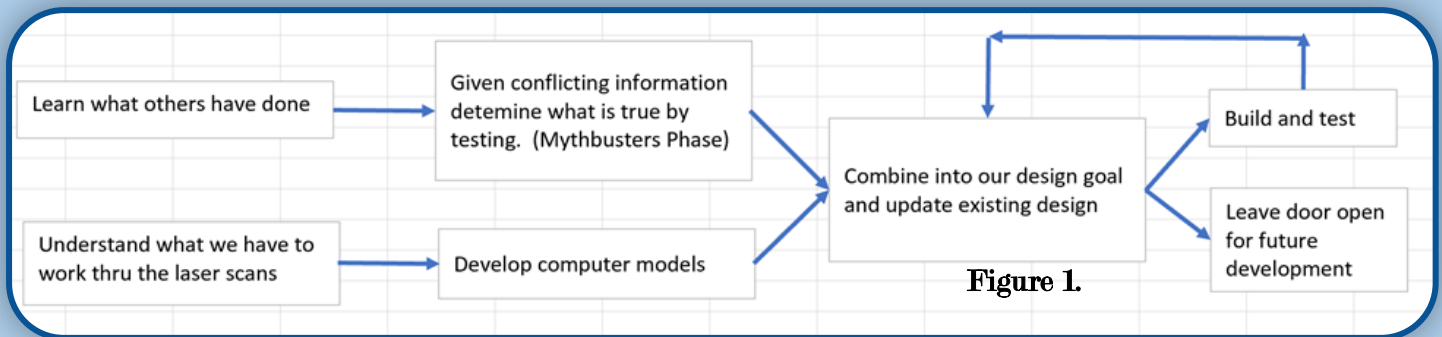


Figure 1.

Every project must have a plan and the general flowchart is shown in figure 1. I am going to outline a few of the many items we have learned from the various projects and try to describe how we would like to make a "Super Lemieux" a success. If you have any interest in helping us with any portion of this effort.

Current (and very time-intensive) Project: One of our primary goals has been to generate computer models of the boat and its parts as all information flows from those models. Generating these models gives opens up the ability to do more advanced analysis in the future, create

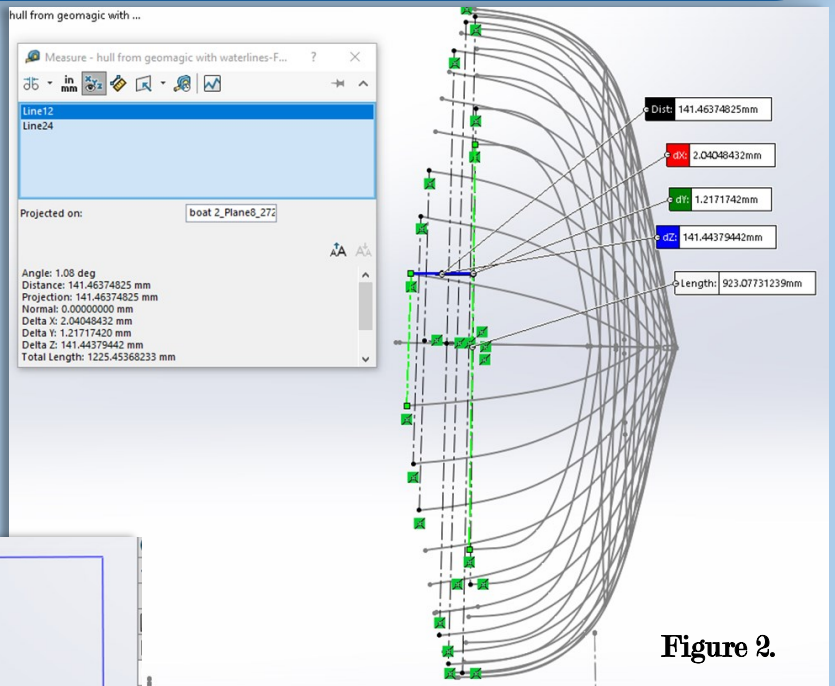


Figure 2.

accurate construction drawings and allow options for reducing the manufacturing costs. Here are some screenshots (Figure 2) showing results; The molds appear to have 1.08 degrees of twist which can be fixed with the new support structure.

Comparing the scan data to the IFA base line (Figure 3) shows the molds are capable of producing a class legal boat.

Mythbuster 1: Larry Lemieux claimed he could tell which mast was slow and which mast was fast by giving it a good shake. Really? Figure 4 through Figure 7 show both the acceleration and resonant frequencies of an old mast versus a new mast when given a good shake. Larry had the ability to discern between masts with multiple resonances and masts that were "cleaner".

