



2017 ETHELLS WORLD CHAMPIONSHIP

THE SAN FRANCISCO YACHT CLUB
BELVEDERE, CALIFORNIA

SEPTEMBER 22-30



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Commodore's Welcome



Welcome to The San Francisco Yacht Club for the 2017 Etchells World Championship. On behalf of the Flag Officers, I'd like to say how delighted we are to have you here. The San Francisco Yacht Club hosted this event previously in 1991, and we are honored to have it return.

The San Francisco Yacht Club has been a long-time supporter of the Etchells Class. In years past we have hosted the Etchells World Championship, North American Championship, Pacific coast Championship, Easom Founders Regatta. Many of our members are dedicated Etchells racers.

The heart of the SFYC is our clubhouse deck. It's a warm, lively place to have a drink and rehash the day's racing. I look forward to seeing you there.

Lunch and dinner are served in the dining room and on the deck From Wednesday through Sunday. Please join us.

For those of you with spare time, we encourage you to visit some of the popular spots close by. Take a ferry from Tiburon to nearby Angel Island for hiking, history, and spectacular views. You can also explore the coastline by car from Pt. Bonita to Drake's Bay, trek through the majestic redwoods of Muir Woods or enjoy the unique experience of the wine country.

We hope that you consider The San Francisco Yacht Club your home during this regatta. You may make purchases from the bar, galley or burgee shop by presenting a credit card at the front desk.

We look forward to excellent sailing and keen competition on the water, and to fostering friendships ashore.

Enjoy the racing, Club and sail fast!

Welcome aboard,


Jerry Eaton
Commodore, The San Francisco Yacht Club.



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A Brief History of the Etchells Class

From 2005 International Etchells Class Yearbook

In 1965 Yachting Magazine sponsored a design competition based on the International Yacht Racing Union (IYRU- now ISAF) specifications for a new three-man Olympic keelboat. Skip Etchells, yacht designer and boat builder from Greenwich, Connecticut, USA, followed the results of this competition with interest, but not until trials were set for the fall of 1966 in Kiel, Germany, did he decide to design and build a contender. The result of Skip's effort was SHILLALAH, which was taken to Kiel and sailed by Skip. Entries in the competition, including SOLING, CONQUEROR, THRICE, ANDER and KOBOLD, sailed ten races, eight of which were won by SHILLALAH.

Because they could not agree, the judges decided to try again in 1967 at Travemunde, Germany, and invited the 5.5 Meter and DRAGON as well. Skip re-built his boat in fiberglass, using the wood SHILLALAH for the mould plug. The second selection regatta involved 13 races ten of which were won by Skip; an eleventh win was missed by only one second. Although the uncontested racing winner was SHILLALAH II, the SOLING was inexplicably picked as the Olympic boat. One of the most interesting facts that came out of this competition was the vastly superior sailing performance of most of the new creations over the old standby keelboat classes. The brand new 5.5 Meter was soundly beaten by Skip's design and the Dragon came in last to everyone in point scoring.

By the time SHILLALAH II came home to Connecticut in fall 1967, her performance had already attracted a following. George Cane, James Fulton and David Larr from the Long Island Sound area actively demonstrated the prototype to friends and sailors in the area. In a few weeks time, enough interest was generated to begin production. An initial order of 12 boats was placed with Skip's yard, Old Greenwich Boat Company, for 1968 delivery. A class organization formed immediately and the boat was named E 22 because the design is 22 feet on the waterline. Contrary to rumor, the name is not a sly dig at Skip's Star Class pals who frequently called his wonderfully built Stars "Etchells 22s." Strict One-Design measurement rules were firmed up and a racing schedule was set up for that year. Skip and the Old Greenwich Boat Company built the first 36 Etchells from 1967 to 1969, and continued to finish boats molded for him by Tillotson-Pearson through the early seventies.

