



USA FINN CLASS

Winter 2021

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

# SOLO NEWSLETTER

Image by Mike Malloy

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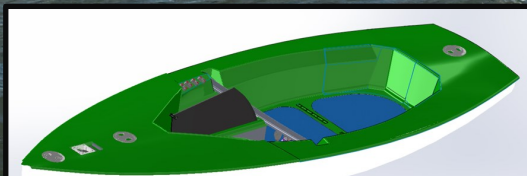
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U.S. Built Finn—one step from reality



finn gold cup

MIAMI 2023

[fgcmiami2023.com](http://fgcmiami2023.com)



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 Send original, unpublished material, ideas, pictures, gossip directly to: [secretary@finnusa.org](mailto:secretary@finnusa.org)



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HELP USAFA!



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For more details contact  
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## President's Report

Another sailing season is winding down as we get ready for the holidays, with Northern folk preparing for the cold, or heading South to enjoy the sun and sail in the Miami regatta series. Thank you to the Florida team for putting this together.

The material for the new plug to make the new hull mold has arrived and by the time you receive this the mold should be in process and Beacon Composites moving forward at full speed. The hull mold will be set in a welded steel structure to ensure dimensional integrity for many years.

Many thanks to the hard work of Dave Martin and Fabiano, the Gold Cup will be in Miami 2023, this is a great opportunity for us. The Miami team has put together a winter series for us that sounds like it will be well attended.

Next year the Solo will be 60 years old and its history includes some amazing people and adventures. The next Solo issue will include a few highlights of the class and its history (rated PG-13).

On the international front, a number of letters and emails have been circulating with new ideas and proposals to insure the future of the class. The British Finn Association wrote a



very comprehensive letter which you may have seen in this article.

<https://www.sailingscuttlebutt.com/2021/10/27/finn-class-plotting-a-course-forward/>

While the loss of the Olympics is a blow to the class it isn't the only game in town. Times have changed and the new format for the Olympic Trials did separate the elite from the rest of the class. However, there are still many other opportunities for class and the USAFA leadership has offered the following response to the BFA's letter. Please feel free to offer any additional thoughts or comments.

### USAFA Response to the British Finn Association's Letter to IFA

Thank you for the comprehensive letter you wrote October 1<sup>st</sup>, and the request for views and suggestions how the class should move forward. Below references certain topics from the letter to which we have added our ideas and thoughts.

How will the IFA keep Olympic campaigners and U 23 sailors in the class?

*There is still the Pan-American games, Asian games, and others.*

*Use the budget to subsidize U23 sailors going to major events.*

*If we wish to have professionals in the class, facilitate a path for younger sailors to be sponsored by working with a sponsorship broker such as Generate ( [www.generate.se](http://www.generate.se) ). Or the class could work directly with the sponsorship broker.*

*Spotlight younger people's success stories.*

*For those with professional aspirations: Has sailing the Finn helped those who ended up not going to the Olympics? Does success on a national level contribute to a resume? For those who don't have professional aspirations: Why do they sail a Finn and why?*

*Some of the FinnFare articles are applicable to other classes.*



*Having these articles in Sailing World and other magazines would show the level of technology and competition in the class.*

Does the IFA plan to enter a submission for the Finn to be re-selected for Los Angeles 2028?

*Prior to making the decision, some changes need to occur, such as complying with WS rules.*

*With the groundwork completed, we can make the decision later on.*

*The Olympic pipeline used to be more inclusive and bottom up. Olympic campaigners represent a very small percentage of the class with the current structure. Is having the elites separated from the "weekend warrior" healthy for the class?*

Why does the IFA not have a Code of Governance as required by World Sailing with a fixed term of service for officers?

*The opinion of the USAFA leadership is we need to be consistent with World Sailing's rules.*

A study of the IFA latest accounts shows a balance of €140,000 and lists several salaries including an Events Secretary's of €12,000 although there will only be a possible Gold Cup and Europeans to organise in 2022. The IFA has an annual budget



of €90,000, funded by subscriptions from all our member associations, so what will National Class Association members receive now in return for the IFA levy?

*Agree costs should be reduced per initial recommendations.*

The IFA needs to plan the 2022 Gold and Silver Cups now, and to build a strategy to attract new competitors now most of the Olympic sailors have left the class. With so much money in the account, maybe the IFA could subsidize entries for U 23 and Open competitors and perhaps help with costs for those travelling from other continents?

*Agree sponsorships of U23's to attend the Silver Cup would be very helpful but would need to be well advertised in non-Finn media.*

Does the IFA executive committee plan to enter a submission for the Finn to be reselected for the Los Angeles 2028 and if so, how will they address the gender and event equality requirements?

*We need to develop the plan to insure the long-term success of the class, while keeping the Olympic door open.*

What plans does the IFA have to keep the recent Olympic campaigners and U 23 sailors in the class? What is the possibility of organising an international professional circuit similar to the Star Sailors League and has the IFA investigated funding opportunities with sports marketing agencies and broadcasters?

Is the FIDeS development programme still running and if not, where is its funding now being used?

*Many countries contribute to the FIDeS program but receive no benefit.*

Some initial recommendations are:

The Finn is no longer an Olympic class. The IFA should therefore reduce its cost base by becoming a volunteer organization with no salaried members, with the exception of a part-time Media/Press Officer.

*Agree.*

All positions for the IFA Executive should be open for nomina-

tions and election at AGM's that are readily accessible to all the majority of the membership, such as at the FWM or Europeans. There should also be a limit on the number of years that can be served in each office. Voting members of the Executive should not also hold salaried positions, to avoid any potential conflict of interest.

*The AGM should occur at the Gold Cup. The Finn is an international organization not a regional one. Doing it at the Master's or Europeans sends the wrong message.*

An international program should be developed to keep the Finn profile active until 2024 with the objective of getting back into the Olympics beyond that. There could be many options for this. One idea is to promote a 'Finn Olympic Tribute / Legacy Series' with qualifying events in 2022/23 and culminating in a 2024 final to be held in France. Each Nation selects their own entry, there would be gold, silver and bronze medals with a \$100,000 first prize, \$50,000 second and \$25,000 third. This could potentially be funded from current IFA reserves plus income from 2022/23/24, but sponsorship revenues could be raised from host venues, suppliers and broadcast sales.

*Using IFA reserves to fund this would mean the IFA community is giving benefit to a small percentage of Finn sailors. Working with a sponsorship broker (such as Generate) is an option. It is imperative effort should be put into games that are an alternative to the Olympics, such as the Pan Am Games.*

We have all witnessed the successful development of the class since the early 80's, moving from Dacron sails and aluminum masts to the advanced equipment we all enjoy today. *Any change must not obsolete old boats or create an impression of obsolescence. These incremental changes will improve performance of one Finn relative to another but not provide a significant change relative to other classes.*

*We would like to see more evidence/documentation that a carbon boom would not result in increased cost.*

Thank you for the opportunity to offer these views and please keep us informed as to how we can help and please keep us informed of any news or other views.