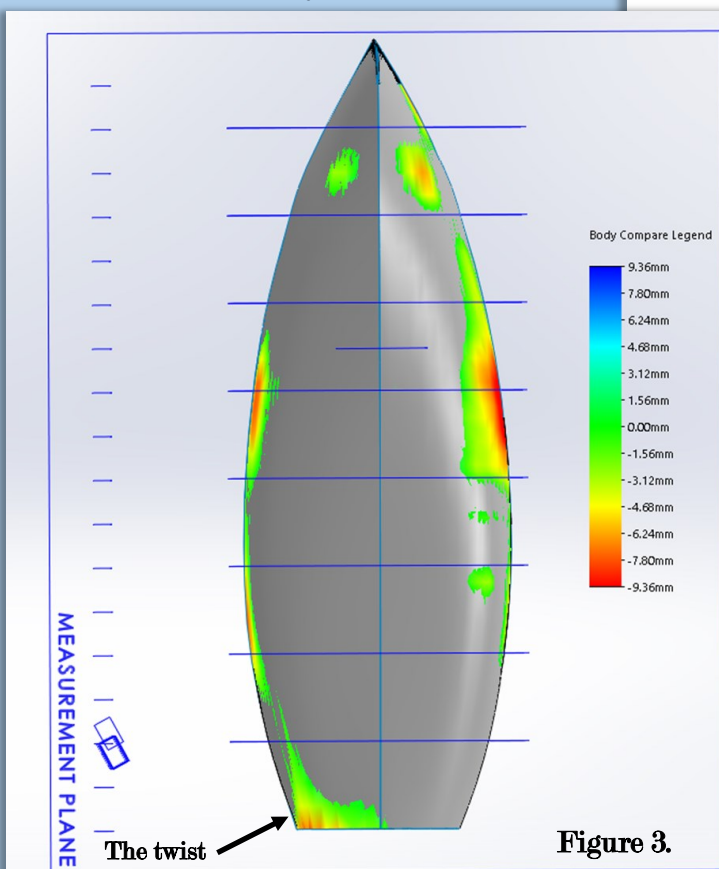


Figure 3.

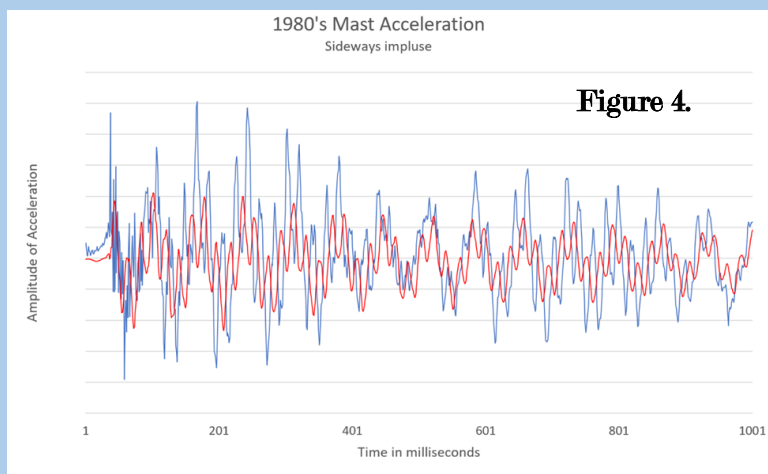


Figure 4.

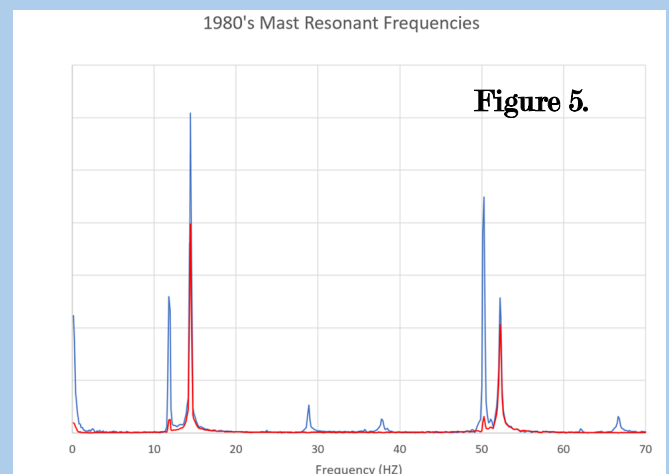


Figure 5.

Additional tests show quality is more consistent with new masts (no brainer here). Older masts had more variation in resonances and frequencies.

Mythbuster 2: There are plenty of theories around the boat park about the boat interacting with the mast; boat twisting and how the boat absorbs impacts; anecdotes about people smashing the Nomex deck to make it softer and so on.

To confirm the loading the mast puts on the boat, we went sailing with (6) load cells attached to the mast partners and two attached the bottom of the mast. Figure 8 shows a 540 second graph of torque versus time of sailing in 10-12 knot choppy conditions in an older Lemieux. Horizontal axis is time in seconds and vertical axis is in Foot-Lbs. at the deck partners.

