

## FINNCLUB-HOLLAND

### 1. The Easter-Egg Regatta 1967 at the Loosdrecht lakes, Holland.

On March 25, some 98 Finn sailors gathered at the Royal Loosdrecht Yacht Club for the annual Easter-Egg Regatta, about one-third of them being visitors from abroad.

Together with the 51 Flying Dutchmen that had entered they would open the Dutch racing season. And they did, over and under the waves! For this year's Easter, coming very early in the year, had some nasty gales in the bag to test both helmsmen, boats and rubber suits. In order to cope with the large number of entries all Finn and FD helmsmen were divided into four groups, that would race in alternating pairs of 2 against each other. After three such races, the top thirty would race for a fourth time to decide the winner.

The opening race on Saturday, with favourable conditions, brought a win for Hans van Elst (H 13) and Kees Kruijjer (H 311), who both had to fight hard to keep de Villard (F 503) and Albert Hofland (H 348) at a distance.

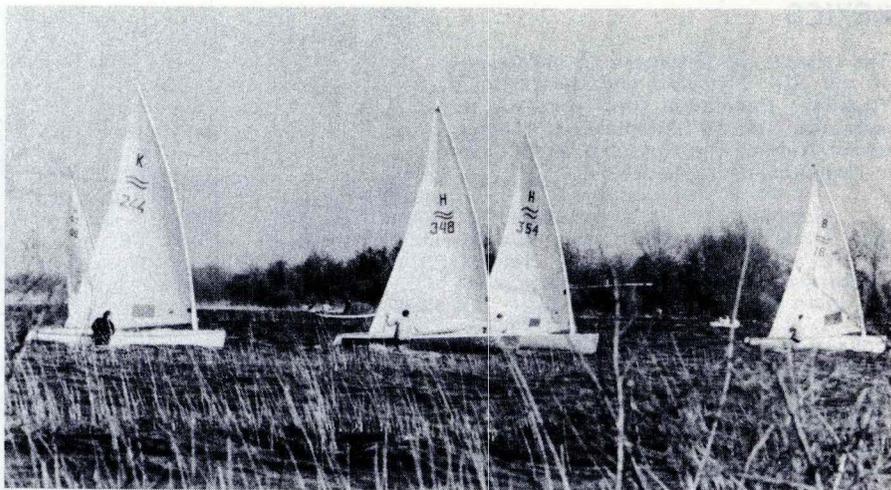
Sunday morning came with a full gale blowing. The second race was postponed again and again and finally cancelled. In the afternoon the weather cleared a bit, not too much though, and the primus inter pares had to show who got the best condition. The 4 already mentioned were joined by Jacky Rogge (B 77), Guy Lachappelle (B 43), Boudewijn Binkhorst (H 9), Dirk Seret (H 109) and J. Brecht (G 603). Hans van Elst had a nasty capsize and could not continue, the others planed on. At the end Binkhorst and Rogge managed to keep Hofland and de Villard in second place and lead the fields home.

On Monday gales again and the racing committee decided not to start the Finns. A sad ending for such a nice meeting, we hope to see you all again next year however, under better sailing conditions. Final result: First prize for both de Villard and Hofland (2-2), 2. Binkhorst (1-8), 3. Rogge (6-1), 4. Kruijjer (1-8) and 5. Lachappelle (4-3).

### 2. The Finn Calendar for Holland in 1967

August 3-6, Muiden — Holland Week II  
October 7,8, Braassem lakes — international FINNALE regatta.

These are the major international events. There are some more int. races however. If interested, please contact the Dutch secretary at his new address, viz.: Ben N. Akkerman, 39 Jasonstraat, Amsterdam, Holland. Phone (020) -234557.



From Left to Right: D. Seret (H109), Brian Saffery Cooper (K244), Albert Hofland (K348), J. Kersbergen (H354), Jean Pierre Boumans (B16)

## SOUTH AFRICA

The South African National Regatta was held in Durban, on the south-east (Indian Ocean) coast of South Africa in January, 1967. The regatta spread over three weeks, and the two international classes which are most numerous in South Africa — the Finn and Flying Dutchman — competed in the third week of the regatta. In line with their policy of encouraging top overseas helmsmen to compete in the major regattas in South Africa, the South African Yacht Racing Association and the South African Finn Association had extended an invitation to Arne Akerson, the accomplished Swedish Finn helmsman, to visit South Africa and to compete in the S.A. Finn Championships. There was an entry of 45 Finns. The courses were laid out in Durban Bay and, because of sand banks, etc., could not be Olympic style courses.

**1st Race:** A brilliant, sunny day and a moderate north-easterly wind. Arne Akerson, sailing a Newport Finn, had an exciting duel throughout the race with Ernest Morrison, who was sailing a Nelson Finn made in South Africa. Akerson finished first but, like Bruce MacCurragh who finished third, was over the line at the start and both were disqualified.

**2nd Race:** Cloudy skies and light southerly wind, which dropped towards the end of the race. Dave McFadden, of Mazoe Sailing Club in Rhodesia, took an early lead and was first round the first mark followed by Akerson and MacCurragh. In the dropping wind, Akerson took the lead and finished first over a shortened course. MacCurragh was second.

**3rd Race:** A bright sunny day with moderate south-westerly wind. J. Walton, of Flamingo Yacht Club in the Orange Free State, took an early lead but was passed on the reach to the third mark by Akerson, who went on to win. Ernest Shaw, who represented South Africa in the Gold Cup at La Baule in 1966, finished second and MacCurragh third.

**4th Race:** Brilliant, sunny day with stiff north-easterly wind causing choppy seas

at the head of the Bay. Ernest Morrison led from start to finish. Arne Akerson, lying third at the first mark, had to retire because of a broken rudder. Shaw finished second and MacCurragh third.

**5th Race:** Sunny with stiff south-westerly wind. Shaw and MacCurragh battled for first place in the early part of the race, but were overtaken by Morrison who went on to win. MacCurragh was second, Howard third and Shaw fourth. Akerson capsized when lying third and his boat filled up. He had dropped 15 places before he got sailing again and eventually finished 12th.

**6th Race:** A stiff south-westerly wind. Arne Akerson led from start to finish. Morrison finished second and MacCurragh third.

Ernest Morrison, with placings of 1, 5, 5, 1, 1, 2, thus became the South African Finn Champion for 1967 and, as such, will represent South Africa in the Finn Gold Cup in Finland.

Details of the first nine boats in the Championship were as follows:—

1. E. Morrison — SA.317 — Nelson Finn (made in South Africa)
2. C.B. MacCurragh — SA.272 — Nelson Finn.
3. E. Shaw — SA.182 — Newport Finn.
4. J. Howard — SA.181 — Elvstrom Finn.
5. J. Louter — SA.151 — Elvstrom Finn.
6. H. Blogg — SA.247 — HVM Finn.
7. J. Walton — SA.347 — Newport Finn.
8. A. Akerson — S.321 — Newport Finn.
9. W. Zwart — SA.278 — Newport Finn.

The next South African National Championships will be sailed at Saldanha Bay from 25th to 30th March, 1968, and it is hoped that it will be possible to arrange for a number of overseas helmsmen to take part.

Saldanha Bay is a large semi-enclosed bay on the south-west (Atlantic) coast of South Africa, about 100 miles from Cape Town. Olympic type courses will be used and winds in the range 10 — 15 knots can be expected.