

## WORLD CHAMPIONSHIP 1976

Ida Lewis Yacht Club, Newport, Rhode Island

September 9-12, 1976

By Stan Ogilvy

Thirty-two boats competed off Newport, Rhode Island, in September for the 1976 World's Championship of the International E 22 Class. The open sea course outside Brenton Reef tower provided conditions ranging from light air with smooth seas to one that ended with wind at 25 knots and heavy seas. Some contestants unaccustomed to such conditions occasionally ran into trouble due to misjudged distance or clearance, especially at the first mark where the closeness of the competition kept the fleet bunched even after two miles of windward work. All races were fair tests, the only drifter failing to finish under the time limit.

Last year the Class legalized co-skippering in championship events, provided that the team were bona-fide co-skippers during the qualifying season and that they specified to the Jury two days prior to the event which skipper would sail each race (no change-off during a race). Such a co-skipper pair, recently Marblehead Race Week winners in this class, won the 1976 World's Championship by a large margin. David Curtis and Robert Danforth of Marblehead took first place in three of the six races to finish 22 points ahead of the runner-up, last year's champion Randy Bartholomew of Manhasset Bay. Third was Bruce Ritchie from Australia. Another Australian, David Bebb, had been third in the 1974 event at Rye.

The Ida Lewis Yacht Club race committee did a flawless job with lines, courses and all other race details. Courses were Olympic except the first, a gold-cup; scoring was Olympic with a worst-race exemption. Two races were sailed on the opening day, Thursday, the first in light air and the second in a moderate southerly. The next day's morning race had an increasing onshore breeze building to 25 knots, with a forecast of higher in the afternoon causing the cancellation of a second race. Saturday's double header went off on schedule with a fine southwester of 18 to 22 knots, leaving only one race to be sailed Sunday. The wind failed for that one, forcing a re-sail on Monday in light airs with a reduced fleet.

Curtis and Danforth experienced a disaster in the fifth race when, with their exemption used up, they were hit by a port tack boat that failed to bear off enough to clear Big Red's stern, catching the backstay and taking out the mast. The offender immediately offered his own spar as a replacement for the remaining race and the International Jury awarded Big Red breakdown points.

The 1977 World's Championship is scheduled for Australia where there are already 60 Etchells 22's racing.

## BY DAVE CURTIS

After the debacle of the 1975 World's where we thought we would win, a lot of soul searching took place. What happened? Overconfidence. It was a lesson well learned. Ever since, there's been a quiet, almost unspoken determination to give a better try. Small changes in the class rules got us safely past two of our 1975 barriers. The clarification on adjustable luff wires got rid of one nightmare, and the new co-skipper rule (only one helmsman per race) actually worked in our favor. In the past I would start and sail upwind, while Bob would take over at the weather mark and steer downwind. It was Bob's observation that our first races in regattas were not strong (12, 15, 20, DSQ) and that if he steered the opening races we might improve. After recovering from mediocre starts in Race 1 and 2 he sailed beautifully to get a big opening win and a close fourth. This put us in second behind Colie Smith (3-1) with no one really close astern. For the third race I was eager and quite relaxed to sail in the 15-18 knot breeze. We managed to get a good start and had a comfortable lead going down the first reach only to watch Randy do a number on us as we had all kinds of problems on the end of the leg while struggling to get up to the mark. We regained the lead on the second reach, added to it on the run and sailed home comfortably ahead to another first. By now the wind was near 20 knots and the seas were very confused and lumpy. After hearing reports that the winds were due to increase to 30 knots the Race Committee cancelled the afternoon race. Having lost the opportunity to sail a second race, we threw up the spinnaker and had an incredible ride in. Anyone who doubts a 3400 lb. keel boat can plane should have been there as we estimated our speed at 18 knots on several of the now 8-10' waves near the shore.

Saturday brought us yet another set of conditions to sail in as the wind came in Southwest 15-22 knots. Bob steered again in what was the closest race of the series. Unfortunately it was too close for us as we were involved in a protest at the second weather mark. With the top 10 boats changing position several times we managed to get from 9th at the 2nd weather mark to a close 3rd at the finish. Race 5 was Southwest 18-22 knots and it was my turn to helm again. This was by far our shortest race as on our first tack off the line, a port tacker, bearing off to go under our stern, was hit by a puff, rode up over our stern deck and caught the backstay. Needless to say the mast came down, but with a minimum of damage. Once ashore the offender immediately loaned us his mast for the last race but we still had to hear the 4th race protest and appeal for breakdown points. After losing the protest, we were concerned that the DSQ would be averaged into the breakdown points, giving us eight more points, plus what we got in the last race. The jury decided to give us breakdown points based on our best four races, a decision that did not sit well with many of the contestants. However, it all became academic as we saved the best for the last and sailed away to a huge victory in the finale.