## THE FINN, THE PERFECT FAMILY BOAT

By Kelly Arehart & Diane Frissell

The family that travels together stays together and that cannot be more true than in sailing. The Finn Class has given our family many opportunities to travel and explore coasts and lakes of the US and around the world bringing our family new memories and adventures. We have been to small inland lakes in New York State to several yacht clubs along the east coast and along the Gulf of Mexico. Through spend-







ing time together around regattas and sailing clinics, we have been fortunate to meet other sailing families. We have had the opportunity to see unique communities and towns. Many of the regattas are not in big cities or tourist destinations, but smaller towns and cities we would not have seen except for the regatta. As sailors host the regattas, they give us local tips and information about local highlights. We have been able to explore some of the least tourist-filled locations, beautiful but nearly empty beaches, local shopping and restaurants.

Pete and I have been in Mobile, AL for many regattas either at Fairhope or Buccaneer Yacht Clubs and always enjoy the excellent food and camaraderie amongst the sailors and families. On one such trip a few of the women had a great day visiting antique shops in Mobile, having lunch and enjoying each other's company. There were beautiful collectibles in the shops with something for everyone.

On another trip to Mobile, AL, I discovered Dauphin Island with its beautiful beaches and gift shops with local art. The next opportunity we had to be in Mobile, we turned it into a

family vacation that included the grandkids and our daughter-in-law, Kelly. We rented a big, beautiful house in a gated community on the island that was a short walk to the pool and a private beach. The weather was beautiful and the gorgeous beach with sugar, white sand was endless! We even brought the dogs. We thoroughly enjoyed the Dauphin Island Sea Lab Estuarium, the unique gift shops and restaurants, but there is so much more to see and do on Dauphin Island that it requires another Finn sailing family vacation!

At another regatta in Sarasota, FL, Denise Chinburg and I spent a totally enjoyable day at the awesome Ringling Museum. It was grand in its size and in its collections. It holds a phenomenal art collection.



We traveled to two regattas on the east coast early this spring in another family adventure. While Peter attended a sailing clinic at Wild Harbor Yacht Club in North Falmouth, MA, Kelly, the grandkids and I enjoyed the crowded beaches of Falmouth and a trip to Martha's Vineyard. After the regatta at Wickford Yacht Club in RI, Pete joined us for a trip into Newport and tours of the Vanderbilt mansions. They are exquisite, dazzling and opulent beyond description. The view of the rugged coastline and the ocean lapping against the rocky shore is breathtakingly beautiful.

I accompanied Peter to the World Masters Regatta at the El-Balis Yacht Club in Sant Andrew de Llanerres, Barcelona, Spain in 2018. We shared a spacious condo with Rob and Karla Coutts that was within walking distance from the sailing site. I joined ladies from all over the world on guided daily bus tours into the Barcelona area. I met so many people from Europe and around the world. Most of them spoke English and we had a great time on the tours and just hanging out at the yacht club. Pete and Rob joined us for a fun shopping trip in Barcelona on the last night before we left.



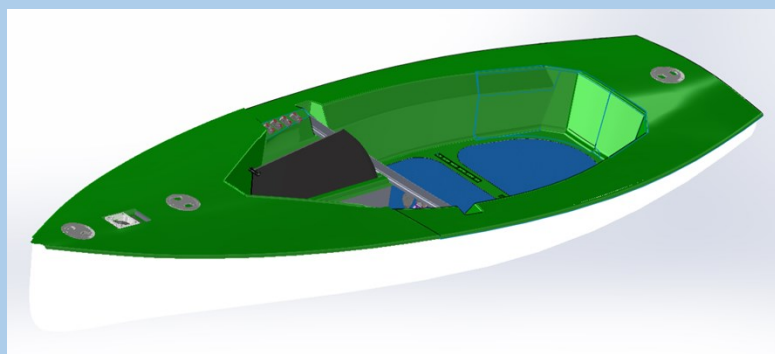


We recently traveled to Bath, ME, to pick up an old Finn that was donated to the class. While there, Pete and I found the time to go to the Bath Maritime Museum. It turned out to be a great museum with both inside and outside displays that were exceptionally informative and interesting.

Following that, we drove to Cazenovia, NY, for the Toilet Bowl Regatta. Cazenovia is an old small town with many of the old houses dating from the early 1800's. It's a fun town in which to hang out and shop and if you're lucky you might be

there when the Willow Bank Yacht club serves their excellent fish dinners. Everyone likes sitting outside around the picnic tables enjoying the camaraderie of the Finn sailors and sharing stories.

These adventures have enriched our lives and given us countless memories of people we've met and places we've seen that we wouldn't have had without Finn sailing.



#### U.S. Finn Project Generous Donors

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Mark Tegio  
Micheal Marks  
Nikita Mazin  
Pat Healy  
Rich Wright  
Rick Green  
Robert Kinney  
Rodin Mazin  
William Smith  
Terry Greenfield  
Tom Duffy

Orders have been placed for the first boat and the tooling to produce it. The plug material has been received and is ready for machining. Unfortunately (or fortunately), a measurement discrepancy was found just prior to starting the machining process. This should be corrected in a few days and then the CNC machine will go to work.

Much time has gone into investi-

tion, and making sure that the boat would measure under the new rules. We worked closely with Larry Lemieux, Darrel Peck, Jorge Rodriguez (Brazilian Finn Builder w/Pata experience), Antel Gabor, and a team of naval architects. We have dissected some older Lemieux's (and other brands) to learn what we can. We have asked many people from around the world for their input and we greatly appreciate the

## The U.S. Built Finn is Around The Corner

gating the best laminate schedule, cleaning up the hull shape, confirming ergonomics of the deck layout, investigating hull/deck twist, deck deflec-

help we have received.

Final design details are being finished up with both the weight and center of gravity being simulated in the computer. Will be interesting to compare the computer model to the final product.

An enormous Thank You to all those who have donated to the project. The four people who have given over \$2500 are Chuck Rudinsky, James Buley, John Dane, and Pat Healey. They each have earned a plaque. We have more plaques so please send your donations in!

