SENSATIONAL CIRCUIT

Sunshine, fair winds, new faces, and a red-hot Californian marked the 1990 Winter Circuit. It took two different crews, but Hartwellworth of California dominated the competition, posting firsts in the Midwinters, Don-Q, and Canolina. His only loss spot was a second in the Race 1, and, for the record, that's the best performance since Mark Reynolds swept the Circuit in 1979.

As the sign at the Clearwater Yacht Club said, this was the "50th" Annual Midwinter, and it's hard to imagine that the weather could ever have been any nicer. There were plenty of winter weary Snipers on hand to soak up the warm sun aboard the 50 boats that hit the line on Sunday morning.

Hartwellworth, with Eric Kees crewing, showed his hand early in the moderate offshore breezes in the Gulf of Mexico. He had speed to spare and seemed to open his lead even when he returned to some "tules" covering on the final beat. First-time winner Bill Healy with Tom Bermen crewing, fresh from the top of the 420 class, showed that they could make the switch and took a second, followed by the always-tough Brian Fidler and Scott Taylor of Annapolis. The ever-fast Craig Lawske/Tom Fisher team was home in fourth.

Races two and three were won by the same, only the wind had shifted off-shore and picked up abit. Once again it was Hartwellworth and Kees. They were just too fast, which means little unless you know which way to go, and they had that. Gregg Morton and crew Bob Lindley were second, with Peter Connete and Corrie Sadler third. Canadian Jack and brother Ken Mitchell took fourth, with Max Shelly and Lori: "Spouse Abuser" Stot in fifth. Hartwellworth dropped to eighth, but still showed up in third overall after their first day in a Snipe.

The big mystery at this point was the performance of Keith and Claudia Dodson. They took the Zimmermann in 1990, but they were having a tough time, posting an 11th and 16th for the first day. Maybe Keith needed some party action to get his head straight?

Day two, and it was Hartwellworth and Kees, again, in the third race, but Dodson was close behind in second. The offshore breeze placed a premium on going the right way and these guys seemed to know it figured out, as did International Superstar Mike Topps of St. Pete Fleet 301, with Libby Roebuck crewing in third. Mike is a sailmaker who spends most of his time jet setting around the world, helping his clients on Maxis, Fifties, and Osentsemen get up to speed. Seems he's finally found the right buttons on the Snipe after a couple of frustrating seasons.

Race four got underway, but was soon cancelled, as the offshore breeze died in preparation for its daily shift to onshore, leaving the fleet staring at the transom of the coast's newest racing star, Lucas Diaz.

Lucas, the eleven-year-old grandson of Snipe Legend "Old Man" Diaz, had another legend crewing for him, his dad, Angie. He must have enjoyed leading, even though the race was abandoned, because he came right back and took the bullet in the new onshore breeze. You've got to figure that it must be a record, an eleven-year-old winning a race at the Midwinters. (Does anyone know?) In any event, his dad was more excited about it than anyone, as Lucas seemed totally unaffected about all of the fuss. Rumor has it that the first thing Angie did when he hit the beach was telephone the "Old Man" with the news of another Diaz victory.

Back to the racing, Keith and Claudia were showing their stuff now, taking another second, while Hartwellworth slipped to third, finishing just ahead of Miami's Charlie and Michelle Gustonato. Know's contribution to the Circuit, Birger Jansen, with Janet crewing, was finally getting into it, taking a fifth, while Master Sam Moler's crew was finally burning what to pull, and when to pull it, and they posted their second consecutive sixth.

Back on shore, it was time for the "Salty Dog Party." This involves pouring rum

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into a grapefruit that has a hole cut in the top and some of the juice flows out, to make room for the rum. Combine these with some great "roundings" (How do you spell Hors D'oeuvres, anyway?) and you've got another great Snipe party going, at least until someone gets smashed in the head with a deflated grapefruit. It happens every year.