Figure 9 shows frequencies resulting from going up-wind. Horizontal axis is frequency in Hertz and Y axis is "Amplitude".

There was very little content above roughly 0.8 Hz and we cannot draw any conclusions from it. However knowing the loads confirms some of the theories and gives us more confidence in the information we are providing to the University of Michigan.

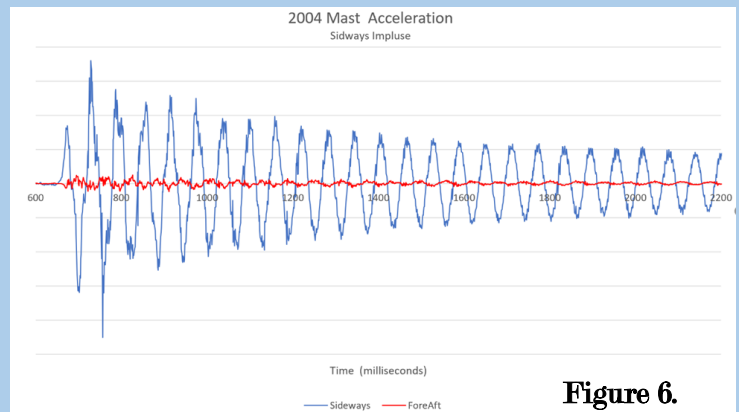


Figure 6.

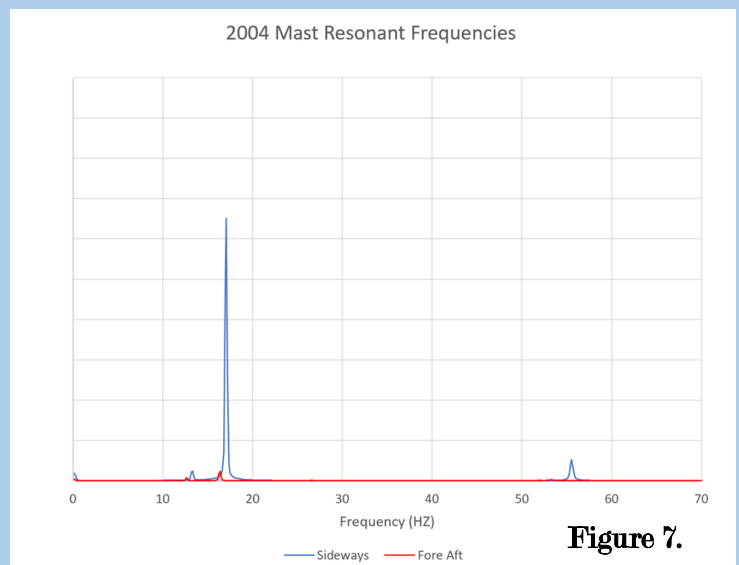


Figure 7.

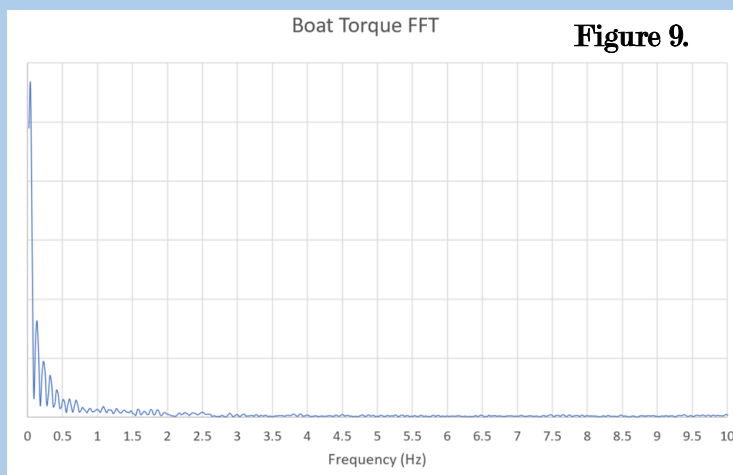


Figure 9.

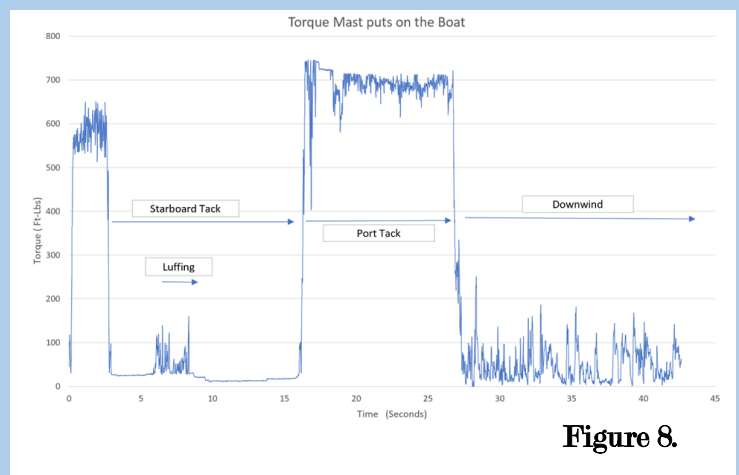


Figure 8.