**Over \$37,000 dollars have been collected and put into the project! Donate today at <http://bit.ly/finn-foundation>**

## DUMMY'S GUIDE TO BUYING FINN

By Rodion Mazin

"If you would like to be competitive on the highest level, you have to have the best equipment available." These are the words Vann Wilson, a friend, a mentor, and a fellow laser sailor, told me sometime during my 4-year residence in Long Beach, CA. The task of getting the best equipment available in the laser class wasn't daunting. Same flimsy hull, same aluminum mast (carbon now), pair of stiff foils, and a carbon stick. YIPPEE KI-YAY MF! Simple and easy. Get a one regatta boat, buy a new sail out of two available sail-makers, and you are ready to go. Is simple always the

best, though? The North Korean defector, Yeonmi Park, stated that it was hard to accept the freedom of choice when she arrived in the United States. It was easier when the state decided what haircut she had to get, what clothes she had to wear, what music she had to listen to, and so on. The defection from the Laser/ILCA class to the Finn class felt the same. And some may even say that I was "tortured" by the Laser Class, trying to keep my weight down, trying to fit in the tiny cockpit, trying to bail the water through the pathetic little bailer ... You got the (continue on page 18)





## **2021 Wickford NE Finn Sailing Resurrection**

By Rodion Mazin

Sailing is a beautiful and diverse sport. There is not a person in this world who would doubt it. It is one of not many sports that brings a high school student and a grandmaster, a rookie and a seasoned sailor on the starting line, and a lot of time, both will have close chances of winning the race. Moreover, Finn sailing specifically allows big guys in a whopping range of 80 pounds to be competitive. Big boys, 190 to 270 pounds, battling close on the racecourse and having a blast!

The Annual Wickford Regatta at the eponymous town in Rhode Island ran through the weekend of June 5th and

6th. Wickford attracted Illinois, Michigan, New York, Connecticut, Massachusetts, and Rhode Island competitors. The old and new, small and big boats, rookies and masters, all gathered in Wickford to have fun and learn. The Finn class visited this venue for the first time, and what a venue it was! Winds ranged from 10 to 28 knots, tidal currents ripped at 3 knots, and some crazy 30-40 degree shifts, both persistently shifting to the right on the first day and oscillating on the second day. It proved the statement about the diversity of the Finn class to be more relevant than ever before.



# WICKFORD



## REGATTA

Wickford Regatta started in 1972 as one of the first Laser events on the planet. It ran in Wickford until 1980, expanding along the way to include 470s, 505s, I-420s, FDs, and finally Finns in 2021. In 1981 Wickford Yacht Club decided to stop running the event and a similar event started in Barrington called the RIISA Regatta. RIISA ran in Barrington through 2008 when Barrington chose to take a break. The Wickford Regatta resumed in 2009 and hasn't skipped a beat.

Register for the 2022 Wickford at

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

**JUNE 11-12, 2022**

### **2021 Wickford Results**

1. USA 16, Rodion Mazin, 5
2. USA1000, Stephen Smeulders, 6
3. USA 7, Nikita Mazin, 11
4. USA 101, Peter Frissell, 17
5. USA 99, Charles Rudinsky, 18
6. USA 975, Willem Oswals, 31
7. USA 911, Jim Revkin, 42
8. USA 21, Christopher Sheldon, 48





(2021 Wickford continued) The Narragansett Bay challenged the eight boat fleet from the very beginning of the regatta. Stephen Smeulders (USA 1000) took an early lead by winning the first and the second races. He saw the never-stopping right shift and was able to hold a relatively fast speed in his brand new Fantastica. Rodion and Nikita Mazin, USA 16 and USA 7, were trailing behind with five points each after the first two races.

The fleet sailed the third and final race of the first day in challenging 25-28 knot winds. Only 5 out of eight were able to finish this one. Rodion took an early lead and continued to control Stephen through the race, which turned into a match-race duel. At the end of the first day, the first three places 4, 6, and 8 points, respectively, went

of the rookies and showed quite a skill, sailing in the treacherous conditions of the Narragansett Bay.

The second day of the regatta started with the light pressure, but unfortunately, the first race had to be abandoned due to the 180-degree shift. After an hour and a half wait, the pressure finally filled in from the southwest. The oscillating shifts made the game a bit more interesting this time around, but Rodion Mazin didn't give anyone a chance. After a clear start, he again controlled the fleet, played all the shifts just right, and held a comfortable lead over Stephen Smeulders and Nikita Mazin in the last two races.



to Stephen Smeulders, Rodion Mazin, and Nikita Mazin. The legend Chuck Rudinsky and the great grandmaster Peter Frissell were fighting it out for the fourth place. Both stayed ahead







When it comes to being a Finn sailor I am a nobody, very insignificant. I am not going to the Olympics, the Nationals, the Gold Cup or anything close to it. I'll be delighted to get to events in New England. All of my experience is in big boats. A lifetime sailor and a former USCG Master. This dinghy thing is new to me. I'll be happy just to participate in a few local regattas and, hopefully, not come in last.

My Finn is a 1983 Vanguard. I bought it years ago, some time in the early 2000's. Life's circumstances kept me from sailing it as often as I would have liked to. Over the years I've upgraded to a used Carbon mast, a couple of used sails to go with it and continuous control lines and a contemporary mask gate. Then my life turned again and I sailed the boat very little and then the boat was in storage for the past 4 years. It is so much fun to sail I could never part with it. Now retired I have the time, desire, opportunity and money to mess with it. I spent this spring getting the boat back into very good order.

And there in lies the problem.

There is a shocking lack of information, access to information, technical data, communication and help for people entering (or wanting to) the class. You need more people entering the class. Especially younger people.

The USA Finn Class site is out date, does not offer much information and clearly caters to an 'elite' group. I've sent emails to the NE Chair and the Class Measurer....no reply. I contacted North sails for a new sail....they could not side-step my situation or get me off the phone fast enough. I contacted a local Quantum loft....same thing. I contacted a Doyle loft....slightly better...but still not complete. I con-

tacted an outfit in the UK...helpful...almost. Why should I even have to go to the UK ?

My copy of FINNatics is well dog eared. That book needs a serious update date. There is not a YouTube video I have not watched dozens of times. I have gleaned a great deal of information from both. My two biggest assets have been a former Finn sailor at my YC and Dinghy Racing USA. But I still have questions and probably always will.

Fact is, in my opinion, I should not have had to work this hard to find the information I need....or may need in the future.

Another Finn issue that perplexes me is the boats reputation and how much the class seems to continually perpetuate it. While not a beginners boat and not a Sunfish, it's just not as bad as it is (always) made out to be. One does not need to be an Olympic power lifter or Ben Ainslie to sail this little boat. Yet that remains it's persona. And too many photo's and videos are of Finns in a BREEZE; and while awesome photography and exciting sailing I can tell you it scares people away from the class. At my YC my Finn draws a lot of attention and a lot of comments. ALL the comments trace directly to these two things and are most often the reasons why people won't sail the boat. I am 69, 213 lbs and fit.. I have always trained for sailing and skiing....because you have to be good at them.

There is a boat shortage, there is an affordable boat shortage....but even if that gets solved how will it help if people are afraid of the boat ? It's not all THAT scary. Stop selling the scary.



# SDYC OCR

By Michael Dorgan



Different Finns winning races! Robert Kenny from Newport Harbor came out scoring a 2-1, w/ his co-club member Phil Ramming port tacking the fleet and winning the first race wire to wire! Due to a

San Diego Olympic Classes Regatta June 12-13th was a HUGE success with optimal sailing conditions over a wide range of wind, and sea state, even including a full day of "O" Flag pumping downwind. On the first day, light and shifty winds kept the highly competitive 15-Finn fleet on their toes with no less than 3-

drifting mark, the RC threw out the 3rd race, shuffling the scores a bit leaving James Buley in the lead heading into Saturday night. Speaking of night, the Finn Fleet were graced with the FINN BAND upon dock arrival, along w/ ice chest full of hosted adult beverages in the parking lot ....playing well into the evening

sweet melodies making for a fun evening.