In 1972, the IYRU formally recognized the E 22, as a first step towards granting International status. The Class Rules, Measurement Form and Rules Pertaining to One-Design Control were subsequently accepted by the IYRU and the Class was officially recognized as an International Class effective July 1, 1974. In 1990, the yacht and the Class officially revised their names, dropping the "22" to become "International Etchells" and "International Etchells Class Association," respectively. A new logo, eliminating the "22," was designed and accepted by the Class in 1996.

From the beginning the Class grew steadily in North America. Tillotson-Pearson took over the total production from Skip Etchells in 1971. Alan Teitge began building the boat in Tacoma, Washington and fleets began to appear from coast to coast. In 1975, Ontario Yachts started producing Etchells in Canada and by 1982 Ontario had supplied over 100 boats to fleets in Toronto and Halifax, as well as to US fleets in California, Washington, New York, and Massachusetts. In California, Driscoll Custom Boats became a licensed builder in 1976. Currently, the twenty-six active fleets in the United States are located in every section of the country with over 625 members.

Activity outside North America began with the establishment of the International E22 Class Association of Australia in 1973. Tooling was shipped to Tom Savage in Melbourne. Within a year he built 30 boats, and until he stopped building boats in 1980, Tom Savage would build 127 Etchells. In 1981, Pamcraft was granted the Etchells license in Australia and during the next 10 years built 200 Etchells. From the fall of 1991 to the spring of 1996, Bashford Boat Builders built 111 boats for the avid Australian Etchells market. Currently, Pacesetter Etchells P/L is the Australian builder. As of December 2004, there are thirteen very active fleets in Australia with over

600 members. The Australian National Association has contributed strong Class leadership and has been host to nine Etchells World Championships.

In Scotland in 1974, Robertsons of Sandbank began production. In 1995, Petticrows Ltd. in Burnham-on-Crouch, Essex, England, took over production for the United Kingdom. In 2004, David Heritage Racing Yachts bought Petticrows moulds and obtained a building licence from ISAF.

With the establishment of fleets in Israel, Italy in the mid-1990's, Denmark in 2001, France in 2003 and Ireland in 2004 growth in the European market continues. A fleet in the Netherlands is anticipated by late 2005.

The first Etchells World Championship in Europe was held at Cowes on the Isle of Wight in 1996. The 2001 World Championship was hosted by the Lymington Fleet on Christchurch Bay near the Solent and the Worlds will return to Cowes in 2007. The newer fleets have been keen participants in major events. The first French fleet, located in Antibes hosted the 2003 European Championship, sponsored by Bugatti. The Irish fleet held its first Irish National Open late August 2004 and drew Russell Coutts as well as several top British teams. The Fleet based at the Howth Yacht Club, near Dublin will host the 2005 Irish National Open and 2005 European Championship on back to back weekends in late August.

The Hong Kong fleet established in the early seventies continues to flourish with boats imported from Australia and the United States. Their successful Asian Pacific Championship series sponsored by OOCL shipping agents attracted worldwide participation. The 1997 Etchells World Championship was held in Hong Kong; it was the first international regatta held in the Peoples Republic of China.

A strong active fleet has grown in Bermuda where each spring the Bermuda International Race Week attracts Etchells skippers invited from fleets all over the world. New Zealand, one of the newest National Associations, has embraced the Etchells with tremendous fervor and enthusiasm. From 1995 to 2000 the number of Etchells grew from three boats to 60 and from zero to three fleets. New Zealand Class leaders, mainly Doug Reid, organized the 1996 Qantas Etchells Regatta to attract interest in the Etchells Class. This very successful regatta brought six legends of sailing Buddy Melges, Bruce Nelson, Rod Davis, Russell Coutts and former Etchells World Champions Colin Beashel and Dennis Conner to Pine Harbour Yacht Club to compete in the evenly matched Etchells. The regatta sponsored by Qantas, Sheraton Hotels, Mobil Oil and Steinlager enjoyed national television coverage and was an outstanding event watched by thousands of spectators on shore and hundreds of spectator boats on the race course.

