

Dave Chapin Retains Western Hemisphere Trophy

U.S. teams take top two positions at Nassau

Dave Chapin and Tim Dixon, the dynamic duo who won the Worlds in 1979, were the best in the west in 1982, taking the John Hayward Western Hemisphere Trophy November 5th through 10th at Nassau, Bahamas. Current world champions Jeff Lenhart and Pat Muglia were 4.7 points back in second place. Chapin and Dixon from Springfield, IL, and Lenhart and Muglia from Mission Bay, CA, represented the United States. Pierre Siegenthaler and Peter Green of the Nassau Fleet took third place in a consistent series in which they were always a threat. Brazil's two entries, Hilton Piccolo and Pedro De Fonseca, were fourth and fifth. John Dunkley, Bahamas' second entry, made a hard charge at the top five, finishing second in the last race, and .3 out of fifth place for the series.

Conditions for the racing were typical regatta weather — that is totally unusual as to place and time. The winds were never over 12-15 for any race and were more usually 8 to 10 or less, as the threatened front, bringing small craft warnings to Miami, 140 miles away, stalled until the day after racing was completed.

Racing was on Montague Bay, under the direction of Past Commodore Basil Kelly; and all races were completed as

scheduled. There were few recalls, and only occasional course corrections called for in the long Olympic courses. Officiating was efficient and unobtrusive, and there were no protests among contestants during the races.

Competition was strong, especially in the top half of the fleet, and the boats provided for the round robin event were the most evenly matched in recent years. Boats were lent by members of the Nassau Fleet, with four extras being provided by Miami Fleet 7.

Although defending champion Dave Chapin won the first race and was the favorite to recapture the trophy, the title was still in question until the last race. Lenhart could have won if he finished first with Chapin worse than fourth. Siegenthaler, who had third place already sewed up, iced it by winning the last race, while Chapin and Lenhart worried each other to the back of the fleet, leaving the others to sort out their own places in the finishing order.

Three women crews took part in the regatta: Marianna de Isaza, Colombia; Phyllis Belford, Canada; and Jennifer de Souza, Paraguay. Jennifer, wife of Vice-Commodore Doug de Souza, SCIRA representative for the championship, volun-

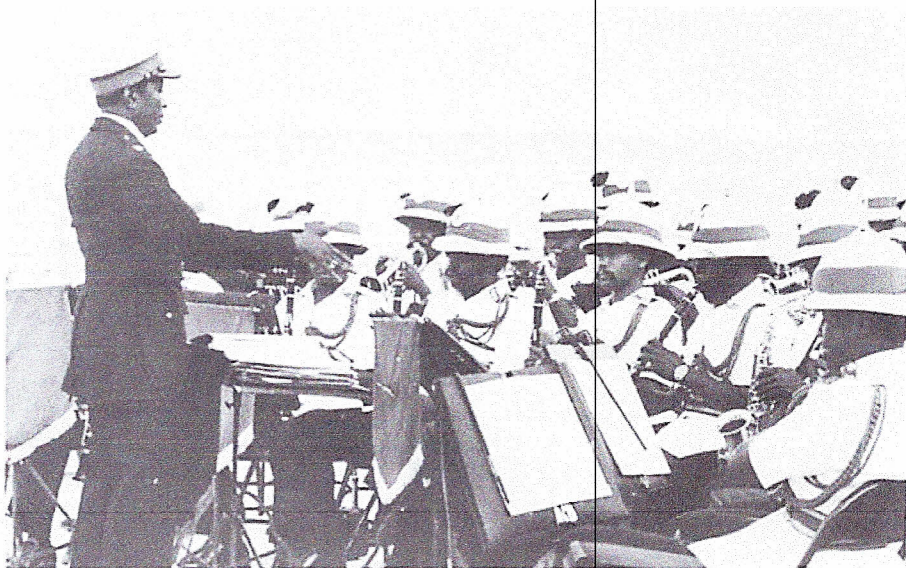
teered to crew for Western Hemisphere Secretary Bertrand Gayet, when his crew Cesar Spezzini had to leave after the first day's racing.

FRIDAY

FIRST RACE: Winds had been 8 to 10 for the morning practice race which Dave Chapin led all the way, followed by Jeff Lenhart, who dropped out after the first triangle.

The afternoon race, first official race of the series, got underway in the same conditions with smooth water, and winds of 8 to 10 from the east.

Most boats took the starboard tack toward the left side of the course, but locals Pierre Siegenthaler and John Dunkley chose the right side. At the first mark Dave Chapin and Sigero Matsanaga, Japan, came from the left to lead Piccolo, Lenhart, and Siegenthaler around the mark. Dave was never challenged from that point, with leads of up to two minutes at some marks. Positions behind Dave changed dramatically, as the wind gradually died toward the finish of the race. Jeff, who had gained second place at the second mark, maintained the position until the last tack to the finish, when De Fonseca came in from the left side with a fresh breeze, to take second place. Jeff



At left: Basil Kelly, Chairman, welcomes competitors to the 1982 Western Hemisphere Championship at the opening ceremonies. At right: Royal Bahamas Police Band, famous for their rousing style and colorful uniforms, serenaded the visitors during flag raising ceremonies. (Buzz Lamb photos)



Tim Dixon and Dave Chapin pose with the John Hayward Trophy at the awards ceremony. (Buzz Lamb photo)



Second place finishers Pat Muglia, left, and Jeff Lenhart, right. (Buzz Lamb photo)

was third, Piccolo of Brazil fourth, and Pierre fifth. John Dunkley, fifth at the last leeward mark, finished in ninth place.