On Sunday, Roland Fournier must have enjoyed the music as he came out and grabbed a bullet, along with Anatolli "AJ" Nosar, who sailed very consistent and if it weren't for a mark rounding that sent him to 6th place vs., 2nd in race 3, might have been a different ending. W/ AJ's win in the second the last race, which set up a show-down for the last race with any of the top three could win the event. Rob Coutts had 'Beverly' moving exceptionally well downwind in the last race while enjoying the beautiful surfing conditions of the Coronado Roads and sailing away to the overall regatta victory! Top Five Finns were ALL within 5 points- making it a close-racing weekend! Tied for the win, but losing on tie-breaker was AJ Nosar, finishing second w/ James Buley finishing off the podium.

|    |  |         |                     |    |
|----|--|---------|---------------------|----|
| 1  |  | USA 9   | Rob COUTTS          | 13 |
| 2  |  | UKR 7   | Anatolii (AJ) NOSAR | 13 |
| 3  |  | USA 18  | James BULEY         | 14 |
| 4  |  | USA 444 | Roland FOURNIER     | 18 |
| 5  |  | USA 12  | Phillip RAMMING     | 19 |
| 6  |  | USA 47  | Robert KINNEY       | 21 |
| 7  |  | USA 59  | John REITER         | 34 |
| 8  |  | USA 61  | Lee HOPE            | 35 |
| 9  |  | GER 172 | Andreas SIGGELKOW   | 48 |
| 10 |  | USA 70  | Michael ENTWISTLE   | 52 |
| 11 |  | USA 218 | David BALFOUR       | 54 |
| 12 |  | USA 100 | Randy BENTON        | 59 |
| 13 |  | USA 90  | Tim FLEMING         | 59 |



## 2021 USAFA Rankings

|    |                   |          |
|----|-------------------|----------|
| 1  | Rodion Mazin      | USA 16   |
| 2  | Rob Coutts        | USA 9    |
| 3  | Nikita Mazin      | USA 7    |
| 4  | James Buley       | USA 18   |
| 5  | John F Dane       | USA 69   |
| 6  | Luke Muller       | USA 91   |
| 7  | John Reiter       | USA 59   |
| 8  | Roland Fournier   | USA 444  |
| 9  | Dave Martin       | USA 64   |
| 10 | Robert Kinney     | USA 47   |
| 11 | Caio Gerassi      | BRA 58   |
| 12 | Chuck Rudinsky    | USA 40   |
| 13 | Phillip Ramming   | USA 19   |
| 14 | Michael Mark      | USA 117  |
| 15 | Scott Griffiths   | USA 3487 |
| 16 | Peter Frissell    | USA 101  |
| 17 | Lee Hope          | USA 61   |
| 18 | Greg Morton       | USA 2    |
| 19 | Michael Entwistle | USA 70   |
| 20 | Darrell Peck      | USA 35   |
| 21 | AJ Nosar          | UKR 7    |
| 22 | Jack Jennings     | USA 5078 |
| 23 | John Dane III     | USA 6    |
| 24 | Stephen Smeulders | USA 1000 |
| 25 | Fabiano Vivacqua  | USA 44   |
| 26 | Michael Downing   | USA 49   |
| 27 | Joe Chinburg      | USA 303  |
| 28 | George Baird      | USA 613  |
| 29 | Adrian J. Pereira | USA 71   |
| 30 | James Bland       | USA 88   |
| 31 | Ernesto Bergeron  | USA 116  |
| 32 | Tim Flemming      | USA 78   |
| 33 | Henry Sprague     | USA 74   |
| 34 | Jamie Weston      | USA 25   |
| 35 | Michael Madigan   | USA 11   |
| 36 | Charles Heimler   | USA 32   |
| 37 | Derek Mess        | CAN      |
| 38 | David Balfour     | USA 218  |
| 39 | Stephen Fuccillo  | USA 99   |
| 40 | David Branch      | USA 3    |
| 41 | James Hunter      | USA 23   |
| 42 | Bill Smith        | USA 5159 |
| 43 | James Lawson      | USA 84   |
| 44 | Tom Duffy Senior  | USA 111  |
| 45 | Gus Miller        | USA 975  |



|                       |          |
|-----------------------|----------|
| 46 Alfred Marshall    | USA 1146 |
| 47 Fredrico Meira     | USA 5110 |
| 48 Paul McMurtrie     | USA 5109 |
| 49 Will Libcke        | USA24    |
| 50 Michael Poltorak   | USA 5215 |
| 51 Hans Claesson      | USA 691  |
| 52 Julian Bingham     | USA 5    |
| 53 David Pearce       | USA 56   |
| 54 Clayton VaNortwick | USA 316  |



## Texas Finn Blues or How I Got Into Finns

2021 US National Championship, Corpus Christi Tex-

By Jamie Weston



Last April I was back home from college quarantining with my family, waiting out the early stages of the COVID-19 Pandemic. I remember late one evening I was browsing the internet looking for any regattas still on schedule for that summer. My university's (University of North Texas) sailing season had been cut short and I was eager to get back on the water. I stumbled upon the Corpus Christi Yacht Club's website where I saw they were set to host the 2020 Finn US Nationals. At this time, I owned an old 1978 Vanguard Finn that my father and I had restored to sailable condition. Being a bigger guy, I had always enjoyed sailing my Finn in comparison to a Laser or Sunfish. Although I had never raced a Finn before, I knew I wanted to be in Corpus to compete

at Finn Nationals. I reached out to James Bland, head of the Texas Finn Fleet about upgrading my boat and how I could get to Corpus to compete.

Although the 2020 Finn Nationals were canceled due to the pandemic, I knew I wanted to make it to the 2021 Nationals the next year. Over the next year, James helped me through the process of looking for a new modern rig or potentially a new boat. I found a 2006 Pata Finn for sale in Miami that was within my price range. After I finished my last exam of the semester Brendan Frederick, a friend from my university's sailing team and I set out on a 4-day trip to get the boat. After 2,800 miles and a lot of caffeine Finn #3203 found its new home in Denton, Texas.