The New Zealand Etchells Class Association's strong growth is a direct result of the boat's performance and the strict One-Design Class Rules which govern the Class, as well as New Zealand's legendary love affair with sailing a sweet boat.

The One-Design Technical Committee and the board of Governors have worked very diligently over the years to maintain the integrity of the boat and strict adherence to the One Design rules. A major result of this effort is that older boats remain competitive, allowing newcomers to join the Class with a modest investment. Currently 1310 boats have been built, with more than eight hundred racing competitively worldwide. In the past few years a trend is emerging for some older Etchells to be converted to very attractive, high performance daysailers.

A U.S. National Championship was first held in 1968. By 1975, the competition for the Founder's Trophy, donated by Mary and Skip Etchells, included representatives from North America, Europe and Australia and became the World's Championship. Current Class membership is over 1600 sailors from thirteen countries. Class members include sailing greats such as Dennis Conner, Dave Curtis, Russell Coutts and Gary Jobson. Families, young talent and impressive Masters and Seniors divisions bring a great diversity to the Class. The annual World Championship is now a showcase for international talent from fifty fleets worldwide. The strength of the Class is the enthusiasm and talent of all its membership paired with a well designed boat and the strict adherence to the One-Design rules.

Regatta Contact Information

Class Administration

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The San Francisco Yacht Club

415-435-9133 (Main)
415-789-5647 (Race Office)

International Jury

Luca Bambini – International Jury Chair
Ron Barak
Rob Overton – Jury Secretary
Doug Sloan
Dick Watts
Paul Zuppan

Class Measurers

Bill Abbott – Chief Measurer
Scott Bamford
Scott Munro

Race Committee

Jeff Zarwell, Ron Rostdorfer, Dottie Rostdorfer, Sharon Bernd, Blake Middleton, Anne Scully, Bob McDermot, Lynn Spiller, Andi Overton, Vicki Sodaro, Katie Maxim, Stephanie Wondelleck, Madeline Morey, Karen Kleckner, Forrest Gay, EJ Rowland, Doug Ford, Carl Schellbach, Larry Stoeher, Stan Hales, Lance Berc

Special Thanks

Forrest Gay — SFYC Director of Sailing
Tom Kassberg and Tristan Ruhland — Measurement
Madeline Morey & Lynn Spiller — Entertainment & Hospitality
Julie Wiard — Housing Chair
Ethan Doyle – Fleet
Angie Lackey & Mark Dowdy – Race Development Co-Chairs
Suzie Moore — Check-in and Volunteer Chair
Ross Tibbits — Program Production, AllardCommunications.com
Roxanne Fairbairn — Program Photography
Leslie Richter — Event Photographer
Roxanne Fairbairn — SFYC Race Office Coordinator
The Corinthian Yacht Club — Awards Dinner Host
Housing Hosts — Bob & Torill McDermott, Ed & Shana Lynch, Anne Kasanin, Glenn & Gabby Isaacson, Mark & Lynne Dowdy, Eric Schou, David & Julie Wiard

Local Services

Medical Care

Marin General Hospital
250 Bon Air Road Greenbrae, CA 94904 (415) 925-7207

Pharmacies

CVS
1599 Tiburon Blvd Tiburon, CA 94920 (415) 435-3843
150 Donahue Street Sausalito, CA 94965 (415) 339-0165
759 East Blithedale Avenue Mill Valley, CA 94941 (415) 389-8891

Hardware Supplies

West Marine
192 Donahue St, Marin City, CA 94965 (415) 289-0835

Sail Lofts

North Sails
440 Coloma Street, Sausalito, California 94965 (415) 339-3000

Doyle Sails
2035 Clement Avenue, Alameda, CA 94501 (510) 523-9411

Goodmans Hardware
775 Redwood Highway Mill Valley, CA 94941 (415) 388-6233

Food & Beverage

Woodlands Market
550 Tiburon Blvd Tiburon/Belvedere, CA 94920 (415) 435-2822

Nugget Market
1 Blackfield Tiburon/Belvedere, CA 94920 (415) 388-2770

Safeway
110 Strawberry Village Mill Valley CA 94941 (415) 360-9016

BevMo!
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Banks/ATMs

Bank of America
1601 Tiburon Boulevard Tiburon, CA 94920 (415) 336-5137

Wells Fargo
1550 Tiburon Blvd, Belvedere, CA 94920 (415) 435-5275
800 Redwood Hwy, Suite 209 Mill Valley, CA 94941 (415) 380-5500