SATURDAY

SECOND RACE: Friday night's rain passed over, leaving the forecast for winds of 20 to 25, and most crews geared up for heavy weather.

Winds were 12 to 15 out of the east before the start, which was delayed for a halyard repair. One general recall delayed the start again, and when the fleet got underway, the wind was around 12.

John Dunkley took the pin end start and held that side of the course, to round the first windward mark in first place, followed by Pierre, Jeff, and Dave. By the second mark, Lenhart was first, with Pierre second; but Siegenthaler, master at reaching, took Jeff back on the second reach, rounding the leeward mark with a 30-second lead.

The wind diminished to 8 to 10 for the second beat, with Pierre and Jeff going right, and Dave and Dunks left. Jeff managed to point higher and move faster, and at the second windward mark it was Jeff, Pierre, Dave and Dunkley. From that point, Lenhart worked out a big lead, and Dave took over second, leaving Pierre in third. The Japanese boat, always fast, took advantage of a late shift to catch Dunkley at the finish line.

THIRD RACE: The afternoon race had even less wind, and the question was whether Dave Chapin, with a huge lead at the last windward mark, could beat the clock to the finish. A lucky wind shift, making the last leg a one or two tack beat, saved the race.

Jeff Lenhart, who had trouble on the first beat, rounding seventh, worked his way up to second, with the two Brazilian

boats, De Fonseca and Piccolo, third and fourth. Pierre was fifth, and De Silva, second at the first mark, faded to sixth.

SUNDAY

FOURTH RACE. Sunday morning was still overcast after an all night rain. Wind was 10 to 12, and still out of the east. John Dunkley again took the pin end start. Chapin started well at the boat end, but began to drop back from the leaders. Jeff worked up the middle, looking great, until those on the left got the advantage of the shore lift. Piccolo led at the mark with Dunks next, followed by Japan and Chris Hains of Canada.

At the end of the reach the order was the same, except Lenhart had worked up to fourth and Siegenthaler was fifth. Dunkley went low on the second reach and took the lead from Piccolo, with Siegenthaler now in third. Jeff was fourth and Chapin fifth at the leeward mark, with the same order holding on the beat. By the last leeward mark Pierre led with Piccolo in second, and Dunkley third.

In a close finish, Piccolo was first, overlapped with Siegenthaler. Dunkley held the third, Lenhart fourth, Japan fifth and Dave Chapin sixth. In seventh place was De Fonseca who had broken a shroud just before the start. With the countdown already underway, and no time for repairs, he tied a knot in the wire, secured it with his lifting rings, and started well behind the fleet. He accepted his comeback seventh place finish without a request for redress of breakdown points.

FIFTH RACE: The afternoon race started in the usual light easterly breeze.

Dave got "the start" at the pin end, and immediately tacked to cross the fleet. Many boats were caught at the pin end

and crowded out. Four boats, led by Pierre, took the left side as the rest of the fleet sailed right.

Pierre was right about the left, and rounded first followed by Dave, the only one on the right who salvaged anything. Belford rounded third, Japan fourth, and Piccolo fifth.

At the end of the triangle Lenhart, sixth at the first mark, had taken Piccolo, and the other positions stayed the same.

Positions remained relatively the same until the last beat, when the wind filled and shifted a little to the left. Dave and Pierre began a tacking duel which lasted most of the leg, and Jeff went further left to sail past Belford. Dave wore Pierre down to cross several boat lengths in front, leaving Jeff to begin to worry Pierre. But at the finish, Powerful Pierre held on to his second second for the day, with Jeff third and Belford fourth. Japan finished fifth, with Piccolo sixth.

SIXTH RACE: Monday morning was partly cloudy with an 8 to 10 mph easterly breeze.

The fleet split on the start, with Lenhart and Dunkley taking the left. Siegenthaler went right and then back left. A short rain squall came through with heavier puffs during the first beat. Dunkley rounded first followed by Lenhart, Belford, Japan, Pierre and Dave. Lenhart went low immediately on rounding and built up a big lead by the end of the reach.

At the end of the triangle Japan was second to Lenhart with Belford third, and Chapin just squeezing Siegenthaler out at the mark. Pierre did a quick 360, and scarcely lost an inch. This order continued to the last beat, when with Chapin having worked into second, Lenhart de-

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ecided to sacrifice some of his huge lead to attempt to put a boat between himself and Chapin. Jeff cut his sails and waited to engage Chapin in a tacking duel. The strategy didn't work — the terrific tacking duel right to the finish left Jeff first, Dave second, and Pierre third. Japan took fourth, and Dave Belford fifth.

