

1996 Etchells Worlds Final Results

Skipper/Crew	Sail #	R1	R2	R3	R4	R5	R6	Net Pts.
1 Adam Gosling, David Howlett, Mark Covell	GBR 117	(14)	10	3	3	3	3	22.00
2 Jud Smith, David Rose, Steve Bachouse	USA 63	(16)	0	0	10	13	0	23.00
3 Peter Conde, Brian Hillier, Miles Baron-Hay	AUS 384	8	5.7	(18)	18	10	10	51.70
4 Jamie McWilliam, Mark McGraw, Gray Gibson	HKG 37	22	(28)	17	8	5.7	8	60.70
5 Dave Gundy, Bill Barton, Tom Blackwell	USA 880	18	3	14	17	(32)	13	65.00
6 Noel Drennan, Nick Williams, W.Johnstone	AUS 379	51	(71)	8	0	0	11.7	70.70
7 Jamie McPhail, Terry Wetton, Geoff Gale	AUS 325	13	15	15	16	(25)	14	73.00
8 Eddie Warwick, Mike Spaeks, Ian Clayton	GBR 93	11.7	11.7	20	(24)	16	18	77.40
9 Nick Geaves, R. Martin, S. Young	GBR 95	10	18	5.7	(31)	31	15	79.70
10 Mark Heeley, Rod Bridge, Martin Borett	GBR 133	17	31	25	14	8	(71)	95.00
11 Tim Law, Mel Coleman, Steve Girling	GBR 127	0	(71)	13	46	21	16	96.00
12 Nils Razmilovic, David Bedford, Phil Lawrence	GBR 102	3	17	26	(51)	22	30	98.00
13 Mike Law, Ossie Stewart, Rob Cruickshank	GBR 123	(59)	25	10	19	26	20	100.00
14 Graham Bailey, Stephen Bailey, David Heritage	GBR 89	5.7	29	22	25	(42)	23	104.70
15 David Lowe, Bill Wamm, Peter McNeil	GBR 129	(61)	8	19	21	30	38	116.00
16 Bruce Anson, Brian Northcote, Ingo Niemeier	AUS 373	(64)	14	28	15	38	21	116.00
17 Ante Razmilovic, Julian Salter, Tim Powell	HKG 50	(34)	27	24	20	20	26	117.00
18 Ron Packer, Peter Mudford, Paul Miller	AUS 195	31	16	(50)	34	18	22	121.00
19 Wayne Keavey, Mark Harper, Chris Jones	AUS 334	24	22	29	30	(34)	17	122.00
20 Michael McCann, Tony O'Leary, Des Flood	USA 952	(40)	32	16	26	19	33	126.00
21 Roger Wickens, Mark Downer, Tim Martell	GBR 97	37	(44)	27	35	15	19	133.00
22 Philip Tolhurst, Jeremy Tolhurst, Peter Baines	GBR 105	38	(53)	30	28	11.7	28	135.70
23 Chris Jago, Roger Reynolds, Ewart Smith	GBR 116	19	33	41	29	14	(71)	136.00
24 Brad Palmer, Scott Backhouse, Peter Young	AUS 301	25	(50)	11.7	27	37	36	136.70
25 Andrew Roberts, Nick Kirkman, Mark Keeping	GBR 135	15	(41)	36	33	17	37	138.00
26 Steve Wright, John Lyon, Mike Dorgan	USA 984	50	(71)	31	11.7	41	5.7	139.40
27 Ian Johnston, Gary Smith, Tim Ede	AUS 336	44	13	23	(71)	29	34	143.00
28 Guiseppe Devoti, Vincenzo Comboni, Giorgi Gorla	ITA 9	(65)	26	59	13	28	25	151.00
29 Roger Yoeman, Mike Moss, Nick Burgin	GBR 114	63	(71)	21	5.7	23	54	166.70
30 Robert Bicket, Chris Mason, Hugh Dudley	GBR 90	21	40	43	22	44	(71)	170.00
31 Mike Martell, Fraser Graham, Tim Copsey	GBR 27	(55)	19	33	39	46	35	172.00
32 Howard Sellars, John Hansen, John Fisher	GBR 121	20	24	55	23	55	(71)	177.00
33 Richard Power, Nick Griffiths, Andy Cooper	GBR 122	43	23	(71)	43	33	41	183.00
34 Geoff Watchorn, Rich Clampett, Phil O'Neil	GBR 124	41	34	47	32	(56)	32	186.00
35 Julian Smith, Stuart Gurney, Tim Carpenter	GBR 44	27	21	(49)	49	47	44	188.00
36 Jonathon Clarke, Nick Daniels, Tom Yates	GBR 98	39	30	39	(61)	54	27	189.00
37 Tony Dixon, Mark Lacey, John McClean	GBR 96	28	37	(71)	36	52	45	198.00
38 Bill Steele, Chris Hardy, Peter Jolly	AUS 316	29	48	42	37	(59)	43	199.00
39 Tim Patton, Christine Patton, Boris Marlow	BER 4	33	20	40	53	(60)	55	201.00
40 Peter Ellis, Richard Ellis, Ken Ellis	GBR 71	35	(51)	38	48	50	42	213.00
41 Michael Till, Greg Wells, Miles Mitchell	GBR 82	(53)	43	34	40	53	50	220.00
42 Doug Peterson, Stuart Flynn, Cordelia Eglin	GBR 72	36	54	(58)	47	36	48	221.00
43 Kurt Winkleman, Richard Pearce, Tim Thubron	GBR 61	45	42	51	(56)	43	40	221.00
44 Stephen Lawrence, Rich Westover, Larry Lugg	GBR 128	(68)	49	44	54	24	52	223.00
45 Barry Topple, Johan Koppernaes, Howard Moscrop	AUS 374	30	55	54	(71)	61	24	224.00
46 Robert Shaw, Adrian Miles, Arthur Jurg	GBR 125	46	47	(71)	50	51	31	225.00
47 Ian Gibbs, Stewart Happ, Andy Ball	NZL 13	(57)	52	37	55	35	46	225.00
48 Ray Mitchell, Ray Mitchell, Peter Draycott	GBR 126	32	36	62	57	(64)	39	226.00
49 Nigel Musto, Tony Harris, Tim Taviner	GBR 118	42	71	35	42	40	(71)	230.00
50 Patrick Chisholm, Roger Eglin, J.B. Russell	GBR 68	49	57	52	52	27	(71)	237.00

