

2008 finn silver medalist

Zach Railey Interview

Zach, Congratulations on your performance at the Olympics.

PRM: You finished with a silver medal. Obviously you must be proud of yourself, being only one of two medals won by US sailors.

ZR: Yes, It was an amazing accomplishment and I am really happy to bring home the silver medal for the United States. The goal going into the event was to win a medal regardless of color so meeting those personal expectations meant a lot to me and all of those who supported me in the 2008 campaign.

PRM: What were your immediate feelings when you won the Silver medal? And now, after a brief break how does it feel?

ZR: It was a realization of a dream I have had since I was 12 yrs old. So there were a lot of emotions once it was all over. Of course, I was very proud and excited, but also I think that during the moment you just are so caught up with celebrating with family and teammates that it really hits you when you get back home. Once, I was able to reflect on the experience it has motivated me to want to do it again and work even harder for 2012, because the feeling of reaching your goals makes the time and effort before that moment worth it.

PRM: What or who was your main inspiration this last year leading up to the Olympics?

ZR: I am a very self motivated person and like to reach my goals. I personally set a goal and want to reach it. Sometimes it happens and other times it does not, but I like to challenge myself to push to be the best at whatever I do. For me, the real motivation was to be successful not only for myself, but also for my family and all the supporters who have helped me get to that point.

PRM: Chris Herrera, is your trainer, did he has change your training routine this last year compared to what you have been doing in the last two years? What did you do differently for China?

ZR: Well for China, we specifically dropped a lot of weight for the light air conditions. I was down to about 190 lbs for the regatta. We made sure that I did not lose too much of my strength while dropping the weight so I could still handle the force of the finn if it got windy. We really concentrated on making my cardio a premium while incorporating high repetition low weight lifting in the gym so I had a lot of muscular endurance and mental concentration for the event.

PRM: If you can't sail for what exercise do you recommend as a substitute?

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ZR: Rowing on a rowing machine or biking with sailing specific exercises in your lifting program in the gym. A lot of attention should be focused on your core, back and legs.

PRM: What was your weight last year and what was it in China?

ZR: 220 lbs and for China just under 190

PRM: What do you eat and drink while sailing? Any difference for race day?

ZR: I drink a mixture of a sports drink diluted with extra water. For food I concentrate my intake on energy bars with a 2 to 1 carb to protein ratio along with some fruit and maybe a sandwich on long days.

PRM: How many calories do you estimate you burn on race day?



Zach with silver medal

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incoherent babblings of the class prez



The (last of the) Incoherent Babblings of the Class Prez

After a year and a half as President of USAFA, my term is ending, and I am finally stepping down and handing the reigns over to Bryan Boyd. I took over the task of trying to run USAFA right after the Pre-Trials in October of '06 as interim prez, but wasn't officially ratified for my term until June's AGM in '07. And here we are, most of the way through '08! In any event, it's been a good run, and I thank Bryan for taking over.

Scott Mason has done a stellar job as class Secretary, and he has agreed to stay on, for which I'm grateful. Andras Nady, after many years as our Treasurer, has asked to be relieved, and Robert Kinney, a member of the NHYC fleet along with Scott, has agreed to take over from Andras. I thank Robert for putting forth that effort and stepping up. Robert runs a successful marine electronics company, and is certainly qualified at keeping our books and paying our bills.

Truly, it has been an honor to be USAFA President, as I had an agenda of things that I wanted to accomplish. We've turned around our record keeping, for which I thank Scott. He's put in hours and hours towards getting us turned around on paper, but by now, he's laid the groundwork to the point that I'm hoping this upcoming year won't be such a grind. But what with class dues to collect, IFA stickers to buy, and personal sail numbers to track and charge for, it's still a task, and often a thankless one. As a class, we should all be thankful for Scott being our Secretary.

We've also dramatically cleaned up our on again, off again website. It's still not where I'd like it to be, but it's better than it was when I inherited my position. At some point, I'd still like to see our website live up to its potential, but at some point, we might need to hire a webmaster, an expense that the USAFA Board has been loathe to take on. If there's one area that I'm still just not satisfied with, yup, it's our website. David Herrera has resurrected the Forum section of the website, but the entire site still needs someone that can just take it over and put some time and love into it. I'm glad that David got us back our Forum, though, as it's the perfect venue for people looking to buy or sell Finns, or just to disseminate information.

My other agenda item was cleaning up Solo. Peter Macdonald has done an incredible job of gathering the information and putting out the calls for content. When I took over as President of USAFA, I also hired Sharon Pearson of Paper Chase to do the actual layout, and she's produced a professional Solo that we all deserve. Sharon does the newsletter at Alamitos Bay Yacht Club in Long Beach, the club of which I'm currently Commodore. She also worked with me on the Cal 20 News, when I was that class' editor, and I truly appreciate the time that Sharon puts in towards making Solo, and all of us, look great.

So, I feel that I've accomplished what I set out to do when I was asked to take over USAFA, and hopefully you, the members, agree, and think that my job was done well. Bryan is taking over as USAFA class President, and working with Scott, Robert, and all the rest of the USAFA Board and the District Governors, I know that USAFA is in great hands. And, quite literally, my year as Commodore of Alamitos Bay Yacht Club comes to an end the very same weekend as the Nationals and the AGM where I officially step down from USAFA and Bryan takes over!

So, as of Sunday, October 19th, I'll have much more time to sail, and Darrell won't have to yell at me about not making it up to Coyote Point! Summer is over, and winter is forth coming. But for those of us in California, and for those, I guess, in the Gulf states? Winter doesn't amount to much, and we'll all still be sailing!

So, sail hard, and sail fast. And again, thank you very much for the opportunity to be USAFA President. To quote Charles Heimler? Finns4ever!

Glenn Selvin

president's address

My first Presidential address...I was feeling so very important and loved about the whole thing, but apparently some other new "President" has been running around stealing my thunder. Alas. At least my wife is still insistent on being referred to exclusively as the First Lady of Finn Sailing. This is my plight.

In all seriousness, though, I am truly excited at the opportunity to take up the point for a while. The Finn fleet in North America is booming. We have firebrands all over the country putting some serious fleets together. Growth has been huge, and with the re-emergence of an American boat builder in Jibetech we can hopefully get some more new blood going without them needing a Swiss bank account to make it happen. Regatta schedules are as robust as they've ever been, and the Cali-types are even coming up with schedule conflicts for too many regattas! The class leadership smacks of actual organization, which may be an anathema to some but has certainly brought results on and off the water. To top it all off, our own Zach Railey comes back from China with a Silver Medal. What I'm getting at with all of this is that we've got some real momentum and with a little push I think we can reach a tipping point. Finns are on the radar screen again. People come up to me all the time in the boat park asking about the class and they all say the same thing..."I hear the Finn fleet is really growing right now."

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Sailors I meet are also intrigued by the huge presence of the Masters fleet. Apparently there has been a misconception in the sailing world that you have to be an out of work gay lumberjack to sail Finn's, but the Masters are now proving that you can actually hold down a job and sail a Finn. Hell, Art and Gus are proving you can actually be 127 years old and sail a Finn. Good on ya guys.

The next frontier for the Finns has to be the youth. Scott Mason and Zach Railey have already been putting together plans to entice young talented sailors into competitive Finn sailing. Cost will always be an issue, and we are working on some support programs to help with that. However, as is always the case with youth, image may be the most important factor. Pictures of a 24 year old with an American flag and an Olympic Medal are huge. US Sailing is doing their part now with a revamped elite youth program that will put the kids right in the mix with the big boys. Our part on a class-specific, grass-roots level needs to be some good old fashioned beating of the drum. Ask your local junior sailing coach who the biggest and baddest of the bunch is and put him in a tricked out Finn for a regatta. Do the same if there's a college team in your area.

Thanks everyone for the chance to take a turn at the helm. I'm looking forward to the ride and continuing to help all the people who have already done so much to make the Finn the best single-handed boat on the planet.