Over the next 6 weeks leading up to Nationals, I trained on and off the wa-





ter between summer classes and working part time at the local West Marine. I began looking for opportunities to get on the water with other Finns prior to the regatta. I was invited by James Bland and Rob Coutts to join them for the week leading up to the regatta in Corpus Christi. We were joined by late David Pearce as we worked on different upwind and downwind techniques. During this week I learned more about sailing the Finn than I had in the previ-

Friday and Saturday was very similar to what we had experienced earlier in the week, 16-18 knots with gusts of 25 and 3-4ft swell. On the first day of racing I realized staying up-right was going to be a large benefit after seeing multiple boats capsize during the first race. Unfortunately, I found myself rolling to windward after planting into the wave in front of me on the first downwind leg. I was able to right the boat, get back in and maintain my position of

moment I realized how fun the Finn can be to race. We were constantly edging past each other trying to catch every wave possible. Right as I crossed the finish line half a boat length in front of Dave I began to relax and round up to windward to take a break. I forgot to check over my shoulder and was hit with a large wave capsizing the boat immediately. I swam around to the other side and found my center board had begun to fall into the boat.



ous 4 years I had in the boat. It was an incredible experience and I am extremely thankful for all of their advice and help on and off the water.

When the event began on Thursday afternoon with the practice races, I realized racing the Finn was going to be much tougher than the classes I had previously raced in. The forecast for

8th for the first race. The next two races of the day I managed to stay in the second pack finishing with two more 8ths.

As promised Saturday brought similar conditions and similar competition. During the first race I found myself in a downwind pumping and rocking battle with Dave Martin (USA 64). At that

Luckily Darrel Peck and Terry Greenfield were near and were able to help me get the mast out of the mud safely and without breaking anything. After getting back into the boat, I saw my centerboard stopper bolt was missing, which explained why the board kept falling into the boat. I wrapped the shock cord the best I could and got ready for the next race. I was exhausted



after capsizing and found myself with a 12th and a 10th to finish out the 2nd day of racing.

Sunday brought lighter winds and smaller swells with thunderstorms passing by on the outskirts of the bay. I was able to get a great start for the 7th race, on the front row near the pin end. However, after some poor tactical decisions I found myself in 14th place rounding the windward mark of the first leg. I was able to catch James Bland (USA88) after another pumping and rocking battle downwind. Shortly after finishing, a small thunderstorm rolled through and the races were abandoned for the day.

After 7 races I ended with 54 points losing the tiebreaker for 9th place to Legend Henry Sprague (USA 74). I was very happy with finishing in 10th place in a fleet of 15 boats for my first ever Finn regatta. At the Awards ceremony I was awarded the Inaugural Bev Coutts Road to the Silver Cup U23 Trophy for being the highest ranked competitor under the age of 23. I am honored to have received this trophy from the great Rob Coutts himself. I am very excited to continue racing the Finn for the rest of my life, and share my love of the Finn with others.

I want to take a moment to thank everyone in the Finn Class for all of their support and help over the past year. Specifically, James Bland and Rob Coutts for taking me under their wing and allowing me to train and work with them and always sharing advice on and off the water. Most importantly I would like to say thank you to my parents for making this possible and teaching me the love of sailing from such a young age.



**Rody Mazin (USA 16) and John F. Dane (USA 69) were match racing it from the start of the regatta. Close behind Rob Coutts (USA 9) and Nikita Mazin (USA 7). Kudos to the Great Grand Masters Rob Coutts, Michael Mark, Peter Frissell, James Bland, and David Pearce for going out there and showing how it's done.**

**Finn fact: Henry Sprague won all three races of the U.S. Nationals Championship 61 years ago when he was just 15 y.o. Henry, you are truly a stud!**

**Big thank you from the USA Finn Association (USAFA) to the Corpus Christi Yacht Club (CCYC) and James Bland for hosting a top notch event in top notch conditions. We are sorry for all those who couldn't make it, you truly missed a fun Finn regatta. We, USAFA, hope that the Finn fleet will grow in Texas and can't wait to come back to CCYC for another major North American event!**

#### FINAL RESULTS

|             |  |     |
|-------------|--|-----|
| 1. USA 16   | Rodion Mazin, 2-1-1-[3]-1-1-1- ;                     | 7   |
| 2. USA 69   | John F Dane, 1-2-[4]-1-2-2-2- ;                      | 10  |
| 3. USA 9    | Rob Coutts, 3-[4]-2-2-4-4-4- ;                       | 19T |
| 4. USA 7    | Nikita Mazin, DYC, 4-3-3-[5]-3-3-3- ;                | 19T |
| 5. USA 117  | Michael Mark, 5-6-6-4-6-[DNC]-5- ;                   | 32  |
| 6. USA 1138 | Scott Griffiths, 6-5-5-7-6-[9]- ;                    | 36  |
| 7. USA 40   | Charles Rudinsky, 7/RDG-7-7-12-9-[DNC]-7- ;          | 49  |
| 8. USA 64   | Dave Martin, 7-12-[DNC]-9-8-7-10- ;                  | 53  |
| 9. USA 74   | Henry Sprague, [DNF]-16/DNC-16/DNC-6-5-5-6- ;        | 54T |
| 10. USA 25  | Jamie Weston, 8-8-8-8-12-10-[13]- ;                  | 54T |
| 11. USA 101 | Peter Frissell, 9-10-10-[11]-11-9-8- ;               | 57T |
| 12. USA 303 | Joe Chinburg, [11]-9-9-10-10-8-11- ;                 | 57T |
| 13. USA 88  | James Bland, 12-11-11-13-[14]-11-14- ;               | 72  |
| 14. BRA 44  | Fabiano Vivacqua, 10-13-[DNC]-16/DNF-13-16/DNF-12- ; | 80  |
| 15. USA 56  | David Pearce, [DNF]-DNC-DNC-14-15-16/DNF-16/DNC- ;   | 93  |



# 2021 FINN PACIFIC COAST CHAMPIONSHIP

By Michael Dorgan



Twenty Finns lined up for the 2021 Finn Pacific Coast Championships hosted by San Diego Yacht Club w/ sailors from as far away as Missouri, Chicago and Colorado. Many Finn sailors were using the Finn PCCs as a warm up to the following weekends Finn North American Championships, sailed on the same course out on the Pacific Ocean off Coronado. On Saturday, the fleet sailed in near perfect sailing conditions, with the SDYC RC doing a great job and with three different competitors each winning a race, keeping the scores close with AJ Nosar UKR7 leading after day one. Sunday morning came with a rare delay due to heavy fog covering the fleet for over an hour. The delay must have helped Long Beach Finn sailor Roland Fournier whom came out and scored a 2-1 on the final day to give overall winner, Jack Jennings a run for his money. Came down to the last race of the series to decide the winner, w/ Jack Jennings securing the victory and later said: "The Top three boats were all within 2 points of each other. I was super happy and lucky to get the win. Thanks to Chris (Snow) for the quality coaching and running

some training for the fleet on Thursday and Friday, it definitely made the difference for me, especially on the starting line where I felt very confident all week-end." Overall leader from Saturday, AJ Nosar scored a 3,8 to drop to third overall, just behind Roland whom scored a 2,1, and tied w/ AJ on tie breaker, but was able to climb to second place overall winning the last race and the tie-breaker, rounding out the podium. Many thanks go out to Chris Snow whom invited the Finn fleet out a couple days before the event during a mini-Finn clinic which always helps before a big event! Article Mike Dorgan Photos Gary Adler and Chris Snow.