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Results continued from page 6

Skipper/Crew	Sail #	R1	R2	R3	R4	R5	R6	Net Pts.
51 Nigel Harley, Rory MacDonald, Henry Bishop	GBR 130	48	(71)	57	41	62	29	237.00
52 Paul Smith, Geoff Boettcher, Barry Jarman	AUS 370	(56)	45	53	44	49	47	238.00
53 Tim Herbert-Smith, Hugh Evans, Charles Kimpton	GBR 79	23	60	(60)	58	45	57	243.00
54 Willie Sanderson, Paul Irons, Graham Sutherland	GBR 67	47	35	56	59	48	(59)	245.00
55 Ted Fort, Iain Morrison, Andy Clark	GBR 80	62	39	32	63	(66)	49	245.00
56 Paul Woodman, Chris Proudlove, Malcom Ford	GBR 104	(60)	46	48	45	58	51	248.00
57 Andrew Perkins, Brian Perkins, David McDonald	AUS 275	67	71	45	38	39	(71)	260.00
58 Colin Simmonds, Peter Kaye, Chris Latham	GBR 64	26	61	(66)	65	65	56	273.00
59 Marcus Pakenham, Mark Yeadon, Nigel Kavla	HKG 23	(70)	58	46	62	57	53	276.00
60 Lloyd Bankson, Paul Archer, Ed Reeves	USA 888	58	38	61	(71)	63	58	278.00
61 John McConnell, Wayne Plewniak, Ed Reilly	USA 6	52	56	63	64	(68)	61	296.00
62 Ron Collins, Joey Liao, Brian Bracken	HKG 18	54	62	65	68	(69)	60	309.00
63 Haim Amon, David Shulman, Jacob Fridner	ISR 2	66	59	64	60	71	(71)	320.00
64 Pino Ferlini, Matt Ferris, Rutger Jurg	ITA 10	(69)	63	67	66	67	62	325.00