Hike Hard,
Bryan Boyd

secretary's report

Finnsters,
The StFYC hosted 2008 Nationals was terrific. Although not as actively attended as the 2007 Trial's, the competition was fierce, the hospitality superb, and you just can not beat the setting of the City Front. Thank you StFYC (especially John Craig, Melanie Roberts and the staff who made us so welcome and comfortable), we are grateful and look forward to returning for events leading to the 2010 Finn Gold Cup.

Regatta results will appear elsewhere (Dan Slater won, Richard Clarke 2nd and a very slim Zach Railey 3rd), this email is devoted to our class annual meeting. I will report on the issues in order of importance.

CLASS DEVELOPMENT

Zach Railey presented the ISAF-IFA-US Finn Association development proposal. The proposal is for the class to support youth development, and the proposal was approved by our members unanimously. The class will commit significant funds (in terms of what we have) to "jump-start" this initiative, but we need members to step up and make tax-deductible donations to support the cause.

Here is the gist:

1. ISAF approached IFA with some alarming statistics, namely that the age of sailing athletes is increasing, that sailing may not be serving the "youth of the world", and that the Finn in particular needs to embrace the youth movement to remain an Olympic class. IFA in turn approached the US Finn Class (USAFA) and asked us to start a prototype youth development program. Their reasoning is that we have the largest youth sailing contingent in the world and that we were positioned more strongly than other associations to capture and develop youth sailors. Youth sailors are categorized as those between 18-22 years old. Zach was named VP Development for IFA at the 2008 AGM this year, and he agreed to take on this task.

2. Zach approached me before the Olympic Games, and I agreed to support this initiative either inside or outside USAFA. After watching the US have its greatest success at the 2008 ISAF Youth World's in the singlehanded dinghy, and knowing that legions of Olympians (Coutts, Percy, Barker, Scheidt, Slater, Campbell—but he is still Laser sized) have started their careers at this level, I gained confidence that we could advance both the US Olympic effort and our class by supporting this initiative. No disrespect to Darrell, Andy Kern, Bryan Boyd or Henry, but outside of Casey and Zach we are getting older and need youth to support our cause to remain an Olympic class.

3. We will compete with the Laser for the Men's singlehanded dinghy in 2016. There will likely be one dinghy—the only way we survive is by marketing the Finn as a more progressive and diverse class. Laser's have an inherent advantage with youth—they are more economical and have a lower barrier to entry. We need to reduce that barrier while stressing the advantages of the boat (allows more men above 80 KG to participate, has better development and media exposure, etc.), and the development portion of that needs your help.

4. Our "plan" is to purchase one Finn this year and introduce a top-ranked youth sailor to the Finn circuit in 2009. We will support this sailor for one year, adequate for them to "test the waters" and to get their program off the ground. In 2010 we will introduce another sailor, and so on and so on. Some members at the meeting spoke of providing this resource for multiple sailors. As inviting as that seems, we need to demonstrate that we can do this with the top sailor before drilling down, and we have a short time frame to finance this program. Zach and myself, along with 2-3 other Board members will be the "selection committee" (Zach knows the single-handed circuit implicitly and I have access to the college scene with

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a sailor at Georgetown [no conflict-he weighs 145] and working with several college coaches). We will select the top potential sailor from a list of 4-5 candidates thoroughly vetted. The candidate will “charter” the boat for a nominal sum (\$2,500/year~which will help finance clinics for our base...you the Master’s members) and sign a contract to participate in an extensive program. US Sailing is not “USEless Sailing”, they are on board to provide free shipping, coaching and logistical effort to this athlete. There will be strict accountability standards monitored by the committee and Kenneth Andreason (Kenneth was Zach’s 2008 coach and is now the new director of US Sailing High Performance coaching). A lot more to come on this issue, but rest assured that the committee heading this initiative will protect the Class’ investment!

5. The class approved spending \$5,000 of class funds to seed this investment. I believe that it will take \$17,500-20,000 to purchase new equipment (newer version Devoti, mast, trolley, covers, etc.). We will fail if we provide second-hand equipment. Bottom line is that (this is yelling) WE NEED TO RAISE \$10,000 OF TAX-DEDUCTIBLE FUNDS BY NOVEMBER 15 TO MAKE THIS WORK! I WILL DONATE \$1,000 ANNUALLY TO THIS—BUT WE NEED ALL OF YOU USA FINN SAILORS TO COMMIT! Please let me know what you are willing to do ASAP. I am working on a financing option through a SoCal foundation that will allow us to proceed with \$10-15K in the bank. Respond ASAP to me so that I can make a determination if we really can proceed to improve Olympic sailing and to support the Finn.

6. THANK YOU - I REFER TO THE ABOVE. CALL ME AT 949-278-5811.

COMMUNICATION

1. The class approved sending SOLO by email and web-posting. We will have an “opt-in” for a printed copy. E-files will be pdf format.

FINANCES

1. Andras reported that we receive \$10,000-11,000 dues and sail number revenues. Ongoing expenses include IFA stickers (30 Euros apiece), SOLO and Finnfare (\$3K/year) and purchase of Lamboley measuring equipment last year. We would be close to insolvent without the 2007 dues increase. No dues increase proposed this year. We can afford the development program.

OTHER

1. The class thanked retiring officers and congratulated US sailors Zach Railey (Silver~China) and Phil Ramming (2nd Grand Master~Master’s Worlds).

2. The class affirmed the current dues structure.

3. The class will support a ByLaw’s committee revising Bylaw’s for vote at te 2009 Annual General Meeting (at Southern Yacht Club in September 2009 unless noticed otherwise with 90 day notification).

That’s enough. Give me your commitment ASAP! I will post and let’s try to have an answer for an incomng sailor this week.

Happy Finning!
Scott

[silver medal \(cont\)](#)

ZR: Depending on the wind and hours on the water somewhere between 2500 – 6000 a day.

PRM: You normally sail in larger fleets when sailing the Finn. At the Olympics you had twenty-six competitors, how did your tactics change?

ZR: You did not take as many chances at the Olympics and that was a plan Kenneth and I made long before the regatta started. We wanted to be status-quo 80% of the time and then take calculated chances 20% of the time. I think we stuck to this pretty well and it worked out that we were able to minimize my mistakes, while looking to capitalize on the mistakes of the other sailors when they presented themselves.

PRM: Zach, on your last race, the race that blew hard, big seas, what quick changes did you need to make in order to jump into that different setup? Mentally you were in light air mode, what went on in your head?

ZR: We were prepared for the windy day, because in each of the previous years we had been in China we had at least one day where the wind was blowing and the waves were big. We specifically elected to measure in a heavy sail just in-case this happened. I felt really comfortable in those conditions because I knew that my fitness was there and that I could get around the course just as fast as the other guys even though I was a bit smaller.

PRM: Anything about your coach you’d like to share? You have known Kenneth how long? When my son goes to a regatta he usually works with a coach, what about us old guys? Should we consider a coach for a weekend or should we train with a coach?

ZR: Kenneth is an amazing person. On top of that he is an amazing coach. He is by far the largest piece of the puzzle in our success in 2008. He dedicated himself to the campaign because he wanted to win just as bad as I did and that is what makes him special. Now he is at the head of the US program and I think more and more people are going to get to see how serious he is and how great he can be if you give him the opportunity to make you a better sailor. I think that if you are going to get a coach, just having one for a weekend will not drastically improve your sailing. You have to develop

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a relationship with that person and trust them with everything they do. I have known Kenneth and worked with him since I was 10 years old. That relationship between sailor and coach is invaluable to me.

PRM: How many days have you sailed in China these last 3 years?

ZR: About 15 weeks

PRM: How many day did you sail this year?

ZR: More than I can count I'm going to guess about 280

PRM: Who were your training partners this year? For the weekend warriors how many people should we train with?

ZR: My main training partner was Jonas Christensen in the final year of the campaign. I also sailed extensively with Chris Cook and Ed Wright along with Aaron O'Grady, Brendan Casey, and Wietze Zetzema. The biggest advice I can give to someone for training partners is to find guys who are better than you at certain things. Take what you can from them to better your sailing. Allowing them to take from you to better their sailing, in that you will both get better and constantly increase your performances over the years.