Race five, and Dodson's looking for trouble down at the pin-end. It's not gonna work, Wiel! He's saved by a general recall and then...like any good sailor would, he trials it again. Port marks the entire fleet...with ease. Goodbye Keith, goodbye Claudiu. They are "outta here." Keith Donaldson and once Kate Haywood are close behind at the first mark, but not for long. They do manage to hold on for second over Collins, with Post-Commodore Jerry Thompson and son Bud taking a fourth. Lewack and Fisher are fifth. Mother's cross might have been something seriously wrong, as they are 27th.

It's time for the breeze to die and do its one-eight. It's slow, it's settling down and there are a bunch of recalls. It's too far right for the line and everyone's jamming up at the committee boat end. With only a few minutes until another start, it goes back five degrees to the left and the fleet is clean. In fact, the Dodson's and Bill Bucklets, along with a few others, start down at the pin end. Halfway up the beat it shifts way left and Dodson's are gone again. Smart and fast, it works every time.

Torpe finishes second, followed by the Bonamassa and Mollet has his best race of the series, finishing fourth. Hacketworth finally picks up a throw-over, crossing 27th, and winning the series by a slim margin over the Dodson's, whose 11th and 16th in the first two races leaves them second

Leo Wold photo. Wold photo. Wold photo.
overall by a comfortable margin over Topps, Lewcock and Fishcrome fourth, with Mollet taking home the fifth place trophy.

Once again, as it has for fifty years, the Midwinters provides some great stories, like Honorary Vice-President Francis Scarry's comeback from seemingly serious health problems, caused primarily by difficulties in regulating some medication that he's been taking. He had "Homey" polished to perfection and with his crew, Kevin Guido, sailed a consistent series, which is probably not much satis-
faction to the man who holds the record for victories here (eight), but certainly heartening to his many friends and admirers in the Snipe Class.

At the other end of the age spectrum was the Lucas Diaz win. Here's another generation of Snipers, and Lucas is lead-
ing the way.

And what about a fleet that counts the Midwinters among the required races in its fleet championship? Yes, it's Captain Buckleys and his Cleveland crew, Armed with their super-heavy-duty industrial-strength Melder (noted "Appliance of the Decade" by the party set) they are setting new standards for electrical (among other commodities) consumption.

So the books are packed, the trophies awarded, and it's off to Miami, but not before noting that the atmosphere at the Clearwater Yacht Club was exemplary. Captain Bob Foster and his fleet did their usual great job, as did the Race Committee, club staff, and all involved. When it comes to sailing, there's no place like the Gulf of Mexico, which is the main reason we make the trip year after year.

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### THE DON-Q RUM KEG REGATTA

**XXIV DON-Q RUM KEG REGATTA**
Coconut Grove S.C.
March 14-16, 1980

**Top 15 of 65**

<table>
<thead>
<tr>
<th>Boat</th>
<th>Skipper/Owner/Crew</th>
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<tbody>
<tr>
<td>1991</td>
<td>Bill /Brown &amp; Dick Pucke</td>
</tr>
<tr>
<td>2737</td>
<td>Craig Lowery &amp; Tim Fisher</td>
</tr>
<tr>
<td>2002</td>
<td>Steve Calabrese &amp; Don Fisk</td>
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<tr>
<td>2268</td>
<td>Jerry Cottle &amp; Bob Rice</td>
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<td>2348</td>
<td>Ray Coe &amp; Michael Altman</td>
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<td>3714</td>
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<td>3659</td>
<td>Alex Small &amp; Bill Zeit</td>
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<tr>
<td>2800</td>
<td>Bill Wooten &amp; Ron Johnson</td>
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<td>2101</td>
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<td>2564</td>
<td>Michael &amp; Linda Duff</td>
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| 2502 | Ken & Vicky George |}

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**10 SNEKE BULLETIN JUNE 1980**

Sixty-three Snipes hit Biscayne Bay for the XXIV Don-Q Rum Keg Regatta, and Bill Harkworth and Eric Krebs topped them all.

On Friday the fleet met pretty strong winds of 15 to 20 knots from the Southeast. With surprisingly few general recalls, the fleet sailed the two races and was back at the club early in the afternoon.

Interestingly, the top five finishers in the first race turned out to be the top five for the overall regatta, and each in the proper order, with Steve Callison, who was fifth, leading off the series in third overall.