1996 Int'l Etchells Class World Championship

Royal Yacht Squadron, Cowes, Isle of Wight, England (June 17-28, 1996)

British sailor, Adam Gosling, proving the power of consistency, captured the 1996 Hackett Etchells World Championship sailed in the Solent in June. Gosling, a Cowes fleet member, posted a record of (8)-5-2-2-2-2, to edge out Jud Smith of Marblehead, USA, by one point to win the series in a cliff-hanger final race six.

The Championship co-hosted by the Royal Yacht Squadron and Cowes Etchells Fleet brought together a 64 boat fleet with representatives from Australia, Bermuda, Hong Kong, Israel, Italy, New Zealand and the United States as well as 37 boats from Great Britain. The series was notable for its many "firsts": first British winner, first British Worlds, first Worlds in which races were won in loaner boat, first Worlds with fleets from Israel, Italy and New Zealand represented.

The championship fleet, challenged by the Solent current in all six races, was greeted by the sea breeze WSW every afternoon but one, just as forecast.

Race One, sailed in a cold NE 5 to 10 knot breeze, had two general recalls followed by a final start with Jud Smith, USA 63, and Ron Packer, AUS 195, port tacking the fleet. Smith, erroneously thinking he was early, came back to restart. The fleet favored the left side of the course with major gains made by playing shifts up the middle. Tim Law, GBR 127, led Eddie Warwick, GBR 93, and Nils Razmilovic, GBR 102, at the top mark in a softening breeze. By the bottom mark, Smith had moved up to 12th and Warwick slipped to 5th. Port layline didn't pay as well second time up in a dying, veering breeze. By the end of second run, the fierce, running current caused many boats to overstand the mark with a couple hitting it. No notable changes on the last beat; Tim Law crossed line with 1:50 minute lead.

Race Two, rescheduled from Friday to Sunday, got underway at 1530 after one postponement to allow the WSW sea breeze to build and two general recalls. Notable among the premature starters in the eventual start was Tim Law, Race One winner. The building ebb tide and slight left-hand shift enabled boats starting at the pin end to emerge first at the top mark. This pattern prevailed throughout the race, with

the left hand paying dividends. Jud Smith led at every mark followed by Warwick in GBR 93, Dave Gundy, USA 880, and Peter Conde, AUS 384, in hot pursuit. The 15-18 knot breeze held to the finish. Smith's lead was never challenged; however, Warwick dropped to 6th, allowing Gundy and Conde to finish 2nd and 3rd respectively.

Race Three started after a postponement to allow the sea-breeze to establish itself at 15 knots WSW and one general recall. In the flood tide the options were more varied than in Race Two; however, most boats tended to work the left side of the course, taking advantage of the regular port lifters. Once again, Jud Smith was first at the top mark, escaping down the run ahead of the heavy traffic at the mark rounding. Smith played the middle, while Adam Gosling, GBR 117, went to the right to use the last of the flood tide to his advantage. Nevertheless, Smith held his lead throughout the race. By the last beat, the left side was the only option; several boats overstood the finish on port layline. Major gains and position changes were made on the last beat by those who had not overstood the mark. Smith crossed the line first followed by Gosling second and Nick Geaves, GBR 95, third.