PRM: What's the advantage/ disadvantage with sharing information?

ZR: Within your training groups and trying to find a better way to perform on the water you have to share information and it's a give and take mentality. That has to be agreed upon before you even set sail on the water the very first day. If that's not understood it won't work for anyone.

PRM: Devoti built a "New Finn" did you try it out? What do you think?

ZR: They did build a new boat, but I have not tried it out. Many guys have and there is not really too much of a difference that I can see in speed, but we also have not looked at it for a long time since we stuck with what we knew for the last year of the campaign.

PRM: What sails did you use for China? What equipment changes did you make for that venue, stiffer mast, sail shapes, boat?

ZR: We kept it very simple. I used the same mast numbers I have used for 2 years. We change the sails a little bit to compensate for my weight loss. To keep it simple we basically took some depth out of the sails so that I could have some more height and less drive through the water. This limited the up and down range that I could steer the boat and made sailing the boat on each wave much more important, but I have always liked to sail like that since I have been younger so it was a natural transition for me in the last year. For cloth we went with a Poly light air sail and a 1 mil technora heavy air sail.

PRM: Overall Zach, can you elaborate your Olympic experience? Did you have any interaction with other athletes before or after your events? What where your housing facilities like? What food did you eat? Did US sailing provide a chef? After your event did you stay around travel to Beijing? See any other events?

ZR: The Olympics was everything I thought it was going to be and so much more. Even before the end result, I was already motivated to go again for a 2012 Campaign because the experience of being there in that moment was incredible. We did get to meet and watch the other athletes and that was really neat, because you could really respect the hard work they had all done to get to that point. There is something special about watching someone compete at the top of their game, and to be an athlete and a spectator really makes that moment special. The housing facilities were state of the art, we actually stayed in what is now an Intercontinental Hotel right at the sailing venue. All of the food was provided by the IOC and was a buffet style meal for breakfast, lunch and dinner, so the USA Team did not have to bring a chef the food had variety and was safe to eat. I did stay after in Beijing and traveled with my parents and other teammates, that was a lot of fun since all the pressure was off and we could truly enjoy the other Olympic Events and the sites like the Great Wall.

PRM: Now time has passed what's your sailing schedule for the remainder of the year?

ZR: We have already started training here in Clearwater and are getting ready for 2009. First, I will need to qualify for the 2009 US Sailing Team and then we will focus on competing on the new World Sailing Cup Tour for 2009.

PRM: OK you're a silver medalist, how do you approach the next regatta?

ZR: Just like I have approached any other event in the past. I will set the goal that I want to reach at that event and will do everything I can to reach it. I won the Silver Medal at the Olympics, but that means nothing at the next event because everyone starts off at 0 points and the best sailor at the regatta will win.

Zach, thanks again for the interview, I know the solo fans will appreciate reading it.

Peter Macdonald



Medal race start

california lake championship

Natale Gunderson photos

Thirteen FINNS traveled from up north and down under to sail in the second California Lake Championship of this millennium. It wasn't the twenty boat fleet we had hoped for but was thirty percent more than the year before which is about on par with the annual growth of FINN sailing on the West Coast.



Once again we were guests of the Mercury Fleet and were treated to Matt Jones of St. Francis Yacht Club fame as our PRO. Huntington Lake served up it's typical almost always perfect sailing conditions and we sailed four races on Saturday and two races on Sunday.

Defending champion Andy Casey just back from the FINN North Americans sailed a perfect regatta with six bullets. Phil Toth and Henry Sprague of Long Beach finished second and third respectively. John Harrop with his new "Live In FINN Trailer" finished fourth—yes that's right—if rents hit the roof in San Diego, there is plenty of room inside for John to bunk down and still maintain a two boat program. Forrest Gay had a tough first day but finished strong with a 2nd

and a 4th on Sunday to take fifth overall. Charles Heimler won the tie breaker to beat Jeff Allen. Peter Ashwanden in his new Pata Lemieux edged out Iain Woolward in his new Jybe Tech. Bogo Pehlivanov, the Bulgarian Champion, in a Heimler trainer finished next and Bob Carlen and Richard Stouffer finished out the order.

Saturday night the Finnsters and their gals were treated to a Tri-Tip barbecue and music to dance to at the Lakeshore Lodge. Huntington Lake is located due east of Fresno at 7000 feet in the high Sierras. Matt Jones, one of the most respected sailing PROS on the West Coast says this venue is consistently the best lake sailing venue in North America. Seriously, Saturday morning Iain Woolward, a first timer at the lake came up to me and said, "where's the wind?" I replied, "give it ten to fifteen minutes Iain". At 10:37 the breeze came right down the middle of the lake at eight knots. The same thing happened Sunday just like it did last year.



Many thanks to Matt Jones, Pat Bradley and the Mercury Fleet for hosting us. We'll be back again next year, same time, same place, with the same beautiful alpine setting and perfect FINN sailing conditions. The only change will be a twenty plus FINN fleet on the starting line. I'm willing to put my money on it.

Jeff Allen, FINN USA 27

andy casey vs the skiff

Dear Finn Lord,
My friend invited me to sail on his 18' skiff. I have always wanted to go fast. I said "sure". The day we went out we were at the dock and he handed me this trapeze harness. I stated "I don't use these, I use the straps". He smiled and we continued on. As soon as we headed out I slipped my feet under what "I thought was a hiking strap" Here a picture of me. I guess "I should have used that damn harness"

*Signed,
Andy*



Finn sailor has questions about skiff

toilet bowl regatta

The fortieth annual edition of the Toilet Bowl Regatta at Cazenovia's Willow Bank Yacht Club commenced at about 10:00, on Saturday, August 16. The price of gas and other important regattas in the Northeast contributed to a somewhat more muted enrollment, this year, but 19 stalwarts competed.

Light to medium and shifty winds on Saturday limited the group to only four races on the old Gold Cup courses which were well set by our perennial Race Committee (Chairman Ray Cudney and Second Guesser Peter Bushnell). Ian Cook took the day with two bullets and two deuces over last year's front-runners Chuck Rudinsky and Kirk Reynolds, respectively. Local sailor Federico Meira sailed a perfect third race to gain a first.

Saturday night provided the usual festivities, replete with beer, lies, grilled tenderloin, great hors d'oeuvres, salads, veggies, desserts, more beer and more lies. Much credit was owed to the Finn wives who made certain no one went hungry, and, as always, to Steve Burrell who manned the grill. The usually taciturn Art Diefendorf gave a brief talk on the history of the Thunder Mug, recalling winners and notables in the past, which included several National, North American and Olympic medal winners.

Sunday morning brought better, if not less shifty, air allowing for an additional three good races, which allowed Cook to solidify his grip on first. Rudinsky, 2nd, edged Reynolds, 3rd, (as he did last year).

Rear Commodore Rich Hartt took home the Master's medal; John Miller won Grand Master; Federico Meira, Great Grand Master; and Gus Miller took home the Legend medal (appropriately adorned with a black ribbon). Special medals were awarded the Race Committee for their many years of service, and to Vice Commodore Alix Shaw, who gamely raced a Finn for the first time, and who was the only woman finnstler on the course.

The local oldsters were hopeful that Cazenovia's geographic and timely nearness to Kingston would swell their numbers next year.