Schedule of Events

Friday, September 22

0900-1600 Measurement/Check-in/Launch

Saturday, September 23

0900-1600 Measurement/Check-in/Launch

0900 IGC Meeting

Sunday, September 24

0900-1600 Measurement/Check-in/Launch

Monday, September 25

0800-1000 Crew Weigh-in

0900-1200 Check-in/Launch

1200 All boats afloat

1400 Practice Race - First Warning

1730 Annual Meeting

1800 Competitors' Meeting

18:30 Opening Ceremony with light dinner and beer sponsored by Headlands Brewery

Tuesday, September 26

1200 First Warning - 2 races scheduled

16:30 Aussie Night with appetizers and beer sponsored by Fort Point

Wednesday, September 27

1200 First Warning - 2 races scheduled

After Racing Crew Re-weigh

16:30 Light snack with specialty London Dry Gin cocktails and beer sponsored by Anchor Brewing Company

Thursday, September 28

0800-1000 Crew Re-weigh (those not done September 27)

1200 First Warning - 2 races scheduled

16:30 Draft and Dram night sponsored by Glenmorangie Scotch and Fort Point Beer with light snacks

Friday, September 29

1200 First Warning - 2 races scheduled

18:00 Banquet at the Corinthian Yacht Club. Cocktail Hour from 6-7:30 with live music and no-host bar; seated dinner at 7:30 with wine sponsored by Seghesio Winery

Saturday, September 30

1200 First Warning - 1 race scheduled

Post racing to 1730 Boat haulout/recovery. Fifteen minutes after the protest time limit:
Awards Ceremony with hors d'oeuvres and beer sponsored by Fort Point