For those who missed the series, Newport was the best run, most well organized series I have ever sailed. It was well worth the long tow or sail to the starting area, where the winds cooperated by showing us something different every day.

# INTERNATIONAL ETHELLES 22 1976 WORLD'S CHAMPIONSHIP

Ida Lewis Yacht Club, Newport, Rhode Island

1	62	Big Red	(4)	D. Curtis/R. Danforth	1	4	1	dsq	dsa*	1	10
2	152	Noni	(2)	J.R. Bartholomew	22	8	3	1	1	7	32.7
3	KA16	Manatee	(Aust)	Bruce J. Ritchie	8	6	2	4	2	6	37.4
4	133	Toad	(4)	Colin Smith	3	1	6	9	10	dns	48.4
5	161	Oz	(8)	Michael A. Cuddy	2	7	9	8	12	5	55
6	141	Rapsallion	(9)	Timothea S. Larr	wdr	16	8	6	4	4	63.7
7	45	Serafina	(1)	Robert F. Shattuck	6	10	10	5	5	dns	63.7
8	136	Meltemi	(4)	Richard A. Howard	20	3	5	2	wdr	dns	78.7
9	25	Shannon	(5)	Thomas Crotty	7	21	20	17	9	2	80
10	194	Doom	(11)	Knight Coolidge	12	17	22	18	6	3	82.4
11	176	White Cloud	(7)	Ralph M. Burton	4	9	18	11	19	dns	89
12	164	Cookie Monster	(1)	George Hinman, Jr.	13	5	12	7	wdr	dns	94
13	65	Lady Susan	(4)	Paul D. Guertin	14	12	13	16	11	dns	96
14	44	Heather	(1)	William Lynn	10	2	wdr	dsq	3	dns	98.7
15	134	Sidekick	(4)	Robert W. Sides	16	dsq	4	12	8	dns	100
16	160	Strega	(8)	Harry Carr	27	26	11	15	14	8	104
17	34	Teaser IX	(4)	Ben A. Smith	17	wdr	7	3	wdr	dns	113.7
18	78	Cannonball	(4)	B. O'Connor/E.Thober	dsq	11	19	10	17	dns	119
19	KA48	No name	(Aust)	Russell Slade	15	18	14	22	20	dns	119
20	132	Rhumb Runner	(1)	Kevin Keogh	11	20	dns	20	15	dns	128
21	169	Loulou	(1)	Louis D. Piana	19	dsq	16	13	18	dns	128
22	84	Persis III	(4)	Ted Driscoll	21	wdr	17	19	7	dns	131
23	KB1	Sundance	(Ber)	J.J. Outerbridge, Jr.	28	25	15	23	13	dns	134
24	92	Jaundice	(4)	Peter Godfrey	5	15	24	wdr	dns	dns	136
25	307	Takeoff	(10)	Denny Sanford	23	22	26	21	16	dns	138
26	3	Hustler	(2)	John M. Beeman	24	19	25	14	wdr	dns	140
27	32	Picnic	(1)	Dr. George Hogben	9	23	21	dns	dns	dns	147
28	140	Maia	(4)	Alan W. Bell	21	13	23	wdr	dns	dns	150
29	310	Picadilly	(7)	Don Landers	25	dsq	27	24	21	dns	159
30	193	Chuuka	(11)	Richard I. Stearns	wdr	14	wdr	wdr	wdr	dns	165
31	39	Live Yankee	(4)	Ralph F. DeLuca	18	27	28	wdr	dns	dns	166
32	11	Eagle	(7)	Maynard Rupp	29	24	dns	25	wdr	dns	168

\*Breakdown points awarded by International Jury

Fleet Numbers:	1	West. L.I. Sound	9	Mid-Sound
	2	Manhasset Bay	10	Minnesota
	4	Marblehead	11	Chicago
	5	Maine		Australia
	7	Detroit		Bermuda
	8	Narraganset Bay		