SEVENTH RACE: The scheduled last race began with the top three positions secure — except that if Lenhart won with Chapin worse than fourth, Jeff could still win the championship. Pierre was guaranteed third place. With much maneuvering in the light wind, Pierre took off at the start and led the whole way, with Jeff and Dave maneuvering each other to the back of the fleet. The finish was all Bahamas, with Pierre first, just ahead of John Dunkley. De Fonseca and Piccolo of Brazil followed, with Japan fifth, and Belford sixth. Then came Jeff and Dave, tacking overlapped to the finish. They finished with Jeff one foot ahead of Dave, but Dave was still the Western Hemisphere Champion.

THE BIGGIE

Mike McLaughlin with crew Doug deSouza came from third place to win THE BIGGIE, the National Secretary's race, ahead of Jim Belford and Peter Christie. The Secretary's race, expanded to include all those who worked in the regatta, was sailed in near survival conditions, the day after the championship races were finished. A squall which passed through during the second beat only caused one capsize, and all starters finished the race.

Jeff Lenhart, Governor of U.S. District Six, was race chairman, ably assisted by District One Governor Berta Swanson.

Jeff set a long course, and Vice-Commodore de Souza was heard to complain "He's trying to kill us!" on the long first beat.

Indeed, Lenhart and Swanson proved to be tough officials — over half the fleet was disqualified after the race for not observing the life jacket signal from the committee.

SOCIAL

Sonja Kelly and Ginny Goosens, accommodations committee, met the planes and saw to it that everybody had a happy home for their stay on the Island. Cabel O'Brien, Patricia Kelly, Rita de Cardenas, and Karen Siegenthaler, the reception committee, welcomed everyone to Royal Nassau Sailing Club and smoothed the way for anyone who had shoreside prob-

WESTERN HEMISPHERE CHAMPIONSHIP

Boat	Skipper/Crew	Country	Places	Points	Finish
24702	Dave Chapin/Tim Dixon	U.S.A.	1-2-1-6-1-2	17.7	1
20560	Jeff Lenhart/Pat Muglia	U.S.A.	3-1-2-4-3-1	22.4	2
25231	Pierre Siegenthaler/Peter Green	Bahamas	3-3-2-2-3-1	27.4	3
24731	Hilton Piccolo/Otto de Assis	Brazil	4-6-4-1-7-4	48.7	4
24226	Pedro DeFonseca/Ricardo Stabile	Brazil	2-3-7-8-9-3	56.4	5
24687	John Dunkley/Barrington Orr	Bahamas	9-3-3-5-7-2	56.7	6
24373	Sigeru Matsunaga/Shinichi Kimura	Japan	6-4-5-6-4-5	59.4	7
23397	David Belford/Phyllis Belford	Canada	8-8-8-4-5-6	71.7	8
24806	Chris Hains/Donald Hains	Canada	7-7-11-10-10-6	86.7	9
24069	Ronald DeSilva/Colin Clarke	Bermuda	10-6-12-9-11-9	92.7	10
19059	John Plested/Andrew Mullin	Bermuda	12-9-9-11-11	97.0	11
19811	Guillermo Camargo/Ignacio Matiz	Colombia	11-12-13-12-8-10	102.0	12
22669	Bertrand Gayet/Jennifer deSouza	Paraguay	13-14-13-11-13-12	112.0	13
18111	Martin Isaza/Mariana de Isaza	Colombia	10-12-14-13-14-13	112.0	14

lems, no matter what obstacles the language barriers might present. Margaret Orr, wife of Commodore Christopher J.B. Orr did almost everything else.

The traditional flag raising at the opening ceremony was enlivened by a special concert by the Royal Bahamas Police Band, dressed in their splendid black, red, and white uniforms. Regatta Chairman Basil Kelly presided, introducing special guest, The Honorable Perry Christie, Minister of Tourism, who welcomed the contestants to the Bahamas. Vice-Commodore Doug deSouza responded with the appreciation of the Snipe Class.

Guy Fawkes night was another opportunity and excuse for a party at the Club. Guy Fawkes was a baddie, and the commonwealth still hasn't forgiven him. (He tried to blow up Parliament a long time ago.) Effigies of Guy were burned in a glorious bonfire, and much fun was had by all. Apparently not everybody is still mad, though — one T-shirt read, "Guy Fawkes got a bum rap."

The full social schedule included a

cocktail party at the Nassau Yacht Club on Saturday evening, and the Bacardi cocktail party at the Sailing Club on Tuesday night.

The splendid finale for the championship was the presentation of awards at the dinner dance at the sailing club. His Excellency Sir Gerald Cash, Governor General of the Commonwealth was on hand to present trophies and participation awards, presented to all contestants. A highlight was Cabel O'Brien's special awards; T-shirts with appropriate inscriptions for unusual achievements. The celebration continued through the night, and well into the morning.



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