Sunday, October 1

0800-1800 Boat haulout/recovery

Entry List

Sail #	Skipper	Crew	Boat Name
HKG 1285	James Badenach	Christian Thompson, Elliot Hansen, Martin Wrigley	The General
USA 1232	Marvin Beckmann	Jeff Eiber, Matthew Stevens	USA 1232
USA 1427	Steve Benjamin	Michael Menninger, Dave Hughes, Ian Liberty	Stella Blue
AUS 1318	Steve Billingham	Doug McGain, Will Lewis	Adolescence
USA 1349	Senet Bischoff	Ben Kinney, Clay Bischoff	KGB
HKG 1243	Nick Burns	Peter Fletcher, Sam Sakai, Elise Kelly	Gunga Din
USA 1137	Shannon W. Bush	Brad Boston, Phil Trinter	La Tormenta
USA 1433	Argyle Campbell	Jeremy Wilmot, Victor Diaz de Leon, Alec Anderson	Rock N' Roll
USA 1411	Tom Carruthers	Chris Busch, Willem Van Waay	Elizabeth
USA 1404	Jim Cunningham	Jeff Madrigali, Mark Ivey, Bryn Bachman	Lifted
USA 1229	Ethan Doyle	Jack Hunger, Phil Barow, Christine Pai	Capricorn
USA 1177	Eric Doyle	Ezra Culver, Payson infelise	Happy Dance
USA 926	Peter Duncan	Jud Smith, Thomas Blackwell	Oatmeal
GBR 1439	Robert Elliott	Stuart Childerley, Tom Forrester-Coles	Bon Vivant
AUS 875	Bruce Ferguson	Cameron Miles, David Sampson	Whisper
AUS 1436	Doug Flynn	Henry Kernot, Steve McConaghy	Wobbegong2
GBR 1431	David Franks	Mark Lees, Graham Sunderland, Kate Devereux	Strait Dealer
GBR 1437	Shaun Frohlich	David Bedford, Duncan Truswell	Exabyte 7
USA 1412	Steve Girling	Adrian Owles, Taylor Walker	Lion Heart
GBR 1329	Rob Goddard	Kjeld Hestehave, Chuck Hope	Stampede
USA 1372	Michael Goldfarb	Morten Hendriksen, Skip Dieball	Warcane
USA 1208	Kevin Grainger	Max Skelly, Scott Norris	Gumption3
USA 909	Summer Greene	Marnie Buddo, Ian Trotter	Mostly Harmless
AUS 874	Chris Hampton	Sam Haines, Mark Andrews	Tango
USA 1012	Ted Hardenbergh	Jamie Hardenbergh, Mark Hardenbergh	Natasha
USA 946	Craig Healy	Tom Ducharme, Hartwell Jordan	I Love My Wife
AUS 925	Martin Hill	David Chapman, Andrew Palfrey	Lisa
USA 922	Dale Hoffman	William Masterangelio, Jeff Holder	Imp
HKG 1339	Maarten Jamin	Charlie Manzoni, Willem Walt Meijer, Scarlett Manzoni	Freelance
USA 1429	Don Jesberg	Bill Hardesty, Andrea Cabito, Robert Dean	Viva
USA 1198	Scott Kaufman	Jesse Kirkland, Lucas Calabrese, Austen Anderson	America Jane 11
HKG 1428	Marty Kaye	Marco Pocci, Charlie Cumberley	Les Freak Sont Chic
CAN 1454	Dirk Kneulman	Grant Simmer, Mark Strube	Tiburon
USA 666	Chris Kostanecki	William Barton, Kevin Burell	Natural Revival
FRA 1281	Frederic Laffitte	Janet Laffitte, Mathieu Laffitte, Bruce O'Donnell	Hustle and Flow
USA 977	Travis Lund	Lester Igo, Darren Cummings	Foxy Lady
SUI 1425	Seamus McHugh	Luis Blanco, David Vera San Luis, Leonor Cabellero	Tquila
AUS 1119	Iain Murray	Richard Allanson, Euan McNicol	Northern Havoc
NGR 1450	Jan Muysken	Laurence Mead, Jonas Pedersen	African Queen
USA 1307	Jeff Nehms	Tim Banks, Eamonn deLisser	Nemesis
AUS 921	Noel Paterson	David Healey, Andrew Wiklund	Waterloo Too
BER 1249	Tim Patton	Campbell Patton, Shaun Priestly	Thrash
HKG 1345	James Polson	Akira Sakai, Rory Godman	Conspiracy
AUS 1292	Matthew Ramaley	Adam Turks, Will Thomson,	AUS 1292
GBR 1438	Ante Razmilovic	Andrew Mills, Brian Hammersley	Swedish Blue
GBR 1441	Peter Rogers	Ben Cooper, Neil Harrison	Highlife
GBR 1434	Lawrie Smith	Vitor Hugo Rocha, Goncalo Ribiero, Ruben Sole	Alfie
AUS 1435	Jeanne-Claud Strong	Seve Jarvin, Marcus Burke, Tiana Wittey	AUS 1435
AUS 947	Graeme Taylor	James Mayo, Steve Jarvin	Magpie
HKG 1406	Mark Thornburrow	Malcolm Page, Mike Huang	Racer C
NZL 1348	Andrew Wills	Anatole Masfen, Matthew Kelway	The Horn

Bill Barton's Fleet 12 History

Ellwood Widmer "Skip" Etchells designed the boat in 1966 in response to an IYRU contest to design a 3-person Olympic keel boat. The selection was rigged despite the Etchells dominating and winning by a huge margin in the two European trials, with the Soling selected. The first fleet however came to be in 1968 just after the shocking rejection, with an order of 12 boats by enthusiasts from the American Yacht Club, Rye, NY. The class is now one of the greatest in the world, with some 50 fleets in nine countries.