Art Diefendorf

RESULTS

| PLACE | NAME | SAIL NO. | #1 | #2 | #3 | #4 | #5 | #6 | #7 | T |
|-------|---------------|----------|------|------|------|------|------|------|------|-----|
| 1 | Ian Cook | 9 | 1 | (2) | 2 | 1 | 2 | 1 | 2 | 9 |
| 2 | Rudinsky | 40 | 2 | 1 | 5 | 3 | (5) | 2 | 5 | 16 |
| 3 | Kirk Reynolds | 1063 | (5) | 4 | 3 | 2 | 1 | 4 | 4 | 18 |
| 4 | Nicholson | 7 | 3 | 3 | (6) | 5 | 4 | 3 | 3 | 21 |
| 5 | John Miller | 1157 | 6 | 5 | 4 | 7 | 5 | 6 | (9) | 33 |
| 6 | Ian Bostock | 3 | 10 | (14) | 8 | 4 | 6 | 7 | 1 | 36 |
| 7 | Meira | 1026 | 4 | (11) | 1 | 9 | 8 | 9 | 6 | 37 |
| 8 | Gus Miller | 1095 | 11 | (17) | 12 | 6 | 7 | 5 | 7 | 48 |
| 9 | Burrell | 1146 | 7 | 9 | 10 | 8 | 9 | 8 | (11) | 51 |
| 10 | Diefendorf | 111 | 9 | 7 | 7 | (12) | 10 | 11 | 8 | 52 |
| 11 | Campbell | 117 | 8 | 6 | 9 | 11 | 13 | (15) | 13 | 60 |
| 12 | Bill Smith | 1128 | (12) | 8 | 11 | 10 | 11 | 10 | 10 | 60 |
| 13 | Johnson | 1139 | 14 | (16) | 14 | 13 | 12 | 13 | 12 | 78 |
| 14 | Rich Hartt | 11 | (20) | 15 | 13 | 18 | 17 | 12 | 15 | 90 |
| 15 | Dave Bull | 941 | (17) | 13 | 17 | 16 | 15 | 14 | 16 | 91 |
| 16 | Alix Shaw | 973 | 15 | 10 | 18 | 17 | 14 | (20) | 20 | 94 |
| 17 | John Dzioba | 1111 | 13 | 12 | 15 | 14 | (20) | 20 | 20 | 94 |
| 18 | Kevin Mann | 742 | 18 | (19) | 16 | 15 | 16 | 16 | 14 | 95 |
| 19 | Mickey Lake | 128 | 16 | 18 | (20) | 20 | 20 | 20 | 20 | 114 |

andy casey fan club



The Canadians had a little fun imitating the "Casey" hair style. Cooker sitting, John Romenko, and Matt Johnson...



Andy responds to his "fans"

The annual ABYC Olympic classes regatta was sailed in the ocean off Long Beach Sept 13-14. This year the decades old event was moved from spring to fall and only a handful of classes showed. The 14 finns included 2 from San Diego, 5 from Newport, 5 from Long Beach and 2 from Northern CA.

The 7 races began with light hiking with the fleet splitting corners. Phil Ramming went hard left, found more breeze and led all the way to win the race. He was followed closely by Phil Toth & Henry Sprague.

As the wind freshened for the rest of the day, Toth showed great consistency in that he was always able to remain at the front of the fleet. He has been practicing diligently all summer and his results showed. Former world champion Sprague showed up with an Elvstom sail designed by former veteran finn sailor Pete Conrad (5th in 69 worlds).

The sail is manufactured in China and is very inexpensive to purchase. It is received in panels for assembly with “put in your own luff curve”. Henry had a local sail maker put it together for him and by Henry’s own admission “guessed” pretty well. The sail looked good coming off the mast. The draft shape is indeed very different while watching it compared to a North. The foot is also extremely large. Henry says it is lighting fast in heavy air and he did win numerous races throughout the weekend. The judges weren’t overly impressed with the legality of the sail and dsq’ed him all 4 of Saturdays races.

As Sunday beckoned to another delay waiting for the wind, it ultimately filled in even stronger than Saturday. The courses featured planing reaches and capsizes. Tom Rossano had returned 3 days earlier from a military deployment in the mideast. Sailing a brand new Pata after almost a 2 year layoff, he showed some good moments of upwind speed in the heavier air. After all was said and done, Andy Kern showed his veteran consistency and won the regatta by 1 point over Toth & Ramming.



Veterans Henry Sprague (c.) and Andrew Kern lead Finns downwind. Kern won class on Sprague’s DSQ

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Peter Connally

finn lore

Peter asked me to write about what makes Finns, and especially certain Finn sailors, so legendary in the sailing world. He suggested that I look at a column Corky Caroll writes about the early days of surfing in California. For you non-surfers, Corky Caroll was a champion surfer and local Orange county beach wave-rider known to all along the SoCal beaches. Caroll defined much of the “laid-back” character of surfing. The philosophy of the time could be defined by the occasion that I met Corky, years past his prime when he was doing surf reports at a San Diego radio station, and would drive along PCH to the recording studio in the early morning. This was before Caroll and other SoCal surf pioneers founded the first surfschools, which have now become the mainstay of popular beaches. It was a dark night and I was hitchhiking from near Doheny to Leucadia. Carroll picked me up in his Ford Econoline and we chatted along way about weather. He was really low-key but definitely established in what the current generation calls “his creds”.

Year later, Henry Sprague showed up at my house, an out-of-shape grownup who’d hadn’t sailed a Finn in a decade and a half. The famous Andy Kern of Chicago had moved from the Midwest to find Sprague, rescue him from oblivion, and give him a Finn to sail. That first training day Sprague fell asleep on my living room floor still in his wet sailing clothes, worn-out from a normal Spring day on the Richmond Southampton.

Now the Finn sailors of this generation know Henry as alternating personalities between Super Henry, the kid who port-tacked the fleet at the 1974 Gold Cup on the way to winning the USA’s first FGC, and the pure-evil maniac portrayed in a YouTube video that circulated the summer before most recent Olympic Trials. Nobody knows for sure the true Henry, but when I was a teenage Sabot sailor in Ventura, Sprague was a regular fixture in the sailing rags of the day. He’d been put on a trip to Europe to sail Finns and came back to make the monthly-regatta meeting circuit to talk about the trip and fundraise. That’s how it was done in those days.

Now that we’re looking as a Finn class to how to fundraise, ideas that blast from the past that make sense today are like Carroll’s sailing schools and Sprague’s yacht club talks and picking up Finns sailors that are hitchhiking to the next regatta.

At the beer bash/AGM, a conversation about Mexico led Peter and me to remember the columns that Jack Smith had written about building a house there. So this is the column about one Finn character—there’s others whose exploits are printed about in the archives of Finn Solos and Finnfare that go back to the Sixties. Reading them and hearing the stories about them around the regatta circuit, when put together, help define the unique character of Finn sailors. Lots of you out here have collections of these periodicals—what stories do they bring back to mind?

CH, USA 32

2008 national championship

Glenn Hansen photos

3 Olympians on 2008 Nationals Podium

Dan Slater, Richard Clarke, and Zach Railey, who earned a silver medal in Quindao last summer, mastered the 33-boat fleet and SF Cityfront fall conditions to finish 1-2-3 in October's national championship.

The wind increased each day of the regatta most of the racing sailed in an oncoming flood tide, and the wind with enough south in it to send shifts off the Marina District on to the racecourse. Slater built his finishing score by mastering the countercurrent up the wall from Ft. Mason to Anita Rock as well as the shifts early on in the event. Slater and Clarke matched with 3 wins apiece as Slater was better until the last day when the stiffer breeze favored Clarke.

Clarke, a three-time Olympian for Canada and now Pegasus sailing director, used his frequent experience on SF Bay to only trail New Zealand's Slater by one point for the series.

Zach Railey, who switched from Lasers to Finn after the 2003 CORK regatta, finished college at Miami, and then spent 2.5 years in a full out Olympic campaign to a silver medal, USAFA's first since 1992, returned to California for sort of a homecoming after his successful trip to China.

Railey told norcalsailing.org: "This is the first U.S. event I've been able to do since the trials last October. We spent so much time internationally, training over there. It's nice to come home and especially here at the St. Francis. It's one of the best places to sail in the world."



The first race was postponed for two hours awaiting the arrival of the westerly. On schedule, the seabreeze built and the course was laid. Sunny skies, light ebb at the start, and the regatta was on! Railey rang the first bell with a first place finish, so as to say "I'm in the house" to his sponsors looking on the races from the plate-glass window of the club's grill room.