The concept of getting older but useable boats into the hands of a club sailors for beer can racing has had some unintended consequences.

In August 2020 Rodion picked up an old Vanguard from Long Island, NY that was donated to the USAFA. He delivered it to Steve Smulders in upstate New York on a trailer that needed to be changed from a

powerboat trailer into a 4-boat Finn trailer (read about this project on page 12). Rodion built the temporary bunks so Igor would feel comfortable and could be safely transported to my residence in Monroe, MI. This was a pitiful sight, but we saw a potential and a name came into our minds ... Ugly Igor? Why not? A fitting name for such a sad-looking thing.

Step one was to get it off the trailer and onto a dolly, as Igor gained "a few" pounds during her 50 years on the planet. Well, it happens to the best of us, sailors and boats alike. Using a hoist my son Scott and I made in our garage we used a line through the pulley to my car, step on the gas gently, and up she goes... With this apparatus hooked up, we decided to weigh her using a hanging scale. After weighing, finding some water, letting it dry for a week then reweighing again she was still over 300 Lbs. There she sat while I wondered what to do with her. Well, I couldn't give it away with the red paint on it, so I tried some AquaStrip from TotalBoat. This stuff really works as it took only about 6 hours to totally strip all the red paint off the boat. I found that using a rag soaked with AquaStrip wipes off any residue that was left after scraping off the bulk of the old paint. Curiosity took the best of me, and the next weekend I wanted to see what a little sanding would do... Wet sanding certainly has its advantages, with the largest one of no dust cloud is created. But it does seem to be slower when you want to remove massive quantities of material. Opting for the aggressive method, I created a huge mess of dust and unintentionally provoked some wrath from my wife Dee. After cleaning the majority off the floor, a lot of dust remained on everything else. Again, choosing the aggressive solution, it was found a leaf blower quickly cleans the dust (along with other lightweight objects) out of anywhere the leaf blower had been



pointed at. At this point, I saw no way

back. In for a dime, in for a dollar as they say. It was time for the demolition on the inside. The estimated weight for the hull only, without fittings, is around 180 lbs, and the boat now had slimmed to the target range. It appeared there was a lot of water in the fiberglass and being stored for a few months in a heated, dry environment has allowed much of it to evaporate out. Sanding off about 80% of the gelcoat on the outside didn't reduce the weight very much. Despite a huge volume of dust all the gelcoat from the bottom weighed less than 10 Lbs. Interesting how one can decipher some of the boats history while working on it.

The portholes, at least, belonged to an Alec Cutler at one point, and guessing he certainly put a lot of time into it. The many screws were

removed from things like the portholes and bailers, I assume for weight reduction. A light weight airtank was made in the bow using mylar film. and the attempt to lighten the front may have accomplished its goal. but certainly didn't enhance the looks. Someone drilled over 100 holes in the tiller extension, gradually changing the size, and then nicely chamfered them all. I guess that is what one did before there was the internet.

The next step was to fix the traveler bar and the centerboard cap. After some dis-

cussions, I decided to laminate a new traveler bar out of wood and cover it with fiberglass. A fixture was made and a traveler bar laminated. The fixture was designed to create the vertical curve and traveler made with 1/8" x 6" wide boards. After the laminating, the fore-aft arc was created with a band saw. Of the approximately vertical 4" curve forced into the lamination by the fixture, it sprang back about 1/2" after removing the clamps. The bigger problem was the piece developed an unacceptable twist. After a few failed attempts to straighten it the only real fix was to laminate more wood on the bottom and

sand until the twist was gone. A new centerboard cap was glued up. The last picture shows the new traveler bar and centerboard cap fit and ready for gluing and final sanding. Aluminum backing plates will be made

to attach the traveler bar to the deck. After the traveler and cap are installed, the next step was to fiberglass the holes and fix some soft spots in the deck. There are stiffening tubes under the deck which have broken, creating soft spots. When I have the boat upside down again I'll glass them back together. Almost all the Harken fittings are still in good shape despite being over 40 years old. Igor is ready for paint and then it's for a sail, lure and reel in more sailors to be a part of the big, dysfunctional, but so amazing family called Finn.