Hank Easom, the Godfather of SF Bay racing, is the father of the great International Etchells Class here. In 1975 he bought Etchells #275 from Corte Madera boat builder, Carl Peterson. Hank's bright red boat was called Wildfire, and his purchase was quickly followed by John Ravizza # 277 also red and called Panama, Buzz Cox with # 366, and Bert Cluasen with # 369 Calypie jumped in and Fleet 12 was launched. Tripp Mosbacher, Milt Morrison and John Dreyfous soon bought in. Bert would become the Ontario Boats rep in the 1980s.

San Francisco Bay Fleet #12 is particularly proud of its legacy in international and national competition. Keen fleet championship racing in the Bay has helped to hone fine efforts from many of the local members. The hay days when the fleet was most robust were the '80s and '90s with often 20 to 25 boats duking it out over a 50-race season series. In the last decade the numbers participating have dropped to often less than 10 on the line.

Drawing first blood from our fleet was Rich Hackett sailing U.S. 432, Layline at the 1978 Worlds at Newport Harbor Y.C. There were 39 competitors and Rich finished 9th overall. Sailing with him were Jim Caldwell and Dave Vickland. Rich won race two by starting at the committee boat and protecting the right side of the beat.

Vito Bialla, in 1980, with the legendary Commodore Tompkins aboard earned a fifth place at the Worlds sailed at the Royal Prince Alfred Y.C. in Brighton. Vito's finishes were 3, 14, 12, 17, 10 and 5 in a 39 boat fleet. In 1981, Don Jesberg won race six and finished 9th overall in a 25-boat fleet at the North American Championship sailed out of Newport Harbor Yacht Club.

At the 1982 Worlds in San Francisco, Russ Silvestri served as middle-man for second place finisher Ben Altman, despite recording a DSQ in race #3. John Bertrand with Bill Barton and Kent Massey won race #1 going away. Tim Parsons (sailing for Hong Kong at the time) placed fourth overall; Randy Hecht with Ed Bennett and Ken Keefe were sixth, and John Ravizza with George McMeans and Russ Williams took eighth. 1982 was also the time that the first "Hall of Fame Regatta" was held and newly elected John Bertrand competed in Newport, Rhode Island, with Bill Barton and Kent Massey as crew. The regatta was held in drifting conditions and was won by Gary Jobson.

Bill Barton and Don Jesberg finished well at the 1983 NAs sailed at the San Diego Y.C. Barton with Kent Massey and Leon Daniel as crew ended up 4th for the series, and Don with father, Dave and brother Steve took 5th. Both Barton and Jesberg went to Rye, N.Y. for the 1983 Worlds. Don took 5th overall with his father and brother as crew. In the 60-boat fleet, Don's finishes were 6, 7, 1, 10, 14. Most memorable was winning race #4.

In 1984, John Ravizza and Bill Barton took their campaigns to the Worlds in Sydney. In the 63-boat fleet, Barton's finishes were 10, 5, 4, 3, 2, PMS for 4th overall. Kent Massey put the project together and worked the bow, while Russ Silvestri did a standout job working the middle. Going in to the last race of the series, they had a shot to win it all particularly if Ian Murray and Dave Curtis had bad races. At mark 3, the fleet #12 boys had the lead with Curtis and Murray deep, but a southerly storm came through the fleet to help Murray to the title. Some of the sting was taken out when our boys learned that they were PMS.

At the 1985 Worlds sailed at the Newport Harbor YC the point spread in the top ten was very tight. John Kostecki with John Bruns and Bob Billingham finished 5th with 70.7 points and Bill Barton with Russ Silvestri and Kent Massey finished 10th with 82 points. Barton won race #3 in very light conditions.

In 1986, the Etchells' NAs were sailed out of SFYC. John Kostecki was second with Kent Massey and Bob Billingham aboard and Jeff Madrigali finished 3rd with a mixed crew of Bill Barton, Jeff Wayne and John Andrews.