Veteran Finn sailor Darrell Peck, whose light-air prowess enabled his wins at the North Americans and Eastern Championships this past summer, finished in fourth just ahead of 2007 national champion Andy Casey. John Romanko led the current Canadian national team with an eighth, just behind master legend Henry Sprague and incoming USAFA So-Cal vice-president Andy Kern.

Aussie David Giles led SFYC Youth Director Forrest Gay to round out the top ten.

On the second and third days of the regatta, the wind arrived on time and with increased velocity. PRO John Craig moved the course further east than usual, which made the weather legs heavily-favored along the Ft. Mason-Crissy seawall, the harbor jetty, and the rocks in front of the club. "Q" flag conditions prevailed for lots of those races, which made for great gains made jibing downwind in search of streaks and waves and many downwind photo finishes.

Charles Heimler

From the editor

Finnsters of the United States and Canada,

We are producing the first online edition of Solo. At the AGM this year, voters had their way to save cost by producing the Solo online. For those of you who do not have an online service, no worries we'll get you a copy. I hope you enjoy this edition.

The last year has been tough for many people, I personally look forward to the escape of doing something I really enjoy doing, like taking my Finn out. Whether I am at a regatta, or even an afternoon with some fellow Finnsters. The bottom line is keep sailing the boat you find so cool. Keep your head straight and enjoy the sport. Go sail solo.

Best Regards, Peter, USA 92



...continued page 10

Nationals Results

| Pos | Sail | Skipper | R1 | R2 | R3 | R4 | R5 | R6 | R7 | R8 | Total Points |
|-----|----------|--------------------|----------|--------|----------|--------|----------|----------|--------|----------|--------------|
| 1 | NZL 1 | Dan Slater | 2 | 1 | 1 | 1 | [5] | 3 | 2 | 4 | 14.00 |
| 2 | CAN 303 | Richard Clarke | 3 | 3 | [8] | 2 | 1 | 4 | 1 | 1 | 15.00 |
| 3 | USA | Zach Rayley | 1 | 2 | 2 | [23] | 2 | 8 | 3 | 2 | 20.00 |
| 4 | USA 81 | Darrell Peck | 4 | 4 | 7 | 4 | 3 | [14] | 4 | 5 | 31.00 |
| 5 | USA 55 | Andy Casey | 5 | 7 | 3 | 3 | 6 | 5 | [14] | 6 | 35.00 |
| 6 | USA 74 | Henry Sprague | 8 | 9 | [13] | 5 | 4 | 1 | 6 | 7 | 40.00 |
| 7 | USA 78 | Andrew Kern | 7 | 6 | 4 | 8 | [12] | 2 | 9 | 11 | 47.00 |
| 8 | CAN 1 | John Romanko | 6 | 5 | 5 | 7 | 8 | [16] | 15 | 9 | 55.00 |
| 9 | AUS 253 | David Giles | 10 | [21] | 9 | 12 | 9 | 6 | 8 | 3 | 57.00 |
| 10 | USA 30 | Forrest Gay | 12 | 10 | [15] | 6 | 7 | 15 | 5 | 10 | 65.00 |
| 11 | USA 808 | R. Phillip Ramming | 11 | 12 | 6 | 10 | 13 | 7 | [20] | 13 | 72.00 |
| 12 | USA 2012 | Adam Nicholson | 9 | [27] | 10 | 11 | 11 | 13 | 12 | 8 | 74.00 |
| 13 | USA 3 | Rodney Hagebols | 14 | 8 | 14 | 13 | 10 | 11 | 7 | [34/OCS] | 77.00 |
| 14 | USA 16 | Conrad Brown | [34/DSQ] | 14 | 11 | 9 | 16 | 10 | 16 | 12 | 88.00 |
| 15 | USA 8 | Scott Mason | 16 | 17 | 12 | [20] | 17 | 12 | 11 | 15 | 100.00 |
| 16 | USA 27 | Jeffrey Allen | 15 | 16 | 16 | 15 | 18 | [24] | 13 | 14 | 107.00 |
| 17 | USA 48 | John Harrop | 21 | [25] | 18 | 16 | 14 | 17 | 10 | 17 | 113.00 |
| 18 | USA 7 | Bill Upthegrove | 17 | 11 | 22 | 22 | [24] | 9 | 17 | 18 | 116.00 |
| 19 | USA 31 | Scott Griffiths | 13 | 13 | 19 | 19 | 15 | [26] | 21 | 16 | 116.00 |
| 20 | USA 35 | Stephen Hutchison | 20 | [24] | 24 | 18 | 20 | 18 | 18 | 21 | 139.00 |
| 21 | USA 32 | Charles Heimler | 24 | [26] | 21 | 17 | 19 | 21 | 23 | 19 | 144.00 |
| 22 | USA 777 | Peter Aschwanden | 19 | 18 | [25] | 21 | 23 | 20 | 24 | 24 | 149.00 |
| 23 | USA 13 | Macho Slavich | 22 | 19 | 27 | 14 | [28] | 27 | 22 | 20 | 151.00 |
| 24 | CAN 3 | Ian Bostock | 18 | 23 | 23 | [29] | 21 | 23 | 26 | 23 | 157.00 |
| 25 | USA 1213 | Andras Nady | 23 | 15 | [26] | 26 | 26 | 25 | 25 | 22 | 162.00 |
| 26 | USA 88 | Philippe Kahn | 26 | 30 | 20 | 27 | 25 | 19 | 19 | [34/DNF] | 166.00 |
| 27 | USA 92 | Peter Macdonald | 25 | 20 | 17 | 24 | 22 | [34/DNS] | 34/DNS | 34/DNS | 176.00 |
| 28 | USA 505 | Dennis Rowedder | 28 | 22 | 29 | 28 | 29 | 22 | 27 | [34/DNF] | 185.00 |
| 29 | USA 1217 | Terry Dewane | 27 | 29 | 30 | 25 | 27 | 28 | 28 | [34/DNS] | 194.00 |
| 30 | USA 11 | Robert Carlen | 29 | 28 | 28 | 30 | [34/DNS] | 34/DNS | 34/DNS | 34/DNS | 217.00 |
| 31 | USA 1109 | Nick Salvador | 31 | 31 | [34/DNF] | 34/DNS | 34/DNS | 34/DNS | 34/DNS | 34/DNS | 232.00 |
| 32T | USA 60 | Iain Woolward | [34/DNS] | 34/DNS | 34/DNS | 34/DNS | 34/DNS | 34/DNS | 34/DNS | 34/DNS | 238.00T |
| 32T | USA 555 | Peter Jesberg | [34/DNF] | 34/DNS | 34/DNS | 34/DNS | 34/DNS | 34/DNS | 34/DNS | 34/DNS | 238.00T |

Steve Ritz photos



abyc labor day regatta

Alamitos Bay Yacht Club served up the traditional end of summer Labor Day regatta August 30-31. 12 Finns provided one of the smaller outside classes on a track shared with Lasers, Radials, A-Cats, International 14 and other classes. Scott Mason was able to hold off Henry Sprague and Phil Ramming Saturday with four bullets in 6-8 knot shifty conditions. Following a Saturday night Luau complete with the fixings and Mai Tais, Chris Raab won the day Sunday with Peter MacDonald close. Conditions were much lighter the first two races, finally building to 6-8 by days end. Mason was able to win the finale to secure the regatta win, followed by Peter MacDonald and Steve Landeau.