Two bullets in loaner boat

Race Four, after a short postponement to allow two dredges to pass over the race course, started cleanly with no recalls. The weak 8 knot WSW sea breeze built throughout the afternoon to 15 knots by the finish. The left side on the first beat generally paid dividends, though a few brave boats chose to deal with the stronger tide away from the shore. Noel Drennan, AUS 379, sailing China White a loaner boat from the Cowes fleet, led at the first mark followed by Roger Yeoman, GBR 114, and Adam Gosling with Howard Sellars, GBR 121, in hot pursuit. Numerous boats had problems



Jamie McWilliam, pin end starter in 64 boat fleet.

Hackett, British menswear company, sponsor of the '96 Worlds.



Light sailing clothing was popular at the weigh in.

1996 Worlds

Jud Smith, Peter Conde and Dave Gundy head for right-hand gate, Race 2.

rounding the first mark against a perilous .75 knot current. Drennan held his lead on the run, but allowed Yeoman and Gosling to pass him during the next two legs. Meanwhile, Jamie McWilliam, HKG 37, and Steve Wright, USA 984, were battling it out for 4th place. On the last beat, Drennan recovered his lead to cross the finish line four seconds ahead of Gosling with Yeoman just 30 seconds behind. Nearly all the fleet finished within the following 10 minutes! Vincent Comboni, ITA 9, Italy's first Worlds competitor, showed remarkable speed with a 7th place finish.

In Race Five, Noel Drennan, AUS 379, in his loaner boat from the pool, lead the entire race to win his second race of the series. Sailing in what had become routine conditions, WSW 12 knots and building, the fleet for the first time found the right side to pay off. The left side so favorable on previous days proved ruinous on the first beat. Drennan, going right, had a substantial lead by the first mark; he was followed by Roger Wickens, GBR 97, with Mark Heeley, GBR 133, and Adam Gosling in pursuit. While Drennan led the whole race, 2nd through 6th was a dogfight. At the finish, Adam Gosling's third successive 2nd put him in the lead for the series. Jud Smith, series leader after Race Four, struggled back to a 7th place finish after a disastrous first beat. The stage was set for a dramatic final race between Gosling and Smith who shared a healthy lead over Peter Conde in third.

Match race to finish

The gray, breathless dawn of June 27th turned into a brilliant, breezy WSW 12-15 knot sailing day by the start of Race Six. Gosling, GBR 117, and Smith, USA 63, matched raced right from their first encounter, but the first start ended in a general recall. The fleet got away on the second start to find once again the left side was favored. At the first mark Noel Drennan led over Mark Heeley, GBR 133, and Jamie McWilliam, HKG 37. Many position changes took place on the first run; notably Jud Smith and Adam Gosling charged through to reach the lead by the first leeward mark. Dave Gundy, Peter Conde and Steve Wright also turned on the superchargers. On the more stable second beat, Smith locked onto Gosling; this situation did not change for the entire race, despite some shifts and holes in the breeze. At the finish, Smith took Gosling far above the layline in an attempt to claim the overall title by placing one boat between them. The attempt was unsuccessful. Smith won the race, but lost the Championship by one point.



Adam Gosling won the first Etchells Worlds Championship ever sailed in Great Britain. The Cowes Fleet with its first class pool of loaner boats along with the Royal Yacht Squadron staged an outstanding event combining well run races with varied and fun social activities including cocktail reception, reggae night, beach barbeque with bonfire and concluding awards banquet.

This article is a compilation of outstanding reports submitted during the '96 Worlds by Richard Power, GBR 122, and Jamie McWilliam, HKG 37. Posted daily on the Etchells web page, these reports gave Etchells sailors worldwide an up to the minute account of the series. Great job, guys!

Cover photo: 1996 Etchells World Champions Adam Gosling, Mark Covell and Dave Howlett beating to weather mark, Race 1. This photo and collection of smaller Worlds shots are courtesy of Hamo Thornycroft, Marine Photographer, Cowes, I.O.W., UK. Ph: 1983-290220