In 1989 the Worlds were sailed at the San Diego YC and several fleet #12 members made the trip including Don Jesberg, Vito Bialla, John Ravizza, John Sutak, and John Dreyfous. The top local finisher in the 56-boat fleet was Don Jesberg with scores of 5, 10, 1, 3, 30, 9 for a 4th place overall. Ken Keefe and Jack Halterman made a standout crew for Don.

In 1990, Bob Billingham helped put together a last minute effort for the Worlds in Perth, and emerged as World Champion with skipper Chris Law of England. The series was sailed by 55 competitors and in a lot of breeze.

The 1991 Worlds were held at the San Francisco Yacht Club, and Fleet #12 scored very well in a spectacular series (albeit small, with 38 entries). Jeff Madrigali with Jorge Lee and Jeff Wayne finished 3rd despite a DNF in race #3 (broken tiller while leading!). Jeff won race six to finish in grand style. Craig Healy with Jim Coggan and Nick Gibbens aboard finished 5th with 42 points. Silvestri and Barton took 6th with big Mike Erlin up front in Mr. Natural, Hank Easom and Charlie Mohn were 8th and Don Jesberg finished 9th. This was the last Worlds without a weight limit and can be remembered by winner, Dennis Conner, with a combined crew weight of 818 lbs. with Bill Munster and Norm "Froggy" Reynolds. Second was Peter Isler with 750 lbs. with "Buddha" Bob Billingham aboard with another monster, former Cal football center, Bobby Fodor. Dennis did win the light air race as well!

Russ Silvestri, Bill Barton and Kent Massey traveled to Marblehead for the 1991 NAs and took 8th in the 43-boat fleet. They won the final race in very light un-San Francisco conditions.

In 1992 fleet #12 won two major titles. Russ Silvestri, Bill Barton, and Scott Inveen sailed Mr. Natural to the North American title at the Alamitos Bay Yacht Club in Long Beach. Their finishes were 2, 2, 23, 2, PMS, 5 in a 30-boat fleet.

John Ravizza put in a good performance with Stu Huntington and Randy Smith, finishing 5th. Mike LaHorgue with Marc Hinshaw and Bill Keller sailed well and finished 8th, which would have been much better if not for a PMS.

The Madrigali team totally dominated the '92 event sailed in Etchells at the San Francisco Yacht Club. They won seven of the first eight races and thus were able to skip race nine.

The 1994 Worlds were held in lovely Newport Beach and a number of Fleet 12 members attended. An outstanding performance was turned in by Craig Healy with Dave Gruver in the middle and Keith Stankhe up front. Winning the last race of the Worlds in Healy's new Bashford boat (#946) secured a strong fourth place finish. The 1996 Worlds in Cowes, Isle of Wight, England, saw Bill Barton join forces with his long time friend, Dave Gundy, of Marblehead and Tom Blackwell of Fairfield, CT. They chartered a Bashford finished a very competitive fifth place. Their finishes were 12, 2, 9, 11, 7 out of 65. First was Adam Gosling of England, narrowly beating Jud Smith. Third was Peter Conde of Australia and fourth was Jamie McWilliam of Hong Kong.

Fleet #12 was represented by Kers Clausen and Spensor Fulweiler at the 1996 NA's sailed in Rye, New York at the American Yacht Club.

Attending the 1997 Worlds in Hong Kong were John Jansheski with brand new Ice Cubed with helmsman Jeff Madrigali and Michael Condon. The bay crew won the first ever China Nationals in a fleet of 15 with finishes of 1, 1, 2, 2, 3 DNS. Bill Barton jumped in the middle for San Diegan Steve Wright on Tequila and scored 8th in the Nationals and then 8th in the Worlds won by European builder Poul-Richard Hoj-Jensen, edging out Colin Beashel. Madro finished strong and was 5th.

The 1998 Worlds was dubbed the "Mother of all Worlds" as 102 entries were received and 100 competed. Bill Barton did the middle for Peter Duncan with Tom Blackwell up front and that team would continue for twelve years of non-stop fun. Ontario Yachts owner and builder Dirk Kneulman won in a close battle with Peter Duncan and Russell Coutts. A book could be written about the event.