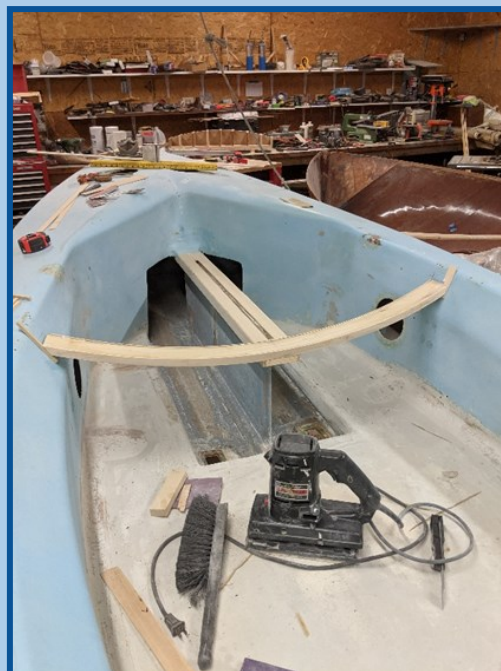
IGOR GAINED "A FEW" POUNDS DURING HIS 50 YEARS ON THIS PLANET...WELL, IT HAPPENS TO THE BEST OF US, SAILORS AND BOATS ALIKE.



PROJECT COSTS TO DATE:

- 1 GALLON OF AQUA STRIP \$60.57
- WOOD FOR CB CAP AND TRAVELER BAR \$63.00
- 1.5 GALLONS OF SYSTEMTHREE EPOXY & BONDO \$214.41
- SANDPAPER APPROXIMATELY \$25.00
- MAST PARTNER \$275
- PAINT \$384
- LABOR-PRICELESS

TOTAL TO DATE \$1021.98





SAN DIEGO ONE DESIGN WEEKEND

By Mike Dorgan

Weekend of the 21st November 2020, SDYC hosted the One Design Weekend and the Finn Fall Classic with (14) Finns showing up on the starting line. Warm weather greeted the fleet for a super casual tow out to the racecourse (the same course as the 2021 Finn Master North Americans will be held) enjoying 'glass flat' water but once offshore and the tow lines dropped, the breeze began to fill in nicely. On Saturday, three races were run with the later two in the solid "O" Flag category, breeze in the 11-15knot range. The first race was sailed in a typical Coronado Roads breeze, 8-11 knot range. In all three races, Rob Coutts and Mike Dorgan fought it out at the front, never not finishing next to each other going into the evening with Coutts leading by 1 point over Dorgan. Other competitors with great results included Michael Entwistle winning a race and a third in another along with James Buley finishing the day with a 3rd. After racing the fleet was treated to outside and 'COVID Distancing' outside parking lot entertainment by the distanced 'FINN BAND" playing their assortment of fine after race tunes, second to none. Sunday morning greeted the fleet with more of the same warm, 75-degree sunny weather for the tow out to the racecourse, and again on cue, the sea breeze filled in but this time much stronger. All three races

on Sunday were sailed with the Code O up, giving the fleet with anything left in the tank to pump freely downwind... With several Finn sailors not showing up on Sunday, including Coutts, it left the door open for the podium finishes. Joe Chinburg, enjoying the warm weather and out from Colorado delivering James Buley's new Fantastic Finn, had a great 1st race winning the race with superior downwind speed. In the end, 3rd through the 5th places were all within 1 point of each other. Lee Hope was just enough ahead to secure 3rd overall by finishing second in the last race. James Buley scoring a 7,8,3,2,3,3 ended up in second overall. First overall was secured by Mike Dorgan scoring a 3,1,2,3,1,1 for the win. Great weekend had by all! Thank you to the SDYC RC, the Finn Band, and the photographers Vince Brun, Gary Adler, Mike Dorgan, and Lisa Reiter for capturing the weekend!



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FINN 2020 NORTH AMERICANS

By Charles Heimler

The 2020 Finn North American Championship was held December 17-20 at Coconut Grove Sailing Club in Miami Florida. The first day saw winds in the upper teens, the second days in moderate strength, and the third day there was not enough wind to complete any races, although the adept and excellent race committee made two attempts but had to abandon both.

Luke Muller, who will represent the USA in the Finn at the Olympics in Tokyo, won all the races from Jack Jennings in second and Caio Gerassi in third. Luke is from nearby Fort Pierce, and spend much of his early sailing career in Opti's and Lasers on Biscayne Bay. Jack Jennings, from Chicago, has sailed regattas in Europe and North America and is a champion in the Melges 24 and Star fleets.

Caio Gerassi, from Brazil, now works in Florida in the marine industry and is an avid Snipe sailor. When he lived in Brazil, he sailed against Jorge Zarif, the well-known Brazilian Olympian. This regatta was his first opportunity to sail the Finn since leaving Brazil. Dave Martin, Rear Commodore of CGSC and a regatta organizer, claimed fourth. A.J. Pereira, the sole

20 something in the field, who sailed on the Lauderdale high school Laser team with Luke Muller, arrived from Atlanta, Georgia for the event. He earned a fifth. Hans Claesson from St Petersburg, Florida, at 77 years old, was the standout legend. He sailed his almost new Petticrow in the event. CGSC, led by club regatta-chair Andi Hoffman, went all out in organizing the event, bringing in a U.S. Sailing-certified PRO and providing as regatta gifts two shirts, a duffel bag, and a vanity pack.