Scott Mason

RESULTS

| Rank | SailNo | Helm | Club | R1 | R2 | R3 | R4 | R5 | R6 | R7 | Total | Net |
|------|--------|-----------------|-----------|------------|------------|----------|------------|------------|----------|----------|-------|-----|
| 1st | 8 | Scott Mason | NHYC | 1 | 1 | 1 | 1 | 3 | (5) | 1 | 13 | 8 |
| 2nd | 11 | Peter Macdonald | NHYC | 4 | 5 | 3 | (8) | 2 | 1 | 7 | 30 | 22 |
| 3rd | 112 | Steve Landeau | ABYC | (8) | 6 | 7 | 2 | 5 | 8 | 3 | 39 | 31 |
| 4th | 275 | Bryan Nickel | NHYC | 5 | 4 | 5 | (9) | 9 | 6 | 8 | 46 | 37 |
| 5th | 808X | Phil Ramming | NHYC | 2 | 3 | 2 | 3 | (14.0 DNC) | 14.0 DNC | 14.0 DNC | 52 | 38 |
| 6th | 1214 | Peter Connally | NHYC | (9) | 8 | 6 | 6 | 6 | 7 | 5 | 47 | 38 |
| 7th | 74 | Henry Sprague | | 3 | 2 | 4 | 4 | (14.0 DNC) | 14.0 DNC | 14.0 DNC | 55 | 41 |
| 8th | 1066 | Glenn Selvin | ABYC | (10) | 9 | 8 | 7 | 8 | 3 | 6 | 51 | 41 |
| 9th | 12 | Philip Toth | ABYC | 6 | 7 | 9 | (10) | 7 | 9 | 4 | 52 | 42 |
| 10th | 808 | Chris Raab | ABYC/NHYC | (14.0 DNC) | 14.0 DNC | 14.0 DNC | 14.0 DNC | 1 | 2 | 2 | 61 | 47 |
| 11th | 78 | Andrew Kern | | 7 | (14.0 DSQ) | 14.0 DSQ | 5 | 4 | 4 | 14.0 DSQ | 62 | 48 |
| 12th | 315 | Santiago Reyero | ABYC | 11 | 10 | 10 | (14.0 DNC) | 10 | 10 | 9 | 74 | 60 |
| 13th | 174 | Jeb Sprague | | (14.0 DNC) | 14.0 DNC | 14.0 DNC | 14.0 DNC | 14.0 DNC | 14.0 DNC | 14.0 DNC | 98 | 84 |

totally dinghy - richmond

Clarke Dominated Richmond YC

The published results of the Richmond Y.C. 'Totally Dinghy' Finn event on Sept 20th and 21st indicated that Richard Clarke's worst finish in six races was a second. In fact he won that race as well. (Slight clerical error in score-keeping). And the guy only steps into a Finn every now and then, when his responsibilities at Team Pegasus and family commitments allow.

While the fleet was small (eleven entries) Mr. Clarke still had to contend with: Andy Casey, recently equally and awesomely dominant in Northern California but who had to make do with straight seconds on this occasion ; Henry Sprague, dominant on the water at the prior weekend's racing at ABYC; and Phil Toth, moving ever closer with every outing to delivering on his sail number-cum- mission statement: '2012'. Ten or so points behind this group came a bevy of Finn sailors who, while far from contention – especially downwind where Clarke was especially quick - still had a some great competition in summery San Francisco Bay breezes and sloshing Southampton Shoal chop. Their exact order of merit was muddied by above-mentioned scorekeeping issues and various DNC's, F'S and S's, but the combatants included Messrs Kahn, Jesberg, Woolward, Aschwanden, Allen, Stouffer and Ritz.

Iain Woolward

RESULTS

| Pos | Sail | Skipper | Yacht Club | R1 | R 2 | R 3 | R 4 | R 5 | R 6 | Total |
|-----|------|-------------------|------------|----------|--------|----------|----------|----------|--------|-------|
| 1 | 1 | Richard Clarke | RCYC | [1] | 1 | 1 | 1 | 1 | 1 | 5 |
| 2 | 4 | Andy Casey | | [2] | 2 | 2 | 2 | 2 | 2 | 10 |
| 3 | 74 | Henry Sprague | | [4] | 4 | 3 | 3 | 4 | 3 | 17T |
| 4 | 2012 | Philip Toth | ABYC | 3 | 3 | [6] | 4 | 3 | 4 | 17T |
| 5 | 555 | Don Jesberg | SFYC | [7] | 5 | 4 | 7 | 6 | 7 | 29 |
| 6 | 60 | Iain Woolward | RFYC | [8] | 6 | 8 | 6 | 5 | 5 | 30 |
| 7 | 5 | Philippe Kahn | Santa Cruz | 5 | 8 | 5 | 5 | [12/DNC] | 12/DNC | 35 |
| 8 | 777 | Peter Aschwanden | EYC | [9] | 9 | 9 | 8 | 7 | 6 | 39 |
| 9 | 27 | Jeffrey Allen | SFYC | 6 | 7 | 7 | [12/DNC] | 12/DNC | 12/DNC | 44 |
| 10 | 33 | Richard Sstouffer | EYC | [12/DNC] | 10 | 12/DNC | 12/DNC | 9/DNF | 12/DNC | 55 |
| 11 | 45 | Steve Ritz | | 10 | 12/DNC | [12/DNC] | 12/DNC | 12/DNC | 12/DNC | 58 |

st. francis fall dinghy

Eighteen FINNS stayed a week after Nationals to sail in the St. Francis YC OCR-Fall Dinghy Regatta. John Craig and his able crew treated us to three and three on Saturday and Sunday and at the end of six races Andy Casey had dominated finishing second only once. Starting was delayed on Saturday until 3:00 but the dependable San Francisco westerly came in and we were able to get off three races. With that westerly came the fog for the first time all week ending the unseasonably warm weather.

Sunday saw windier conditions with three FINNS flipping, two twice, and several opting to chicken jibe. At the end of Sunday's racing it was Andy Casey, Darrell Peck and Henry Sprague on the podium respectively with Conrad Brown and Rodney Hagebols finishing fifth and sixth.

As always the St. Francis treated us to a buffet dinner and beer after both days of racing. I couldn't sail Sunday as I had promised to take my son to the 49er-Seahawks game—yes that's right the same son who nailed a 49 yard field goal as a junior in high school (MCAL record), three plays before the end of the first half after having played every down both sides of the line as offensive tackle and defensive end.

Jeffrey Allen, FINN NorCal VP, USA 27

RESULTS

| Pos | Sail | Skipper | Home Port | R1 | R2 | R3 | R4 | R5 | R6 | Total Points |
|-----|----------|-------------------|------------|----------|----------|--------|----------|--------|----------|--------------|
| 1 | USA 55 | Andy Casey | USA | 1 | 1 | 1 | [2] | 1 | 1 | 5.00 |
| 2 | USA 81 | Darrell Peck | VSC | [2] | 2 | 2 | 1 | 2 | 2 | 9.00 |
| 3 | USA 74 | Henry Sprague | | 3 | 3 | [5] | 5 | 4 | 3 | 18.00 |
| 4 | USA 12 | Conrad Brown | CYC | 4.6/RDG | 4 | 4 | [6] | 3 | 4 | 19.60 |
| 5 | USA 3 | Rodney Hagebols | GG YC | [8] | 5 | 3 | 3 | 5 | 8 | 24.00 |
| 6 | USA 30 | Forrest Gay | SFYC | 4 | [6] | 6 | 4 | 6 | 5 | 25.00 |
| 7 | USA 2012 | Philip Toth | ABYC | 5 | [12] | 8 | 7 | 7 | 6 | 33.00 |
| 8 | USA 32 | Charles Heimler | EYC | 10 | 9 | 7 | 9 | 9 | [19/DNS] | 44.00 |
| 9 | USA 1213 | Andras Nady | | [19/DNF] | 11 | 12 | 8 | 11 | 7 | 49.00 |
| 10 | USA 777 | Peter Aschwanden | Alameda,CA | 12 | 8 | 11 | 10 | 8 | [19/DNS] | 49.00 |
| 11 | USA 35 | Stephen Hutchison | EYC | 11 | 10 | 10 | [19/DNS] | 12 | 19/DNS | 62.00 |
| 12 | USA 27 | Jeff Allen | SFYC | 9 | 7 | 9 | [19/DNS] | 19/DNS | 19/DNS | 63.00 |
| 13 | USA 505 | Dennis Rowedder | St FYC | 13 | [19/DNS] | 19/DNS | 11 | 10 | 19/DNS | 72.00 |
| 14 | USA 60 | Iain Woolward | | 7 | [19/DNS] | 19/DNS | 19/DNS | 19/DNS | 19/DNS | 83.00 |
| 15 | USA 33 | Richard Stouffer | EYC | [19/DNS] | 19/DNS | 19/DNS | 12 | 19/DNS | 19/DNS | 88.00 |
| 16T | USA 88 | Philippe Kahn | SFYC/StFYC | [19/DNS] | 19/DNS | 19/DNS | 19/DNS | 19/DNS | 19/DNS | 95.00T |
| 16T | AUS 253 | David Giles | DAC | [19/DNS] | 19/DNS | 19/DNS | 19/DNS | 19/DNS | 19/DNS | 95.00T |
| 16T | CAN 303 | Richard Clarke | RCYC | [19/DNS] | 19/DNS | 19/DNS | 19/DNS | 19/DNS | 19/DNS | 95.00T |

abyc turkey day regatta

November 22 & 23 were the dates of this year's annual celebration of The Turkey Day Regatta. Forrest Gay gets the big award for driving down from the bay area to sail in fog and little breeze. Forrest you stud!