## Top Five Overall

- 1.) Jack Jennings 10 pts
- 2.) Rolan Fournier 12 pts.
- 3.) AJ Nosar 12 pts
- 4.) Michael Madigen 14pts
- 5.) Michael Entwistle 20pts.

ing some training for the fleet on Thursday and Friday, it definitely made the difference for me, especially on the starting line where I felt very confident all week-end." Overall leader from Saturday, AJ Nosar





20  
23

Jan  
24<sup>th</sup>  
31<sup>st</sup>

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The Finn Gold Cup was presented to the International Finn Association by the late F. G. Mitchell of the Royal Corinthian Yacht Club, Great Britain in 1956 and became the World Championship Trophy for the Finn Class. The late Joerg Bruder of Brazil won the cup three times. In 1973 while en route to defend his title in France, he was killed in an airplane accident and the original cup, which was in his custody at the time, was lost. Somms Marine of France presented a replica of the original cup to the Finn Class in 1975 which is used today to represent the highest honor in single-handed racing.

The Gold Cup is the most important part of the history of the Finn Class. The foundation of the IFA August 23, 1956 in Loosdrecht Holland was strongly influenced by the first Gold Cup March/April 1956 in Burnham-on-Crouch in England. From there on the Annual General Meeting of the IFA was generally at the time and place of the Gold Cup. Therefore the sportive and administrative climax of each year coincided at the Gold Cups.

The Gold Cup has been hosted in North America 7 times over the last 65 years, in 1971 (Toronto, CAN), 1974 (Long

Beach, USA), 1978 (Manzanillo, MEX), 1983 (Milwaukee, USA), 1991 (Kingston, CAN), 2001 (Marblehead, USA), and 2010 (San Francisco, USA). After long eleven years, the Gold Cup is finally scheduled to be back in North America and the United States.

The Coconut Grove Sailing Club (CGSC) won the bid to host the 2023 Gold Cup under the steady leadership of the Vice Commodore, Dave Martin, and the restless Finn class enthusiast, Fabiano Vivacqua. Both have resurrected the Finn class sailing in Florida, established a long-forgotten Florida Championship Series, and attracted sailors from different classes to start sailing Finns.

Their efforts are pivotal in further developing the class in North America and creating a steady winter base for the Finn sailors from U.S. and Canada.

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By Casey Collin and Michael Dorgan

Many Finn sailors used the Finn PCCs as a warm-up to this weekend's **Finn North American Championship**, sailed on the same course out on the Coronado Roads. One return sailor was Rob Coutts from Mission Bay Yacht Club. Coutts placed mid-fleet at the PCC and returned this weekend for the North American Masters finishing second on *Beverley* with 21 points. However, even those who came with practice could not compete with Gregg Morton on *Pickle Dish*.

Morton pulled into a solid lead as early as the first day of racing and never let up. Winning races 5 and 6 on Saturday and finishing second in race 7, Morton's victory was confirmed. Morton earned the North American Masters title with a mere 11 points, finishing four out of eight races in first.

SDYC Staff Commodore Mike Dorgan commented on Morton's success.

"Competitors commented he seemed to have 'another gear' sailing upwind, sailing a couple of degrees higher and a couple of tenths of a knot faster. No one sailing this weekend could touch him. And putting an exclamation mark on his regatta, he sailed the last race (even though he already won the regatta) winning the last race and the overall Championship."

"I just seemed to have a little more wheels than I've had in the past. I haven't sailed in a Finn since last February and then just jumped into this regatta..."

so I impressed myself too. The conditions

couldn't have been more perfect and the Race Committee did a really fine job," said Morton.

The fight for second place between Coutts and James Buley, who finished third on *BWM* with 68 points, really came down to the final race. Coutts was able to stay ahead of Buley, finishing third in race eight. Buley was stuck in the middle of the fleet and finished the final race in eighth, allowing Coutts to take second overall.

The North American Master Championship allowed for one throw-out.

The conditions on the water this weekend were typical champagne San Diego sailing conditions. Winds ranged from 7-15 knots. A handful of legs were sailed with the "O Flag" flying, representing 10+ knots over the whole course and allowing sailors to use kinetics, like pumping and ooching over the white caps.

Waterfront Director Jeff Johnson was out on the course today keeping an eye on the conditions and the results. "The racing was tight all the way around the course. The boats separated by just feet at every mark with passing lanes both upwind and downwind. The competition was awesome to watch," he said.

After the races, the sailors enjoyed daily off-the-water socials and camaraderie, a big part of the Finn fleet community. Today, September 12, they concluded the regatta with an awards ceremony.

|    |         |                         |     |
|----|---------|-------------------------|-----|
| 1  | USA 2   | Gregg Morton (GM)       | 11  |
| 2  | USA 9   | Rob Coutts (GGM)        | 21  |
| 3  | USA 18  | James Buley (GM)        | 24  |
| 4  | USA 47  | Robert Kinney (GGM)     | 33  |
| 5  | USA 19  | Phil Ramming (GGM)      | 40  |
| 6  | USA 59  | John Reiter (GM)        | 49  |
| 7  | USA 61  | Lee Hope (GM)           | 50  |
| 8  | USA 444 | Roland Fournier (GM)    | 52  |
| 9  | USA 49  | Michael Downing (GGM)   | 53  |
| 10 | USA 70  | Michael Entwistle (GGM) | 71  |
| 11 | USA 101 | Peter Frissell (GGM)    | 74  |
| 12 | USA 172 | Andreas Siggelkow (GGM) | 76  |
| 13 | USA 303 | Joe Chinburg (GM)       | 87  |
| 14 | USA 20  | Bob Martin (GGM)        | 91  |
| 15 | USA 613 | George Baird (GM)       | 96  |
| 16 | USA 78  | Tim Fleming (GM)        | 104 |
| 17 | USA 3   | David Branch (L)        | 105 |
| 18 | USA 44  | Fabiano Vivacqua (GM)   | 108 |
| 19 | USA 88  | James Bland (GGM)       | 112 |





# 2021 North American Championship

By Charles Heimler



The Finn class completed its 2021 North American Championship over the weekend at Pass Christian Yacht Club with seven races in medium to light winds on the Mississippi Sound of the Gulf of Mexico. Local sailor and former U.S. Sailing Team member John F. Dane (USA 69) dominated the results with five first place finishes

## Final Results

1. USA 69 John F Dane 7
2. USA 16 Rodion Mazin 11
3. USA 7 Nikita Mazin 23
4. USA 35 Darrel Peck 29
5. BRA 58 Caio Gerassi 36
6. DEN 25 Bo Nielsen 38
7. USA 9 Rob Coutts 44
8. USA 64 Dave Martin, 46
9. USA 96 John Dane III 48
10. USA 117, Michael Mark 50
11. USA 19 Phil Ramming 55
12. USA 71 A.J. Pereira 66
13. USA 18 James Buley 71
14. USA 116 Ernesto Bergeron 75
15. USA 40 Chuck Rudinsky 76
16. USA 61 Lee Hope 84
17. BRA 44 Fabiano Vivacqua 94
18. USA 23 James Hunter 104
19. USA 111 Tom Duffy 109
20. USA 32 Charles Heimler 115
21. USA 5 Julian Bingham 120
22. USA 316 C, VanNortwick 125

and two seconds. He was quick off the starting line, picked his route through the shifts, and defended well downwind. Second and third place went to the brothers Rodion

(USA 16) and Nikita Mazin (USA 7). Finn stalwart Darrell Peck (USA 35) was fourth and newcomer Caio Gerassi (BRA 58) was fifth.