The event was sponsored by AOR booms—the Miami distributor Fabiano Vivacqua sailed in the regatta and has AOR booms available for purchase. The event was also sponsored by Cran Sailing, which supplies Finn equipment and logistics support. Luke Muller was hard-pressed by the challenges in the lighter air races, but once the pumping flag flew, he won races by over 100 meters, a testament to his training, equipment selection, and skillful progression. Luke was challenged by Dave Martin, an accomplished Starboat crew, who is fairly new to the Finn, in one race. Dave led the light air, double windward-leeward race, all the way until Luke

passed him in the last 50 yards before the finish.

In the past two years, the Miami Finn fleet has grown from 3 boats to nearly a dozen, providing loaners and storage to experienced sailors keen on the Finn. This effort has led to several boats being sold to new prospects who have decided to join the fun. Long-time Miami sailmaker, Tom Bremen (145 pounds) has joined the fleet and has mastered the art of making sails from Dacron, which have proven to be fast for lighter sailors.

Coach Larry Suter has also used the fleet loaner to sail in this regatta. He also weighs in on the lighter side and is having success with the Dacron sails. Larry has coached scores of the world and national champions in several classes.

The club has mastered conducting a “socially-distanced” regatta with meetings by Zoom and CDC recommended guidelines in the boat park. Outdoor dining is permitted on its open-air deck, and people comply with masking rules. If you can get here this winter, you'll be very pleased with the conditions to sail your Finn. Hope to see you soon.



The final weekend of the epic inaugural Buccaneer Finn fleet winter series saw winds of 10-15 knots, gusting to 20 knots at times. Perfect Finn O flag conditions for the Finn. Injured finishers, Commodore Jim Hunter and Noel Miller, who couldn't sail, were able to run four great races for the fleet on a gorgeous spring day in LA (lower Alabama). Michael Mark won all four races with his bionic hip set on beast mode. AB Reasonover and Julian Bingham fought a tight battle for first and second place for the series which ran for three weekends with a total of nine races with 8 sailors competing (Michael couldn't compete in the first 4 races due to new parts being installed). The top three sailors in the winter series were AB Reasonover 1st, Julian Bingham 2nd, and Michael Mark 3rd.

The series had awesome Finn conditions all three weekends, along with capsizes, rescues, and great boat park camaraderie. The newer guys learned a lot and everyone got a great wet workout.



THE BIRTH OF GODZILLA

Recently I got quite a few messages asking about trailering a boat, best practices, best trailers, best solutions, etc. So, as usual, I decided to share my experience from day one owning a Finn. I would summarize my approach as "small trailer, big trailer, no trailer, NO PROBLEM!" The only thing that matters is your attitude and willingness to sail and travel. When I bought my boat, I had three days to drive from New Haven to Miami and back. That is about 2800 mile round trip. I had no trailer or even a roof rack, but I had a big appetite to get back into sailing, and that's how it all began; a couple of two-by-fours on the roof of my Toyota Venza, tie-down ratchet straps through the door opening, and an inflatable camping pad at the back of my SUV. Not the best solution, but hey, it gets you from point A to B, you don't have to pay 3rd axle toll fees, and it is pretty cheap.

**SMALL TRAILER, BIG TRAILER,
NO TRAILER, NO PROBLEM!**

The next order of business was to purchase a trailer. I discarded the European double-deckers and fancy aluminum trailers. The threshold was pretty simple, finding a cheap trailer that would fit in my garage together with my boat. Thank you,

internet! You make our lives easier, especially if people choose to use you right. The Harbor Freight 48x96 inch heavy-duty folding trailer was exactly the solution I was looking for. Only \$200 for the assembled, lightly used one on the Facebook market got me what I needed. I bought a couple of spare tires from Tractor Supply, greased the bearings, and checked all the bolts. In the first year, I've put around 10K on it and changed a set of "baby" tires. A good deal if you ask me. If it wouldn't be about my ever-growing ambitions, I would still be traveling to the Finn races using the same trailer.