This is a great regatta as the festivities on Saturday night at ABYC are legendary. First of all there are 300 plus boats, I believe there were 305, but I could be off by a few, then you have the launch scenario with all the ocean classes as well as a few sabots that need to be in the bay 3 hours early for a 5 minute sail to the course. We had 12 Finns signed up and 11 raced. Robert Kinney had some strange Chinese virus from his recent trip.

On Saturday morning, Forrest pulled in just to pick up the last parking spot at 8:15 am Saturday. He arrived at 4:30 am. Only to be kicked out of the parking lot! We unloaded his boat with a few 29er kids and a few Finnsters.

We left the dock by 10:45am, and headed out to the course. With 12 fleets racing in the ocean and two separate courses set up, ABYC did a great job of getting us off.

Race one was light maybe 6-8 kts of breeze from the south. The race committee blew the call on the start order and we had to follow the Mercury and Laser fleet. I believe Con Bro rounded first, and then Mason and you're truly. By the leeward mark Mason past Con Bro and myself. At the mark rounding, I got into it with some laser sailor. I pushed him off and fell in the drink. I then gave him a mouth full of "you only wish you could sail a Finn ass-wipe!" Mason went on for the win Con Bro finished second, John Harrop finished third (I salvaged a fourth and made new friends).

Race two was interesting, by the time we reached the weather mark the fog rolled in. I think John Harrop rounded first, then Peter Connally, Con Bro, Henry, and the rest of us. As we rounded. the start/ finish line, leeward mark were no longer. OK, subtract 180 from 160 and that's where the mark should be! Henry went off to the Queen Mary, and the Long Beach Hilton. At the leeward mark everyone pretty much made it right on, except for Henry, he was a little off, but still

...continued next page

ahead of me. Again, the Wind was 6-8 and the fog helped me and some others to advance. In the end John Harrop won, Peter Connally 2nd and Con Bro Third. I was happy to beat Henry at the finish to get fourth. I called him Magellan for the rest of the series.

The last race was in fog, no big deal, again in 6-8 kts of breeze, sailing 1-8-0 for the mark at 1-6-0, that's 7 minutes on port and 2 minutes on starboard. And hey, it worked! I actually rounded 2nd or third behind Con Bro! I then hemorrhaged boats downwind towards the mark. By the leeward mark, we all found it where we navigated, in the end Con Bro 1st, Magellan 2nd and Forrest Gay finished 3rd. We were off the water by 3:30 and had completed one more race than the lasers. My thought on this was we had compasses and speed. The laser had none of that.

Saturday night was the big party, 500 turkey dinners were served. A great night to get together with friends and family. After dinner, my son Tyler had five buddies staying with us for the evening. All from different cities and clubs. That's what sailing is about. Phil Toth came over to the house and we consumed four bags of marsh-mellows and 3 pounds of chocolate as well as two boxes of graham crackers. We sat at the fire ring and melted the bottoms of our shoes. And talked sailing with the lads.



Sunday morning was sunny, and the optimism was high for some breeze, however, reality sunk in at the first race, drifting conditions. 0-3 kts at best. After the jockeying of boat positions up and down to the leeward mark, Peter Connally, who was leading, held on to the win, followed by Con Bro and Forrest. Race 5, started in similar conditions, Magellan and I were hitting the left corner, when all of a sudden Henry bails out! "He stuck a fork in it, and it's done" he abruptly sailed home! He was joined by a few others that needed to travel. After an hour plus of drifting Con Bro held on for 1st, Peter Connally followed in 2nd with Forrest 3rd. I held on for a fourth and received sunstroke. Turkey's and pies were the trophy's.

Mike Dorgan made an appearance from San Diego, Steven Fucillo from Italy sailed, looking to move here and sail Finns, Phil Toth got him a boat to use, good job Phil. Glen Selvin sailed all the races and was happy not to have anything to do! What a great way to spend a late November weekend, weather in the 70's, a little fog and house full of guests, and cold beer.

Peter Macdonald

RESULTS

| Rank | SailNo | Helm | Club | R1 | R2 | R3 | R4 | R5 | Total | Net |
|------|--------|------------------|------|------------|------------|------------|------------|------------|-------|-----|
| 1st | 12 | Conrad Brown | CYC | 2 | (3) | 1 | 2 | 1 | 9 | 6 |
| 2nd | 1214 | Peter Connally | NHYC | (6) | 2 | 4 | 1 | 2 | 15 | 9 |
| 3rd | 30 | Forrest Gay | SFYC | 5 | (7) | 3 | 3 | 3 | 21 | 14 |
| 4th | 48 | John Harrop | SDYC | 3 | 1 | 8 | 5 | (13.0 DNC) | 30 | 17 |
| 5th | 74 | Henry Sprague | | 7 | 5 | 2 | 4 | (13.0 DNC) | 31 | 18 |
| 6th | 92 | Peter Macdonald | NHYC | 4 | 4 | 7 | (8) | 4 | 27 | 19 |
| 7th | 2012 | Philip Toth | ABYC | 8 | (13.0 RAF) | 5 | 9 | 6 | 41 | 28 |
| 8th | 8 | Scott Mason | NHYC | 1 | 9 | 6 | (13.0 DNC) | 13.0 DNC | 42 | 29 |
| 9th | 1066 | Glenn Selvin | ABYC | (10) | 8 | 9 | 7 | 7 | 41 | 31 |
| 10th | 132 | Mike Dorgan | SDYC | (13.0 DNC) | 13.0 DNC | 13.0 DNC | 6 | 5 | 50 | 37 |
| 11th | 20121 | Stephen Fuccillo | RYC | 9 | 6 | (13.0 DNC) | 13.0 DNC | 13.0 DNC | 54 | 41 |
| 12th | 47 | Robert Kinney | NHYC | (13.0 DNC) | 13.0 DNC | 13.0 DNC | 13.0 DNC | 13.0 DNC | 65 | 52 |

How's it going?

I'm now in Qingdao China for the Beijing Olympic Games with 2 days to go for the opening ceremony. It's been an awesome experience working at the games for Beijing Olympic Broadcasting (BOB) as a spotter/producer and in the race course boat driver for live television. The sailing venue is actually in Qingdao, China approx. 300mi southeast of Beijing. The city has 9 million people and no shortage of high-rises. We are staying in the 28 story media building 2 blocks overlooking the sailing center and it's Ritz Carlton plush. I have my own room on the 15flr

Yesterday I went out with Hans (John Dane & Austin Sperry's coach, Star Class) to help set up courses, run some races for Ian Murray (AUS) and Rohart (FRA) and then follow them around. It's been really interesting to see who's doing what and the setup they have. Let's just say there's been some new developments that you will hear about after the games.