Twenty-two sailors, ranging in age from 27 to 70+, traveled from all points east and west for the event, six from the Miami fleet, who will host this winter's four event Miami Winter Series for the inaugural Florida State Cup, three from San Diego, three from Mobile, Alabama, and solos from Newport Harbor, CA, New Hampshire, and Chicago.

Pass Christian YC, one of the oldest sailing clubs in the USA, and regatta chair Tom Duffy, put on an outstanding and hospitable regatta with plenty of food and beer to keep the pain levels low and the fellowship high. A social highlight was the Mississippi-style shrimp boil, featuring shrimp netted that day in the gulf waters and a live rock 'n roll band. The Race Committee management, directed by PRO Shannon Bush, was stellar, hitting the target times, laying square lines and true weather marks, and squeezing in the third day's two races between rain storms.

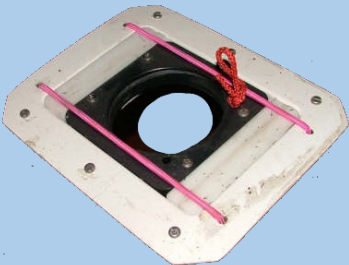




point. The Finn sailor wannabes are overwhelmed with the choice of numerous boat brands, countless equipment combinations, and intricate rig setups. Some probably give up and choose to go back to the "iron fist rule" of the single manufacturer strict one-design class. Those who endure with the Finn find a different sailing experience, endless ways to improve the boat, and excitement of continued learning.

What specifics should a Finn buyer pay attention to when purchasing a Finn? The Finn has three major components, a hull, a mast, and a sail. The combination of these three determines potential success on the racecourse.

Let's review available options for the hull. The boat production year, modern mast deck ring and hull weight are the most important details to consider when purchasing a boat and planning how much time, effort, and money you are willing to invest in bringing the hull to the racing condition. There are two major hull categories, the ones built before and the ones built after 1993. In 1993 the IFA allowed the deck mast bearing movement fore and aft, so all the boats built after 1993 are potentially competitive without any need to do the fiberglass work and install a deck ring conversion kit. Only after 2002, the mast deck ring



was moved forward, adding an extra 20 millimeters and allowing lighter/less fit sailors to increase the separation between the centerboard and the mast, therefore decreasing access weather helm and "eliminating" the "rudder breaks." Other notable years

are 1996 - the hull weight reduced to 120 kilograms down from 125, 2007 - the hull weight reduced to 119 kilograms, 2010 - the hull weight reduced to 116 kilograms. The differences in the hull shapes are not as drastic as they may seem, and a "weekend warrior" is unlikely to feel the difference between Devoti Fantastica, Devoti Classic, Lemieux, or Pata.

In summary, when purchasing a hull, especially the older one, make sure that the boat is not overweight and all the corrector weights are in the right places. If you plan to participate in the regional or national championships, ensure an up-to-date measurement certificate is available. The Finns built after 1993 are easier to bring to the racing condition. The older hulls with a modern mast can be as competitive as the newer ones if you are willing to invest the time and have a set of boat-building skills.

At first glance, the selection of the mast seems to be as complicated as the Apollo moon missions. But don't be discouraged. Unless you are trying to build a mast yourself, things are not very complex. To be competitive, you have to have a carbon wing mast, period. The aluminum masts are only suitable for flag poles at the front yard or fancy home decor. Unfortunately,

the difference in performance between carbon and aluminum is vast. The carbon masts are split into wing and profile "round" ones. Again, on the national or international level, the difference between the first generation carbon mast and the last generation carbon wing mast is vast. However, even the older carbon masts can be competitive at the club level if your pockets are not very deep. If you have anywhere from 2K to 6K to spend on a mast, you should consider buying a mast built between 2009 and the present.

The mast bend numbers are of utter importance. The general rule of thumb, the stronger/heavier you are, the stiffer mast you would want. So what is a "stiff" mast and what is not? The Finn mast is measured by hanging a 12-kilogram weight from the mast tip to identify the side and fore/aft "bend." The mast fore/aft bend will determine the sail's luff curve. The luff curve gives



the sail a proper wing-like shape under a designed load. On the other hand, the side bend determines the load under which the sail leech opens and releases the access pressure. Without going too deep into the details and intricacies of the Finn mast construction, the mast bend categories are soft, medium, and stiff (see table 1).

If you buy a boat that comes with a modern mast, Wilke, HIT, Pata, or other, you will probably be just fine regardless of the mast stiffness. Even if the mast doesn't fit you, you will always be able to exchange it for the one you think would work better for your fitness level and steering style. The time in the boat is invaluable, and the more you sail, the more equipment you use,

| Table 1   |            |     |     |         |          |     |     |         |
|-----------|------------|-----|-----|---------|----------|-----|-----|---------|
| Stiffness | Fore / Aft |     |     |         | Sideways |     |     |         |
|           | 1/4        | 1/2 | 3/4 | Tip     | 1/4      | 1/2 | 3/4 | Tip     |
| Soft      | 91         | 121 | 91  | 520-525 | 79       | 122 | 116 | 380-385 |
| Medium    | 89         | 119 | 89  | 510-515 | 76       | 118 | 111 | 370-375 |
| Stiff     | 86         | 116 | 86  | 505-510 | 74       | 115 | 106 | 360-365 |

the more "feel" you get to what suits you better. The search for a perfect mast, hull, or sail never stops. The Olympic-level sailors would go through dozen masts every year in preparation for the



"Games." If you are starting sailing the Finns, don't be discouraged, the more time you spend on the water and in the boat park, the more you learn, regardless of the mast stiffness. If you are lucky and find the mast that suits you on the first try, kudos to you, it will only enhance the learning curve.

If you intend to participate in major championships, purchasing a new sail is probably a good idea. If the boat/mast you are purchasing comes with a sail that fits the mast - great; hopefully, the sail is in good shape and can be used not only for practice but for the small local regattas as well. Depending on the regat-

ta/practice frequency, the sail may last from 6 months to two years.