In the second race, Lowery and Fisher finally scored a win, something that they failed to do in Greeneville. McTavish and Lindley were second and third, respectively.

On an approaching cold front eased the winds to shift to the south and pick up to 20 to 25 knots. Harkworth and Krebs consolidated with a couple of bullets as the rest of the field scrambled for positions. Lowery and Fisher were up to speed and scored a second and third. Carmine and Sabbath had a sixth, and Callison and Gordon had an eighth and a fifth.

Back at the Coconut Grove Sailing Club, the fleet was greeted by the Club Ladies under the command of Hilda Doreen. Trays of Don-Q Daiquiris in hand, they served the sailors a light at the Racing Bar. The party went on for a couple of hours. The editors note: The party went on and on and on. The "Old Man" left too early! Also noted is the fact that the Club Ladies had the "Old Man" make several telephone calls around the country to insure that the above-mentioned "Appliances of the Decade" would catch up (1990 performance).

Fortunately, the cold front was light and came through on Saturday night, so Sunday morning we had Northernly winds of 8 to 12 knots, and kind of lumpy— which Steve Calliston likes—so he put a bullet on it! Ian Brown also liked it and scored a second in the race. Sam Moeller finally had his crew trained and used to the rigging of the Snipes, and took third.

Art Awuertere, the Race Committee Chairman, with some assistance from our U.S. National Secretary, Mr. Phil Richmond, conducted the very successful Championship.

So thanks again to the Coconut Grove Sailing Club and especially to Serrables (Don-Q Rum) for a very successful regatta and our Lord for great weather. Let's get 60 hours on the line in 1991 and see how our Race Committee handles that!
After Fun in Florida, It's...

OFF TO NASSAU

by Peter Commette

The Royal Nassau Sailing Club's three-race Bacardi Cup Series began the third leg of the Winter Circuit. This was the 25th consecutive year for the regatta.

In the first race the winds were out of the northwest at a steady 18 to 22 miles per hour. Bart Hackworth and crew, Michelle Bustamante at the helm, were the first to navigate with Commette and Studdard hot on their tail. By the second windward mark, Bart and Michelle had worked out a comfortable lead and Birger Jansen and Janet Krebs were along with Jeff McDermid and crew, Toby Byers had passed Commette for second and third. The leaders held position downwind but up the last beat Jansen caught and eventually passed Hackworth to win by one foot. McDermid was third. Jeff Lembart with Debbie Willems crewing passed Commette for fourth. Commette finished fifth with Morton and Lindsey and Jerry and Brad Thompson were a close sixth and seventh.

In the second race, the official word was that the wind piped up to 24 miles per hour, or just under the legal limit for Snipes. The unofficial, but prevailing, wind is that the official wind reading was taken at regatta chairman Jimmy Holowesko's new restaurant, inside, with the windows closed. One sure measure of how hard it was blowing was that Jeff McDermid and Toby Byers led from start to finish and won the race decisively. Beside weighing 350 together, Jeff and Toby are good sailors, which is a tough combination in a strong breeze. Second was another excellent heavy air team, Morton and Lindsey. Hackworth was third, proving that he and Michelle could go fast in any conditions. Edith and Claudia Dodson were fourth. Jansen was fifth and the winner of the very first Bacardi Cup, Basil Kelly, with Eric Krebs crewing was a strong sixth, just beating out Jeff Lembart.

Going into the final race, McDermid held a narrow lead over Hackworth, Jansen and Morton were close behind. The wind had switched by this time to the southeast and died to a reasonable 15 to 18 miles per hour. Birger won the race and the series. The Dodsons were second, pulling themselves into sixth place overall, after a disastrous first race capsize at the start. Morton and Lindsey were third, finishing third overall. Hackworth was fourth and maintained his second overall in the series. Jeff McDermid came in eighth after being over early at the start. He and Dobie fell to fourth overall. Jeff Lembart rounded out the top five with a steady 4,7,9.

Birger and Janet's victory in the Bacardi was their first on the Winter Circuit. They've become a fixture on the Circuit and we hope that their victory keeps them coming back for many years to come.

