

AUGIE DIAZ NEW WESTERN HEMISPHERE CHAMP

Brilliant Brazilians Take Second and Third

Agustin Diaz has once again shown that he is a threat to the top sailors in the Snipe Class. Augie won the twelfth Western Hemisphere Championship held at Cartagena, Colombia on December 2nd through 9th. It was such a close battle with the two entries from Brazil, Marco Paradedda and Waldemar Bier, that the outcome was not established until the final race. Augie, racing with his father, Gonzalo as crew, was in third place after the sixth race but only 5.4 points behind Paradedda, and 1.4 points behind Bier. Augie held the Brazilians off, finishing second in the final race. Paradedda took an eighth (his drop race) and Bier finished sixth. Diaz turned the 5.4 points deficit into a 4.6 lead.

U.S. Snipe sailors have been seeing and hearing about this fine young man for some years. His first big win was the Mid-winters in Clearwater in 1969. He beat some of the big guns like Earl Elms and Francis Seavy. This is a feat in itself but it is remarkable when you consider that Augie was only 14 at the time. He followed that up with the over-all win of the Winter Circuit in 1970, two U.S. Junior National Championships, and finishes of 3-3-5-2 in the past four U.S. Nationals. He was Silver Medalist in the Pan Am Games in 1971 and 2nd at the South Atlantic Championship in 1972. There is no doubt that we have not heard the last. As one sage stated, "When you are only 18 years old and have made all the mistakes already, you have to be good."

Cartagena is an ideal place to sail, with its large bay where courses can be set in any direction. The trade winds blow stronger during the months of December and January, with lighter winds during the rest of the year. The facilities are excellent and the hospitality superb.

The skippers meeting was held on Sunday morning followed by the drawing of boats. Each team sailed their first boat for two practice races and the first race. Sunday and Monday afternoons were given over to practice races and demonstrated that it was almost essential to hold to the starboard side of the course. Throughout the week the winds would increase and veer to the north. This was a strategic



Augie and Gonzalo Diaz, foreground, receive their trophy from Gary Boswell, 1970 winner (far left) and Ralph Swanson, center.

challenge to the competitors and made boat speed more important than tactics.

Augie Diaz got off to a good start by leading both of the practice races. He did not cross the finish line in either race, taking DNFs instead of firsts. Many had not heard of the old saw that it is bad

luck to win the practice race. When questioned, Augie stated that it is not a superstition, it is a fact. It was supported by this regatta.

The first race was started on time with winds of 12 knots. Paradedda was first at the windward mark followed by Diaz,

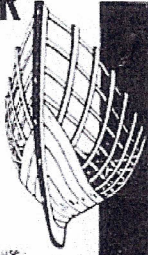


Daniel Moreno is shown receiving a memento on behalf of the Western Hemisphere nations. The excellent presentation by Berta Swanson was made in Spanish!

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Dates, Horiuchi and DeCosta. Interestingly, this is also the order of finishes although there were position changes in the interim. Diaz went into the lead on the second beat. Paradedada followed closely around the downwind mark and took a short starboard hitch to clear his air. Unfortunately for Diaz, a lift arrived at about the same time as a large gasoline barge. He had to tack to avoid being blanketed, and dropped the lead. He also found his toughest competition.

The following morning, the second race was held in the lightest wind of the regatta. A delay helped, since the wind increased. Winds were 6 to 8 and again Paradedada was first at the windward mark, followed by Bier and Dates. Diaz was sixth and gradually worked up to second place by the next windward mark, followed by Dates, Paradedada, and Lisochi. On the final windward leg Paradedada went up the middle and Diaz put a tight cover on him. This turned out to be an error since Diaz and Paradedada finished sixth and seventh instead of 2nd and 3rd. Most of the fleet held to the starboard side of the course, to their advantage. Bier kept his lead, with Dates second, Sanjurjo third, and Lisochi fourth.