How choose a sail that suits your needs? Each sailmaker offers a small, medium, and large/powerful sail. Most will inquire about the sailors' weight and fitness level and offer the model that will fit the best. Usually, the all-around, all-purpose sail would be the best choice for the sailors 200-225 pounds. The sailmakers offer tuning guides and various options for setting up the sail properly. The leech tension, inhaul, outhaul positions will depend on the model and the wind conditions.

## Finn Mast Basic Set-up

By Rodion Mazin

So you bought a Finn, you went out to practice and followed all the directions from the sailmaker regarding the sail leech tension, or you have set your rake based on the British Finn Association (BFA) tuning guide, or possibly you bought a boat and got all the settings from the previous owner, but you still don't seem to have desired speed and don't fully understand what is happening with your rig or if it is tuned right. Maybe, you are trying to replicate your mast settings on the different hull/mast makes and models having trouble getting the same results. Regardless of the scenario, it is critical to know the basics of the proper mast placement based on the

Finn hull/mast brand, model, and year. Would it be better to move the mast heel or the mast deck ring to achieve the desired leech tension/rake? What happens when you get the desired rake/leech tension by moving the mast heel, and would you get the same result by moving the mast deck ring?

A few changes happen when the mast is moved fore and aft, increase/decrease of the separation between the center of effort (a sail) and the center of resistance (a centerboard), change in rake (angle aft from a straight vertical), and increase/decrease of the leech tension. A change in one of the settings will inadvertently change the other ones. However, if you change two settings, you can keep the third one constant. For example, moving the mast forward 10mm at the deck and the heel moves the center of effort forward but keeps the rake and the leech tension the same. On the contrary, if the mast is moved 10mm forward at the deck, the center of effort will move forward, the rake will decrease, and the leech tension will increase.

So what is the starting point of measuring a proper mast position? There are four relatively constant points of reference that remain unchanged on the differ-

**Step 1.** Move the centerboard aft as far as the centerboard pin opening allows.

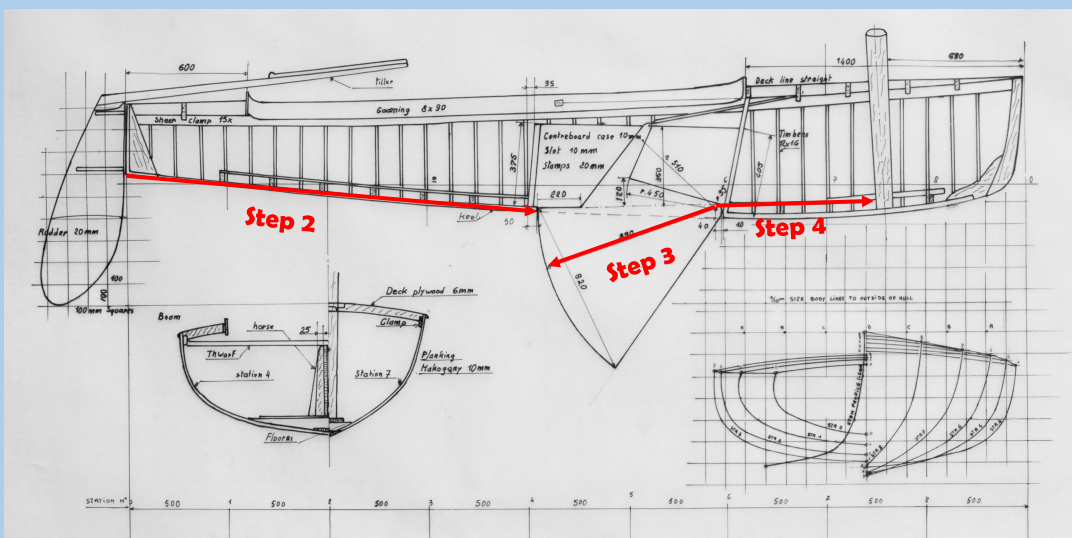
**Step 2.** Measure the distance(space) from partially or fully extended centerboard along the hull shape to the hull datum point. If the distance is less than 2050mm, you are breaking rule E.2.5(b); if the distance is greater than 2050mm, be sure to correct for the delta in step 4.

**Step 3.** Measure the centerboard's large radius. If there is a deviation from 890mm, make sure to account for the delta.

**Step 4.** Measure/set the distance from the center of the centerboard pinhole to the aft of the mast heel. If there is a perfect match at steps 2 and 3 (2050mm and 890mm), the separation should be set to 900mm.

Example\* If the Step 3 measurement is 2055, subtract 5mm from Step 4 and set your mast to 895.

**Step 5.** Don't forget to put the centerboard back to its most forward position.





ent brand hulls and masts. These points/dimensions are the mast heel diameter and its position in relation to the sail track and therefore to the tack of the sail, the hull datum point (the intersection on the centerplane of the hull, between the underside of the shell and the transom), the centerboard most aft position, 2050mm from the datum point as defined by the IFA class rules, CH E.2.5(b), and the centerboard's large radius, 290mm with +/- 5mm tolerance as defined by the IFA class rules CH E.2.5(a).

Setting up a mast/sail combo for a 10 to 12-knot wind range is a good starting point. Changes in settings will be most apparent in these conditions and will allow fine-tuning the rig to the sailor's weight and fitness level.

After defining the key terms and establishing the system of ref-



erence points, let's outline the proper measurement steps.

The heel of the mast is in the correct place. It is time to set the leech tension and get out on the water. Follow the sailmaker's guidelines when setting up the leech tension. For 10-12 knot wind, the leech tension should be about 78-79 pounds but could be lower for the lighter sailors. Use an appropriate number of the deck chocks to get the desired leech tension. The leech tension will vary from 70 pounds in the light air and up to 80 pounds in heavy air. It is time to go on the water and test the settings. If you can keep the boat flat and have about 1/2 - 1 lbs of weather helm pressure - you are in the right spot. If you have excessive weather helm, try moving the mast 5mm forward at the deck and the heel. Re-measure the leech tension. If you found the desired weather helm pressure at the desired tension - you have identified your base set-up. Mark the mast collar or count the number of chocks. When people refer to the deck position (35mm, 40mm, or 50mm), they usually refer to the distance from the aft part of the mast color to the end of the mast bearing well.

If the wind speed drops, move the mast aft at the deck level, 7 or 8 mm. You will decrease the leech tension by 8 pounds, move the center of effort back and decrease the separation between the center of effort and the center of resistance. On the contrary, start moving the mast heel and the ring forward from your base set-up if the wind speed increases. This way, the separation between the center of effort and center of resistance will increase, but the leech tension will remain the same, leading to less weather helm, less drag, and faster boat in windier conditions.



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Note\* Don't forget to find the wind speed conditions that will warrant you to start moving the centerboard back. Usually, I start moving the centerboard back to the mid position at 14 knots and all the way aft in anything over 18 knots.

Remember, this is a more comprehensive but still very generic guide. When adjusting your rig, a lot of other subtle nuances come into play, and those who can figure out the best combinations, usually finish at the top.