So why stop here? In 2019, I twisted my brother's arms, and he purchased a Finn for himself. Now that our herd of boats





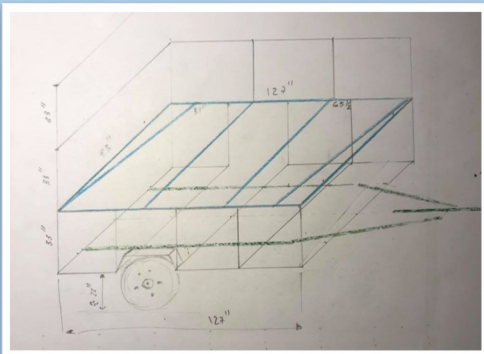
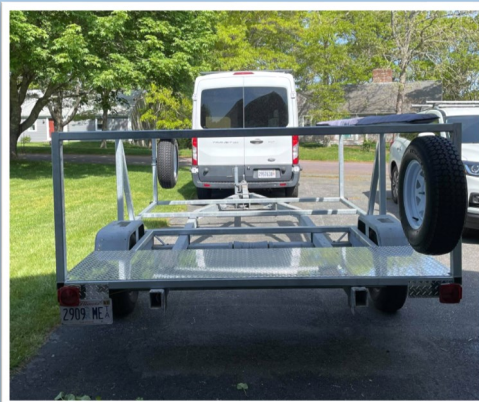
grew, I had to find a solution to get it, our herd, to the 2019 Finn Gulf Coast Champs in Mobile and the U.S. Nationals in Sarasota. As usual, in my case, it had to be a cheap and quick one. The Harbor Freight "heavy-duty" folding trailer is rated for Gross Vehicle Weight Rating of 1450 pounds, so I figured that with the combined weight of about 700 pounds (boats, dollies, etc.) I would be borderline safe. A trip to Home Depot, \$40 worth of screws and lumber, 5 hours of work, and I built myself a Frankenstein Monster. I can tell you that it is possible, but surely not recommended to experiment with the Frankenstein Monster on the road while hauling 70mph on the interstate. Despite the sketchiness of this endeavor, a little "monstrosity" made it safely back Northeast in May 2020 and was disassembled after successful 4000

miles. It was time for the monster trailer to grow.

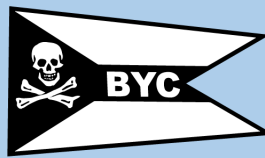
At this point, Nikita and I had our travel vehicle, Ford Transit 350 XLT, a 15-passenger van refitted into a sailing camper. We knew we could tow more than just 2 boats and so we bought a used 20ft trailer for \$400 with a grandeur intent to build a 3-decker. Go big, or go home! The initial idea was born during the 2019 Labor Day Cape Cod practice weekend, when Simon VanWonderen, Nikita, and I discussed the possibilities of having a joint US-Canadian Finn sailing team. Some research, few drawings on the asphalt with chalk, trying to fit into the DOT standards, and we got ourselves a trailer, at least on paper. A couple of lucky coincidences and a pinch of patience gets you what you want. Peter Frissell, who has enough energy to power a small American town, helped to transform our sketches into legit drawings and later into a real trailer. With only 3K investment we got a fully galvanized 4-boat trailer that will allow more people to get to the races.

We have not yet done and the trailer can only hold 4 boats. We decided to test this version before investing more money and time into a 6-boat "Godzilla". The current version has fittings ready to install a third deck if we are going to go that route. All the

drawings, sketches, and pictures will be available on finnusa.org. There are quite a few things that we learned during this process and if you ever decide to build your own "monstrosity" contact us via e-mail, FB messenger, or a phone call any of us will be happy to help.



GULF YACHTING ASSOCIATION CHAMPIONSHIP BY MICHAEL MARK



The GYA Finn championship contested in conjunction with Buccaneer's Spring regatta on the weekend of May 15-16 was one of the best regattas we've held in a while. The challenging conditions truly tested the skills of the 10 boat Finn fleet and taught many lessons to the less experienced Finnsters. For example, one who shall remain nameless (JB) learned the reason why you must tie your "Jesus knot" in the right spot or go swimming. Also learned in that same incident is why most masters have some stirrups tied in their boats to make it easier to get back in after a refreshing swim. Also learned by some is to make sure your bungees holding your mast chocks in place are in good shape or you lose those chocks when you go swimming. The good news is that no masts were broken and no permanent damage was done to the fleet. A quick look at the standings showed way too many alphabet scores and not enough numerical ones. But that is what is great



about sailing in general and finning in particular, you are always learning.

Another quick look at the scores showed how competitive the front of the fleet was, 2 points separated the podium fin-

ishers. In fact, the regatta win came down to the last second at the last finish. To recap, after Saturday's two breezy races (15-20 kt sea breeze with big waves),



yours truly had a 2,1, with a one-point lead over John Dane the elder and 2 points over Thomas Duffy the younger. Sunday was a big change in conditions with the first race in maybe 8kts from the east. Thomas put the hammer down finding some great pressure from the left for a big win leaving JD and me picking up second and third respectively which then left a three-way tie between us all. The second race was pretty much the same conditions but now with JD winning, Thomas second, and I stuck in third, leaving JD in the lead by 2 over me and 1 over Thomas. With my excellent math skills still working, I knew I had to win the last race and put a boat between John and me to win, a tall order. However, the wind