The third race was the same afternoon, in winds only slightly heavier. Paradedada continued to be the first at the windward mark with Bier, DeCosta, Sanjurjo and Brown close behind. The first three positions did not change during the rest of the race. Sanjurjo dropped behind Horiuchi, but picked him up again to finish fourth with Horiuchi fifth. Diaz had drawn one of the slower wooden boats and was next to last at the first mark but managed to finish ninth. At the end of the day Paradedada had a firm grip on first, leading the second place boat by 10

points. Only 8 points separated the next five boats.

An 18-20 knot wind greeted the contestants for the fourth race. This was to the liking of Diaz and Bier who did battle for the whole race, with Diaz taking his only first place of the regatta. Lenhart worked his way up to finish third followed by Paradedada and Dates. Bier was now in the lead, Paradedada right with him and then Diaz 3rd and Dates 4th but close to each other. There was a widening gap between these leaders and the rest of the fleet.

The fifth race started in 8 knot winds which freshened to 15 at the finish. Paradedada was back to his first at the windward mark trick and held his lead to the finish. Tsuda and Bier were close behind followed by Dates, Lisochi and Diaz. Bier was in second place by the reaching mark and managed to stave off a strong attack by Diaz. Tsuda finished fourth followed by Dates.

The afternoon race, the sixth, was held in 15-18 knots. Andres Lisochi, Colombian national champion, took an early lead and held on to a decisive win. He was greeted by a tremendous ovation from all hands at the finish. Richard Todd was second at the first mark with the thundering herd of Paradedada, Diaz and Bier right behind. Diaz worked his way up to finish second followed by Todd, Lenhart, Tsuda and then Bier.

The leaders going into the final race, were Paradedada, Bier and Diaz. One of them was sure to be the winner and it would probably be determined by the "luck of the draw". In the second draw on Saturday morning, the only restriction was that no one could sail a boat he had already sailed. Since Diaz had refused to win the practice race he was bound to

Boat launching area at the Western Hemisphere Championship.



have good luck — and he did. He drew his old boat — the one he had sold in Cartagena the previous year. When he drew #20 from the hat he let out a whoop, swung his crew around a couple of times and ran to “his” boat. Psychologically he had won already. Bier drew one of the better Skipper boats (see article on how the boats fared). Paradedra drew a wooden boat that had one of the poorest track records, although Diaz had a second with the same boat the previous day.

Counting throwouts, Paradedra was leading with 18 points, Bier in second with 22 points and Diaz in third with 23.4 points. Diaz had only to be in the top five and ahead of Bier to take second place. However, he had to have a couple of boats between Paradedra and himself to take the top place. Bier could have won with the same strategy. All Paradedra had to do was beat the other two.

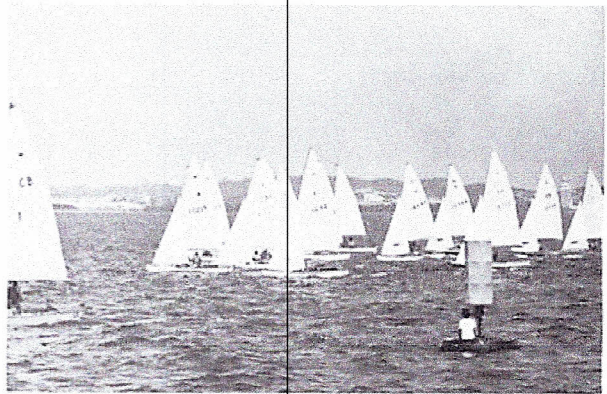
The winds were more westerly for the final race and started in about 8 knots. Again they built up to about 12 at the finish. The course was shifted slightly to adjust for the change in wind direction as well as to provide a bit more challenge for the contestants. As could be expected, the two Brazilians and Diaz started right together, closely covering each other.