The 1998 NA's were hosted by SFYC and Bill Barton and Tim Parsons sharing driving with Steve Fentress upfront brought Mr. Natural to the winner's podium with Craig Healy in second and Jud Smith 3rd.

The 1999 Worlds in Perth were won by Cameron Miles and competing from Fleet 12 were Kers Clausen, Jeff Nehms with Jim Kasper and Phil Macafee, and Andrew Whittome jumped in to crew for Gary Weisman of San Diego and snagged 5th overall.

At the 1999 NA's in Houston, our fleet had John Jansheski, Kers Clausen with Myron Erickson and Jeff Holder in a very light air regatta.

The 2000 Worlds was won by local San Diego star, Vince Brun. Fleet 12 attendees included Peter Vessella with Scott Gordo and Tracy Usher finishing 10th, Brian Berger taking 17th, Kers Clausen 18th, and Barton and Parsons 20th in the 74 boat fleet. Also there were Doug Morris 27th, Jim Gregory 45th, Bill Dana 56th, Jeff Hager, John Sutak, Vern Neff, Jeff Nehms, and Henry Winkelman all competed. Andrew Whittome again jumped in with Gary Weisman of San Diego and finished 7th.

The 2000 NA's were held in Halifax, Nova Scotia. Bill Barton and his now usual Duncan/Blackwell team finished 6th with Russell Coutts taking the title. Thick fog caused a cancellation of one day and forced the racers into an inside course on another.

The 2001 Worlds were held in Lymington, England and came just a week after the America's Cup Jubilee out of Cowes. Stuart Childerley dominated with Cameron Miles second and Poul Richard Hoj-Jensen 3rd. Kers Clausen with Bob Branstad and Becky Thompson finished 47th in the 61-boat fleet.

The 2001 NA's were held at Macatawa YC near Holland, Michigan — just as news of the 9/11 disaster unfolded. Dennis won and Duncan/Barton/Blackwell took 9th winning race # 4.

The 2002 NA's were sailed quite early in the year in Long Beach with the plan of shipping boats to Auckland. Dennis Connor won and Duncan/Barton/Blackwell were 10th. Attending the Worlds in November in Whangaparaoa which was won again by Stuart Childerley in a 98-boat fleet were Jeff Moseley with Mike Vare and John Perkins in 24th, Duncan/Barton/Blackwell 33rd, Kers Clausen with Eric Arens, Susannah Pyatt and Bunny Wayt in 87th, and Jeff Nehms with Jim Kasper and Malcom Fife 91st.

The 2003 Worlds was one of the class's finest and was split between Riverside YC in Greenwich and the Indian Harbor YC. Ken read dominated with six bullets in eight races, leaving many scratching their heads to his boat speed.

In 2002 many fleet members began attending the Miami Midwinters and the great racing on Biscayne Bay: Jeff Nehms, Kers Clausen, John Jansheski, Kurt Winkelman, Bill Barton, Jeff Madrigali, Russ Silvestri, and more recently by Peter Vesella, Jim Cunningham, and Ethan Doyle.

Jumping ahead Don Jesberg with # 1229 and was 4th in 2011 Worlds in San Diego with Zarko Draganic and Scott Mason for crew, and 20th in the 2014 Worlds in Newport R.I. and 3rd US Nationals 2014. Don now has his 7th Etchells with #1429 Viva. Jim Cunningham in # 1404 Lifted with Jeff Madrigali and Mark Ivey finished 10th at the 2014 Worlds with Ethan Doyle in #1085 Cougar 63rd in the 95-boat fleet. Cunningham won the 2014 US Nationals in Florida, was 1st in the 2015 Florida State Champs, 1st in the 2015 PCC's, 2nd 2015 Long Island Sound Champs, 4th in the 2016 Europeans, and has finished in the top 5 in the last four NA's.

Local fleet racing has dwindled considerably from the hay days but the class remains very strong nationally and internationally.