gods smiled upon me and the big sea breeze came back. At the last weather mark, I'm leading with Thomas in second and JD in third, and my defense of the illustrious GYA championship looking good...or was it? With the big wind back on, I needed to focus on sailing and as Thomas held a good lead over JD, I felt no need to watch them closely. However, as I approached the finish, I heard, not saw, but heard a boat smashing through the waves on a full-on plane and I knew who it was. The question was could JD make up the distance to Thomas? They come down to the finish neck and neck, I stopped after finishing to watch this battle. They cross the line, whistles go beep, beep very quickly. I can't tell who won for sure but I had a sneaking suspicion that Dane had done it. And you know the story, he did. So for the regatta Dane 1, me 2, and Thomas 3. Congrats John Dane III,

2021 GYA champ!

While I did not successfully defend my championship, I can honestly say that I enjoyed that competition more than any in recent memory. Yes, my body is sore but I am so stoked that we all had so much fun in true Finn conditions, warm sun and water, big breeze, and great camaraderie. Thanks to all competitors and especially the race committee and PRO Commodore Hunter for a job well done!

John and Thomas had so much fun, they left their boats so they can do some sailing with us one week later.

Who else is sailing and when?



The Miami Sailing Week, a fixture of the Biscayne Bay winter sailing season, provided three days with eight quality windward-leeward races organized by a cracker-jack on-the-water race committee that managed to keep the starting line and windward legs fair, and wisely abandoned the first race when winds of 30 knots with a 40-degree wind shift brought on by a squall darkened the sky and blasted through the fleet on its way to the first weather mark.

Then the wind settled into a moderate offshore breeze from the west and four races with multiple lead changes, lots of shifts and cat paws, and nice waves downwind made for some really contested racing both upwind and downwind.

Day 2 and 3 of the event brought light offshore, shifty winds, and sunny skies. Not enough can be said about the “chamber-of-commerce brochure” excellence of the Miami weather this time of year. It was warm in the ’80s both in the air and water. Sunny skies prevailed with some beautiful and inspiring cloud formations above green-blue tropical-like waters enclosed by the futuristic Miami downtown skyline, the mangrove-filled shores of the barrier islands, and the fine horizon of the bay’s opening to the ocean. Sailing Biscayne Bay is a delight.

We had a great field of sailors in the regatta—Caio Gerassi sailed Charles Heimler’s loaner Devoti /Wilke/WB to six bullets with two-second places. Gerassi was recently recruited out of the Snipe fleet, but he sailed Finns in his younger days in Brazil. Second in the regatta was Jack Jennings, who made the Miami Finn Fleet his sailing home this winter, taking a break from cold Chicago. Jennings has sailed his Finn frequently at Luca Devoti’s Sailing Academy in Valencia and some regattas in Europe. Both he and Gerassi, who match-raced most of the regatta, have lots of time in the Star, as well. They represent a younger generation of Finn sailors now coming into the boat.

Third-place went to Michael Parra-more, (first master) who bought Steve Fucillo’s primo Pata B4 that was set up for the 2008 Olympic Trials as part of a container of several Pata B4’s imported into the U.S. for the 2008 U.S. Olympic Trials. He regularly-sails Jet 14’s, This-tles, and Lasers in the Annapolis area.

His cross-cut, Dacron sail that is made by Bremen Sails, looked crisp on his boat as well as on the 80’s Vanguard “club boat”, that long-time Miami sail-maker Tom Bremen brought up to speed and raced in the regatta. And the Legend award went to Hans Claesson, 77 years old, who had a Finn in his youth in Sweden. Hans has sailed his Petticrow Finn throughout Florida and at the 2019 Masters Worlds in Denmark. Despite a capsize during the squall, Hans continued through all the races.

In its second Finn fleet Miami Sailing Week installment, the number of registered boats went from four to ten, more than doubling the Miami fleet in a year. This is through the enthusiastic promotion of the Finn and providing boats for the “try then buy” program. With inclusion on the Coconut Grove Sailing Club regatta calendar, the fleet is now embedded in the Miami sailing community.

Projected Major Event Schedule

Year/Event	U.S Nationals	NAC	Masters NAC
2020	Mobile, AL (Gulf Coast) shifted due to C-19	Coconut Grove, FL (East Coast) shifted due to C-19	Cancelled due to C-19
2021	Corpus Christi (Gulf Coast)	Pass Christian, MS (Gulf Coast) shifted due to C-19	San Diego, CA
2022	West Coast	East Coast	Great Lakes
2023	Great Lakes	Gulf Coast	East Coast
2024	Gulf Coast	Great Lakes	West Coast

Current Bids Submitted for 2022: Sarasota Sailing Squadron (NAC), Rochester YC (NAC Masters)

No bids have been submitted for 2023.



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