Diaz finally broke away as did Bier. Horiuchi was first at the windward mark with Diaz right behind. Lenhart, still fighting, was in third place followed by Bill Evans and Dates. Bier was in seventh place. Paradedra, evidently psyched out, hit the mark and had to re-round. Diaz passed Horiuchi on the first reach and Bier pulled up to sixth. Paradedra, still having trouble, got the jib sheets under the bow. This put him in last place. Lenhart, not to be denied, passed Diaz on the run and won the race. Diaz was second, Horiuchi third, Dates fourth and Tsuda fifth. Bier

finished sixth and Paradedra sailed a very hard windward leg finishing eighth.

In this championship regatta one could not make a major mistake and expect to recover. Augie and Gonzalo sailed a hard series and deserved their win. Thus the Hayward Western Hemisphere trophy returns to the U.S., but only for the fourth time in its history. The first winner of this trophy was Dr. Clemente Inclan from Havana, Cuba. Dr. Inclan is now living in Miami and a member of Miami Snipe Fleet #7 as are Augie and Gonzalo.

(Continued on Page 10)



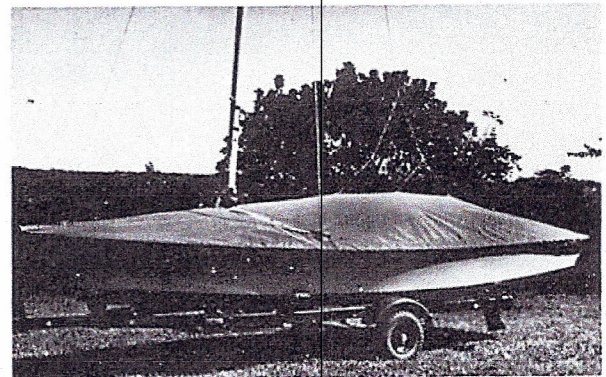
The start of the fourth race at the Western Hemisphere Championship.



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WESTERN HEMISPHERE CHAMPIONSHIP

BOAT NO.	SKIPPER/CREW	COUNTRY	1st	2nd	3rd	4th	5th	6th	7th	Total Points	Finish Points	Position
US19393	Augie Diaz/Gonzalo Diaz	U.S.	2	6	9	1	3	2	2	41.4	26.4	1
BL12115	Marco Paradedada/Mario Teiyeira	Brazil	1	7	1	4	1	5	8	45.0	31.0	2
BL12109	Waldemar Bier/Luis Paradedada	Brazil	14	1	2	2	2	7	6	53.7	33.7	3
A15386	Pedro Dates/Fernando DeAldecoa	Argentina	3	2	7	5	5	11	4	66.7	49.7	4
US18327	Jeff Lenhart/Candy Kielhorn	U.S.	8	9	8	3	9	4	1	71.7	56.7	5
J19574	Yoshiki Tsuda/Gengi Irahara	Japan	9	5	14	8	4	6	5	88.7	68.7	6
A20239	Fernando Sanjurjo/Raul Turienzo	Argentina	7	3	4	6	13	12	13	94.4	75.4	7
J19597	Takumi Horiuchi/Hiroshi Hada	Japan	4	12	5	12	12	10	3	93.7	75.7	8
CB19311	Andres Lisochi/Manuel Isaza	Colombia	12	4	12	DNF	6	1	15	98.7	76.7	9
KB19703	Richard Todd/Roger Ladson	Bermuda	6	11	15	7	7	3	12	99.4	78.4	10
KB11777	Sonny DeCosta/Gordon Flood	Bermuda	5	10	3	11	14	13	9	102.7	82.7	11
US19799	Gary Boswell/Margaret Boswell	U.S.	11	8	11	9	11	8	7	107.0	90.0	12
KC16182	Ian Brown/Chris Hains	Canada	16	14	6	10	8	14	DNF	123.7	101.7	13
CB17720	Nestor Parra/Julio Custode	Colombia	13	13	10	14	10	9	11	122.0	102.0	14
KC19397	Bill Evans/Bob Crossan	Canada	10	15	13	DNF	15	DNF	10	137.0	115.0	15
X17968	Juan Rawlings/Alfredo Gonzalez	Chile	15	16	16	13	DNF	DNF	14	146.0	124.0	16

The People Behind the Scenes

The twelfth Western Hemisphere Regatta got its start in Bermuda when Daniel Moreno submitted Colombia's invitation. At the time he said the only thing he could promise was good winds. Most will promise anything but good wind since this is one thing that cannot be controlled. His promise was fulfilled.