The second series was the 31st running of the Dudley Gambling Memorial Regatta, the main event. The first race was held in a strong northeastly of 18 to 20 miles per hour. Soran Kelly and Eric Krebs led at the first mark but a leaking boat doomed their chances for a race victory. Peter Commette passed them and led the rest of the race, almost losing a tacking duel at the finish to a charging Gregg Morton. Hackworth and Bustamante were third and McDermid was fourth. The Bacardi Cup champion, Birger Jansen was fifth. The Dodsons were sixth and Jerry Thompson seventh.

The next race was out of the northeast and very shifty at 15 miles per hour. Hackworth was first, Morton second, Dodson third, Jansen fourth and Commette took the fifth.

Race three of the Gambling was the only 'light' air race, blowing a pleasant 10 to 15 miles per hour out of the east-southeast and very shifty again. Bart Hackworth led around the first triangle with Jansen and Morton following. Up the second beat, Commette slipped into first and eventually held off Jansen in another close tacking duel to the finish. Lembart was third, Dodson fourth, Morton fifth and Hackworth slipped to sixth.

Beginning the final day, with two races left to sail, Commette was in first, followed by Morton, two and one half points back, and Hackworth was three and one half points out of first. Commette sailed poorly in the heavy, shifty air of about 18 miles per hour from the northeast and dropped to fourth overall with finishes of 6 and 9. Hackworth's consistent 1,4 finishes gave him the title. Morton sailed to second overall with final day finishes of 5 and 2.
WRAPPING IT UP

Another Circuit is in the books, and it was one to remember. Harkness's performance was strong, especially when you consider that he hadn't planned on making the trip to Nassau. A last-minute call back to the North Sails left us in San Diego got the okay from his boss, but his Midwinter and Don Q crew, Eric Krebs, had made other plans for Nassau. Bart turned to one of the best, Michelle Bassmann, and went to work on the Zimmermann.

We gave Sun Moll's crew a hard time in the report on the Midwinter and Don Q. Actually it was one Chris Haffner, Associate Editor from Sailing World magazine, and Chris did a great job. Your Executive Director had made many calls over the span of a couple of years, trying to get Chris to come do some Sailing World. When Sun mentioned that he was looking for a crew, the connection was made and the rest is history. Sun and Chris worked well as a team and it's hard to say who was more disappointed that Chris couldn't make the trip to Nassau. Chris has covered the World Champions 1-2-3, and it fits right in with the Speed Crowd. It's a sure bet that Sun would have been happy about that.

In recognition of the silver anniversary of his victory at the inaugural Bacardi Cup, Jeff Harkness was also honored at the awards dinner. Actually he was presented (much more appropriately) in honor of his 20th consecutive appearance at the Bacardi and Granada. Ask Jeff for tips on the best way to traverse the Panama Canal the next time you see him. Last but not least, Keith Dugan, boat owner of Gonzalo Diaz by the berths of margins for the Hangover Swimming Championship. Gonzalo also took the runner-up spot in the swimwear competition.

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43. The Dodson had 5.1 and moved into third overall. Jessen had 3.8 for fifth and Lehnert closed strong with a pair of seconds but couldn't pull himself up from sixth overall.

The overall winner for the two regattas, receiving the Charles Kelly trophy was Bart Harkness. Bart also was awarded the Zimmermann trophy as the winner of the overall Winter Circuit.

Jimmy Lowe, finishing eighth in the Bacardi and tenth in the Granada, was awarded the Concord trophy as the top Bahamian, just beating out the Royal Nassau Sailing Club's Commander, John Dunkley, by one point.

The Nassau regattas were organized by the Nassau Sailing Club's Racing Secretary Myllis Priceard, who, carrying on the tradition of Geoffrey Kelly, did a tremendous job. Everyone who gave Myllis adequate notice received hosting fees of charge with sailing club members.

Others found excellent hotel accommodations at the Nassau Harbor Club at extremely reasonable rates. The hospitality was excellent, the parties were great and the Nassau Sailing Club once again put the Bacardi regattas. Anyone who has not attended one of these regattas is heartily encouraged to make the trip.

Special note should be made of Basil Kelly being honored at the awards dinner.