Me and bunch of the sailors went to the Carrefour store (like a Target store) across the street and purchased brand spanking new bikes for the whole amount of \$50 to get around the sailing venue as it is massive, no shortage of space in that compound. Everyone has been very polite, we are free to go anywhere we like and are treated like royalty. I have been given my own twin engine 20' center console powerboat for the games and I will have a cameraman onboard with me. While getting ready and testing equipment BOB boats have been given free range and have been able to fly around at full speed wherever we want. last night I had to do some wireless HDTV signal testing for the cameras that will be on the

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fleet news

Canada

North East

Mid Atlantic

Mid West

Pacific Northwest

Southern California

**No Reports!!
All bobbing aimlessly upon their
respective bodies of water!**



Northern California

We have had a great Spring, Summer and Fall in Northern California FINN sailing starting with our Richardson Bay series, the three regatta NorCal Series, the Encinal Yacht Club Twilight races, hosting the second annual California Lake Championship at Huntington Lake, the Richmond Yacht Club Totally Dinghy Regatta, and ending with the FINN Nationals and the St. Francis OCR-Fall Dinghy Regatta at St. Francis Yacht Club. We were fortunate to have only one regatta curtailed due to weather conditions and that was the Pre-Nationals scheduled to be sailed at Coyote Point.

Many thanks to Bob and Pam Carlen for all the work they put into preparing and hosting. We all still had a great time even though we didn't sail. And last but not least, we had a one way down wind drag race up the Sacramento River in the "Delta Ditch Run".

Our participation is at an all time high and continues to grow with 43 FINNS registered. We are working hard with SoCal on the West Coast 2009 schedule and look forward to hosting the FINN Pacific Coast Championships next year that will lead us into the 2010 FINN Gold Cup to be hosted by St. Francis Yacht Club and sailed on San Francisco Bay.

Jeffrey Allen, FINN NorCal VP, USA 27

Paper work and more paper work...

Even sailing has gotten to be a bit more paper work then actually getting in the boat and sailing...Time to change all that and it started with going to the San Francisco and enjoying a different type of sailing then I am use to here in the south...can you say "Current"

There I was sailing on port tack right after the start of the first race, pointing straight at the weather mark or at worst 10 degrees off of it and all those dumb guys sailing for shore (that included Zach the Olympic Silver Medalist, Philippe Kahn and his guys from the Pegasus sailing program, all going the wrong way, hell even Darrell...But, for once I was the smart guy...Yeah right! I seemed to notice they were going up wind and up current faster then I was an they weren't even pointing up current...Note to self, when leaving the Gulf coast and not sailing on a lake make sure you stay with the crowd no matter how smart you think you are...Second note to self...when you go to a different venue practice on practice day and visit Napa some other time)

Ok so much for my personal shortcomings, hell people already think I am dumb no need to reinforce that idea. On to the meat of my report.

The South east area sure has taken off, thirty seven boat owners and over forty hulls in the area. First off I need to thank the shakers and movers of the class down this way...it seems the Lake here in New Orleans has slowed some in growth (mainly due to lack of boats available for purchase, which may change soon, more on that later) But the good thing is the Mobile Bay crowd has taken up the gauntlet of growing the fleet.

With a few guys really taking the lead, in more ways then one! Jim Hunter, Michael Mark, Lou Nady and I think a few others have taken upon themselves to not only talk a good game but put their money and time where their mouth is...Jim lending his boats out to anyone that is serious, Lou doing the same and Michael Mark taking the time and effort to set up practices and rooting out new people that would add to the competitive nature of the class (anyone remember a rookie at last years Mardi Gras Hangover regatta named Karl? I do believe he was 4th on one of his first rides in a Finn) Well they added a few more in that area. From what I hear they are also setting up practice days for their local fleet.

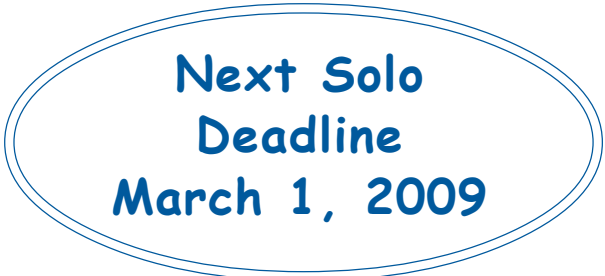
Other areas are getting both new and used boats, when available. A brand new Lemieux from Andy showed up in the Houston area for Mr. Ash Beatty. First time out Ash had a middle of the pack finish for the regatta but I got money says he doesn't stay middle of the pack. It seems Jose's "new" used boat is a screaming eagle as we all had to sit back and watch him go to town on it at Fairhope yacht clubs Wadewitz Regatta. Seems the Mojo was put on it by Andy Casey when Jose went to ABYC for the masters...HEY ANDY I NEED HELP...also masts and parts have been finding their way down here thanks to some of the east coast guys, as I have a new mast deck box and Matt is the recipient of a new mast for his boat. So this coming year should be a good Year for the coast with new people, new Equipment along with some fine tuning of the current stuff.

Only one more big regatta for this year, the Sugar Bowl Regatta. It will be at New Orleans yacht club on Dec 27th and 28th. This one should be pretty well attended and bigger then last year. In fact most of the Regattas have been up from last year where the average for smaller local stuff had been just enough to make a class, say 4 to 6 where this year it has been 6 to 10 and the larger regattas have been in the 10 to 15 boat range. With 31 being the biggest (hangover regatta) thanks to a pit stop by the fleet going or was it coming from Florida. I think the coming year will be better yet especially if we find more boats for people to buy. Which brings us to why I think boat availability may change. With the new lower weight for the boat I think some if not all of the real contenders of the class might start getting the newer and lighter boats as they come available. Hopefully this will have the trickle down effect where people will start upgrading to the next best boat available and so on. Hopefully unlike the "current" thing I will be right about this and people looking for boats will have some options. It's a shame but I had 5 or so guys that got frustrated when they couldn't find Finns and just bought some other hole in the water to pour money into...

2008 was good but 2009 should be a year to remember with Mardi Gras Hangover regatta in New Orleans at NOYC from Feb 28th to Mar 1st. Then a three hour ride to the masters at Fairhope Alabama from March 4th to the 7th. Later in the year back to New Orleans for the 2009 Nationals to be held at Southern Yacht Club from Sept 11th to the 13th. This will be the first official regatta held at Southern's newly-rebuilt Yacht Club. It is my plan to use these events to anchor our regional area racing. Along with these events we will pick the historically larger local venues pushing to increase attendance at those and cutting out some of the lesser attended events so as to free the local fleet up and allow them the to do a little more traveling to other regions. Hopefully this will spur some kind of circuit to develop even if it is an unofficial circuit. I think we need more people traveling and try to set up schedules so they compliment each other, that way people see a Finn regatta being attended by 30 to 50 boats instead of the 10 to 20 that they see now. A bigger traveling fleet should entice more people to look into a Finn as a viable boat to have some serious fun in...

That's it for me

Macho, BAD DOG USA 13



Next Solo
Deadline
March 1, 2009

Conrad Brown photos

competitors boats (49er, Tornado, Yngling). Sitting off the coast watching the sun sunset, then seeing the city light up and the lightshow rehearsal for the opening ceremony will be a life long memory.

The weather has been very good, about 85 degrees and some humidity. Wind has been fair (4-9kts) but then it was never really expected to blow here. The current is very strong, it can get over 3 kts and changes opposite direction through



North American Finn Class



the course of the day. Everyone is out sailing, getting time in and making sure everything is set for the games. It's been great seeing all my friends sailing but it as also been really tough sitting in a powerboat watching it happen.

The TV production is massive, we have two helicopters, 23 powerboats of all sorts and over 200 people working on land and on the water. They brought in HD TV production control room truck that is truly a work of art. We had to review some footage we shot of the practice races in the truck and I was very humbled with what goes on in that truck, It was ground zero and crazier than what you see in movies of a newsroom control room scene. Everyone is

getting ramped up, testing equipment & footage and making everything will work for the big show. The pressure is on.

If you want, I'll keep sending emails as I go. For now I've included some pictures I took the past two days. I hope all is well with you and take care.

Cheers, Conrad



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