With that taken care of all that was left was to find the people. Daniel's formula is to put the right persons in the right places. This he did with his usual efficiency and the regatta went off without an observable major problem.

Captain Guillermo Uribe was the executive director and provided the logistical support. Race committee boats, mark boats, bus transportation, skippers' meeting, and a multitude of other items came under his guiding hand. It was all right there when needed. Captain Uribe was also a perfect host when he entertained the entire group on his ship, the ARC Gloria. The Gloria is the Colombian Navy's Cadet training sailing ship. It left the small boat sailors agog and was one of the high points of the social schedule.

Lorenzo Depascale from the local fleet and Juan Carulla from Bogota ran the starting lines and were assisted by Berta Swanson, and Ralph Swanson as SCIRA Representative. The starting lines were excellent — there was not a single general recall.

Gus Lemaître was Director of Public Relations. He arranged for all of the housing and social events. The first major deed was extracting the contestants from the airport. If you have never seen a Chinese fire drill you should try customs at the Cartagena airport. Gus will also be remembered for the wonderful party at his home after one of the races.

Roberto Londono was the Technical Director and an invaluable member of the team. He performed his duties so superbly that he was almost invisible.

Andres Lisochi served as translator at the Skippers meeting and meetings of the National Secretaries. His English was flawless and presumably, so was his Spanish. The big difficulty was in trying to translate for those who kept changing their minds on what they wanted to say. Must be fun!

No doubt there were another hundred or so people who went about their duties entirely unnoticed. Only a few have been mentioned and these only to demonstrate how much work is involved in putting on a major championship regatta. The people of Colombia did it and deserve a big THANK YOU from all of SCIRA.

And what did Daniel do? He claims no credit but we know he did at least one thing. The winds were good.

But Some Are More Equal Than Others

The purpose of one-design class racing is to eliminate the boat factor as a determinant in the outcome of races. A round robin series where every contestant sails every boat is a further attempt in this direction. It does not completely succeed since the boats are used in different conditions. When the order of boats is drawn by lot and the skippers do not sail every boat, as in the Western Hemisphere Championship, a top-notch skipper can be cut down by bad boats. The rules for the Western Hemisphere Championship require a drawing of boats and that each contestant use a different boat in each race.

The Colombian Snipe Fleets provided 18 competitive boats plus two back-up boats. There were 5 U.S. built (Chubasco) fiberglass boats, 5 Danish built (Skipper) fiberglass boats, 1 French built (Teurlay) fiberglass and the prototype Brazilian (Bruder) boat of fiberglass over wood and considered the equal of any of the fiberglass boats. The remaining 6 were locally built wooden boats. The boats were divided into 3 groups with 2 Chubascos, 2 Skippers and 2 wooden boats in each group. The Bruder was equated as a Chubasco and the Teurlay as a Skipper. Boats were also evaluated by performance in the local fleet in making the divisions.

Every skipper drew a boat for the first race. He was put automatically into one of the boat groups and would sail every boat in that group. After the third race, the competitors had the system figured out and knew which boats they would be sailing for the next three races. The regatta officials were somewhat amazed by this "leak" in their security. They should have known that sailors are among the sharpest people with analytical minds. The officials then adjusted the rotation within each group.

Another drawing was held for the seventh race with the provision that no skipper should have any boat that he sailed before in the series.

Since boats can seldom really be equal, an attempt was made to appraise their performance. Each boat was scored in the same manner as were the contestants. Since the Uruguayians were unable to attend there were only 16 finishes for each race. In this situation, the boat received a position equivalent to its average for races finished. A throwout race was given to each boat in an attempt to remove skipper skill from consideration. Here is how they stacked up: