



Oriental, NC  
4 February, 1981

Dear Competitor:

Plans for the 1981 BERMUDA 1-2 are well on the way. I've found that it's impossible to predict the number of singlehanders who will actually be at the starting line on June 6th by the interest shown but there's already been more inquiries at this time than we received before the start of either of the previous races.

As most of you know, this is the third biennial running (every other year on odd years) of the BERMUDA 1-2. Although most organized races (some would say this race isn't particularly organized) exceed us in numbers, it's doubtful that any North American sailing contest is more enthusiastically prepared for and participated in by the contestants than is this race.

Part of this is because singlehanded racing requires more pre-thought and nitty-gritty preparation than most offshore passages. Self-sufficiency takes on new dimensions alone on a small boat with 635 miles ahead of you. But once ashore at the other end most of us feel the trip was worth the candle, especially after a few drinks and a dozen breathtaking accounts (tales) have begun circulating at the St. George's club bar, though Clare Cresse did write a contract into his log in '79 during a mid-passage delivery of a kidney stone sans midwife, vowing never to do this sort of thing again!

It's certainly true that the camaraderie established and the new shipmates made is a big part of this event, equal in significance, perhaps, to the satisfaction of simply participating. The sense of fulfillment and accomplishment involved, particularly for the first-timers, and the new horizons opened, is ample reward for most contestants. And of course the passage back can be a lot of fun (although Warren Holby/Jim Skaggs/and crews might want to add a brief footnote).

Just as the BERMUDA 1-2 was constructed on the foundation of the OSTAR, it has in turn spawned a number of similar events in this country. This is good. Opportunities to challenge and extend oneself a bit are continually

diminishing in our society. As many of us know, and several more of you reading this letter will soon find out, sailing Single-0 on a passage offshore is not the same as watching television. It's considerably more demanding and ultimately a hell of a lot more fun (especially in retrospect).

By introducing new sailors to the sport, the recent races contribute to this opportunity. The fallout, in addition to personal satisfaction and accomplishment, greatly contributes to the improvement of offshore cruising boats, shorthanded techniques, and new gear introduced. The problems we experience out there are basically the same that a couple or the small family encounters when making an offshore passage. And many of the contestants in the BERMUDA 1-2 will not only go on to even more demanding singlehanded challenges, as they've done in the past few years, but they will be better skippers and sailors when they take the family cruising.

This is not an attempt to justify singlehanded sailing. We need offer up no excuses nor plead our case anymore than does a Lindbergh, an Alan Sheppard, or anyone who just goes off hiking on his own. For most of us the justification is in the urge, the effort, and finally, the deed.

There is some danger involved. Singlehanding is not only demanding, it is addictive. There is also the probability that anyone who goes off sailing alone will encounter at least a few minor calamities and possibly some major ones. That possibility also exists when driving on Interstate 95.

So prepare yourself and your boat. Most calamities can be avoided. And for the newcomers, the experience of participating in the BERMUDA 1-2 will better equip you for future passages under sail than a dozen years of coastal cruising. And you'll have a lot more to talk about. We're glad to have you aboard, and hope to see you in Newport and St. George's. Two ports, with two involved groups of people, incidentally, who have contributed far beyond the call of simple duty to make these races so memorable in retrospect.

A final note: The Goat Island Yacht Club and the St. George's Dinghy and Sport Club will be taking on more of the organization and management duties (do I hear a sigh or relief?), and there will be a central committee set up to do the decision making for the race. I think the event has proven itself to be a good idea with a sound future, and it's well past time for me to bow out.

Fair Winds,

  
Jerry Cartwright



4-29-81

Dear Competitor:

As I believe you've been notified, the Goat Island Yacht Club is taking over the running of the Bermuda One-Two Race. SOLOS will no longer be associated with the management or the organization of the Race.

Although the Race is only run every two years, it requires a considerable amount of attention to detail. Newsletters must be printed and sent out. The Rules must be re-printed and mailed. Committees must be selected and moorings arranged, and there is a great deal of personal correspondence and organizing that must be tended to.

A yacht club or similiar organization with a number of enthusiastic volunteers at hand is best able to cope with the ongoing logistics of an established race. And I believe we can safely state at this time that the Bermuda One-Two is well-established and well-received. The support by the yachting press has been positive, and the acceptance shown among cruising and by racing sailors has been most gratifying. It is time for a timely transition and the Goat Island Yacht Club has enthusiastically volunteered to carry on the firmly established traditions of the Race.

It is increasingly apparent that a new breed of sailor is emerging, or rather re-emerging after a long hiatus in which organized racing dominated the American yachting scene. This new attitude is best illustrated by the rapidly burgeoning interest in offshore passagemaking, the cruising life, and an accompanying interest in the mental, physical and mechanical tools that such sailing requires.

There is little doubt (certainly not among those of us who are addicted) that singlehanded sailing is an important part of this modern sailing explosion. We are at the leading edge of development and refinement of self-steering devices; the improvement of sail and handling techniques for shorthanded crews; in the influence and direction in which offshore design is evolving; and in the published interpretation of what offshore sailing is all about. At least half the participants in the Bermuda One-Two races, for instance, have either written sailing articles concerning offshore sailing, or have been included in such articles. In addition, shorthanded races such as the return leg of Bermuda One-Two are proving to be increasingly popular and promise to keep in perspective what these type races should represent. Our second leg back to Newport is a low-key, truly enjoyable affair that becomes an instant primer/basic introduction to family cruising.

It was the intention of SOLOS and myself that the Bermuda One-Two should certainly be a competitive event. This it is, but perhaps more important, it was intended and has become an offshore vehicle (with moderately-scaled entry fees) that encourages and attracts cruising-type sailors and vessels which can participate more for the

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fellowship, the adventure, and the instruction and experience of the passages themselves rather than for the silver and possible glory at the other end. This requires active dedication and encouragement by the Race organizers and management in order to maintain this direction, and the Commodore of the GIYC has assured me that this role and direction will be maintained in future races.

As all of us who have participated in the various legs know, there's a hell of a lot more to the Race than just the passages to and from Bermuda. In addition to what we add to our personal and collective store of nautical knowledge, I think most of us would agree that the real value of the Race has been the deep friendships and enduring relationships that have developed and will continue to build among like-minded fellow sailors, their families, and the supporters of the Race. A valuable quality in this over-populated, computerized age of the fast lane and the big buck.

I'm personally proud to have been a part of this evolution on this side of the Atlantic, and grateful for the opportunity to have been shipmates with so many fine sailors. I hereby (as formally as I can get) express my sincere appreciation to all of you who have been a part of the Race.

I would also like to thank the original friends of the Race such as Freddy Alofsin, Pete Dunning, Val Hatch, Robin Wallace, Harp Donnelly, Bill and Lois Meussel, and Murray and Barbara Davis on the Newport side of the starting line; and Yeaton Outerbridge, Robert and Verna Oatley, Irvin Hayward, and of course Skip Lewis on the St. George's side of the line. As any finisher quickly discovers upon arrival in Bermuda, the St. George's Dinghy and Sport Club's support is nothing short of magnificent. Without the help of all these generous people, and many more, the Race would certainly not have become the success it has.

To tidy up a few last bits of unfinished business: the numbers assigned to various entries before the Race was transferred to the GIYC are listed separately at the end of this letter. I would also like to take this final opportunity to express support on behalf of SOLOS and myself for Pete Hegeman, Commodore of the Goat Island Yacht Club, and to all the members of the Club itself. If GIYC derives half the pleasure out of being associated with the Race that I have, the Club will be well rewarded indeed. And considering their enthusiastic support for our type of sailing/racing, I feel sure they will.

To help in maintaining the continuity of the Race, for an event such as this ultimately belongs to the participants themselves, and to plug in some hard won and valuable expertise into the GIYC decision-making process, SOLOS has recommended that the following sailor/members be included on the Race Committee: Francis Stokes, Al Fournier, Bill Flynn, Scott Kuhner, Donald Barrett, and Ralph West (if the old seadog agrees).

We also received a plaintive note from SOLOS member Bill Homewood who feels lonely racing with motley crews in his mini-multihull

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in the Multihull Race. He wants to come home and requests that dyed-in-the-wool singlehanders, even those sailing those funny boats, be permitted in the Bermuda One-Two within the established size limits. I've told him that with the change in management that it would be up to fellow competitors and past veterans of the Race and the GIYC for a decision vote, as we've done in the past with the handicapping issue. I personally feel sorry for old Bill, being doubly alienated from his own kind, and all. You might consider his plight. Francis Stokes has proven he can be beat (sorry Bill).

Finally, all the participants in the '77 and '79 races, and the new contestants in the '81 Race remain members of SOLOS in good standing. The Society, incidentally, is most certainly not getting out of future single and shorthanded racing endeavours, and, in fact, will be shortly coming up with a new idea or two for your consideration. The Society is also involved, in conjunction with Expeditions Research Inc, of Annapolis, in the 1982 Cape Horn Clipper Race. We think it will be a great decade for our type of sailing.

Enough. Good luck and good sailing shipmates. I hope to quaff a pint or two with you in Bermuda.



Jerry Cartwright  
Sailing Secretary  
SOLOS

(Entry list --con't)

BERMUDA ONE-TWO RACE  
1981

Partial Entry List

| ENTRANT          | NAT'L | VESSEL        | CLASS | SAIL NO. | SIZE  | LEG  |
|------------------|-------|---------------|-------|----------|-------|------|
| Tom Donnelly     | USA   | Lone Eagle    | IV    | 2        | 30'   | Both |
| Andrew Draxler   | USA   | Joshua        | IV    | 67       | 26'   | Both |
| John Ellsworth   | USA   | Mascot        | I     | 18       | 41.8' | Both |
| Bill Flynn       | USA   | Talisman      | IV    | 82       | 29.9' | SH   |
| Tom Gochberg     | USA   | Mistral       | I     | 45       | 41.9' | Both |
| Robert Nugent    | USA   | Rachel        | IV    | 4        | 26'   | Both |
| Larry Paolucci   | USA   | Carolyn       | III   | 56       | 33.6  | Both |
| Gennaro Pasquale |       | Calypto Sun   | III   | 94       | 32'   | SH   |
| Bill Peach       | USA   | Revenge       | III   | 84       | 32.8' | SH   |
| Juan Perez       | USA   | Celeste       | IV    | 29       | 29.9' | SH   |
| Mike Richey      | USA   | Jester        | IV    | 27       | 25.9' | SH   |
| Frank Snyder     | USA   | Chasseur      | I     | 12       | 44.3' | SH   |
| John Spofford    | USA   | Whirlwind     | III   | 39       | 31.5' | SH   |
| Francis Stokes   | USA   |               | III   | 91       | 35'   | Both |
| Arthur Sollitt   | USA   | Onkahya       | IV    | 10       | 28.3' | Both |
| Dave Sturdy      | USA   | Midnight Sun  | I     | 96       | 44'   | Both |
| Sprague Theobald | USA   | Penelope      | III   | 20       | 32'   | Both |
| Ralph West       | USA   | Windtrek      | IV    | 8        | 25.7  | Both |
| Donald Barrett   | USA   | Little Dipper | IV    | 11       | 23'   | Both |
| Bob Lush         | Can   |               | III   | 55       | 35'   | Both |
| James Wardrop    | USA   | Tiger Moth    | IV    | 28       | 30'   | Both |
| John Hale        | USA   | Anneliese     | IV    | 35       | 24'   | Both |
| Albert Fournier  | USA   | El Torero     | IV    | 24       | 29.9' | Both |
| Douglas Shearer  | Brit  | Nimros        | II    | 71       | 37.2' | Both |
| J.B. Ball        | Can   | Swamba        | IV    | 81       | 30'   | Both |
| Barrett Holby    | USA   | Troll Fjord   | II    | 69       | 35'   | SH   |