

Newport to Bermuda

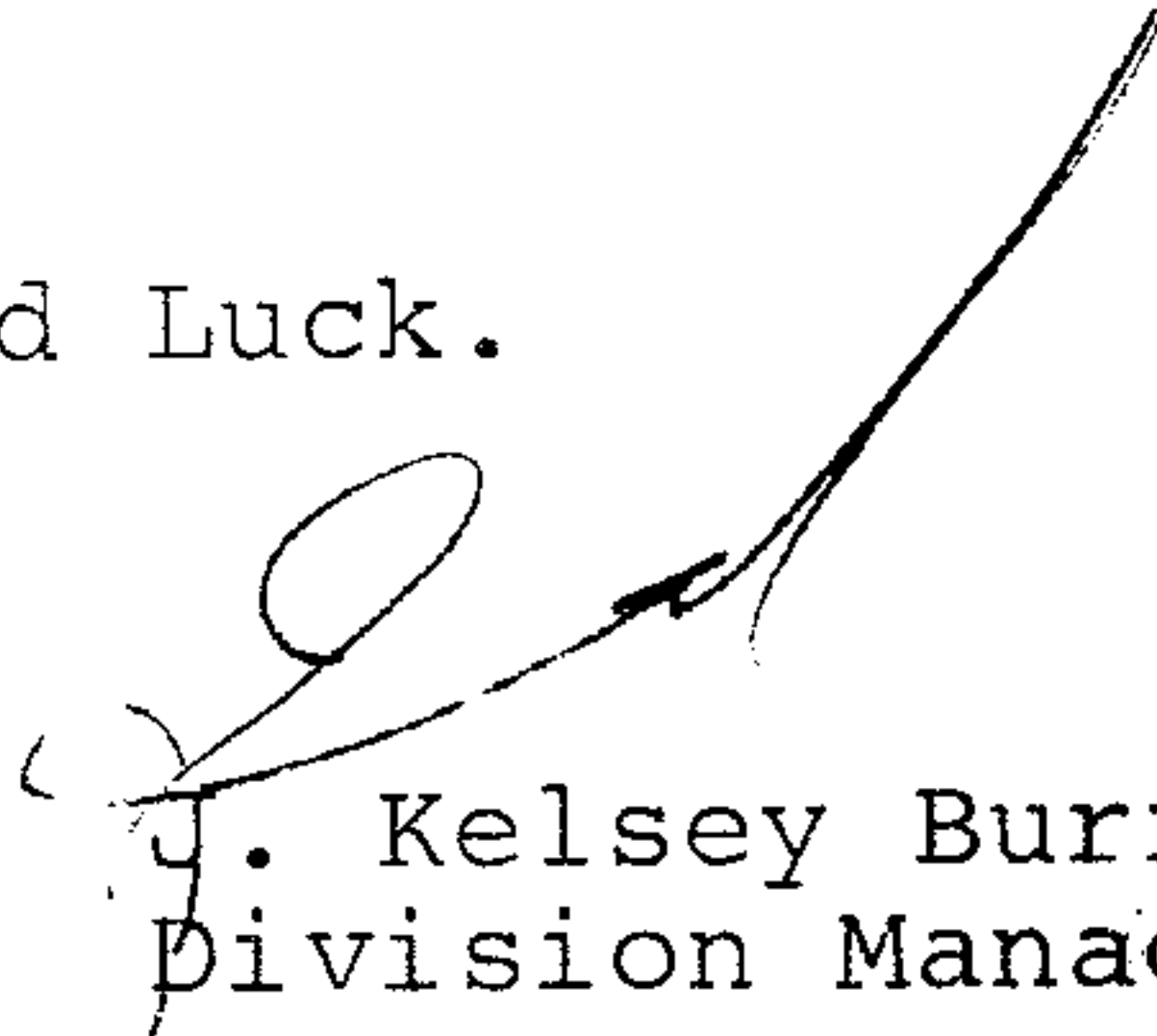
Sponsored by Survival Technologies Group
St. Petersburg, Florida

Hosted by the Goat Island Yacht Club
Newport, Rhode Island
and the St. Georges Dinghy & Sailing Club
St. Georges, Bermuda



Our hats go off to all the sailors who are participating in this years Survival Tech 1-2 Race, we believe this race is truly what sailing is all about. The race demands the best in seamanship, navigation, and endurance, within acceptable limits. Safety at sea is, of course, our main aim and we also must commend both the Goat Island Yacht Club and St. George's Dinghy & Sailing Club for there tireless efforts in organizing and preparing to assure that each skipper & co/skipper starts with maximum confidence in himself, the boat, and it's equipment.

Go Fast - Go Safe - and Good Luck.


J. Kelsey Burr
Division Manager



GOAT ISLAND YACHT CLUB, LTD

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Commodore	George Pike
Vice Commodore	Bill Downes
Vice Commodore	Bill Dubuc
Vice Commodore	Peggy Wood
Treasurer	Walter Anapol
Recording Secretary	Muffin Dubuc
Corresponding Secretary	Mary Beth Pike
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Ron Dwelle
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THE 1987 SURVIVAL TECH ONE/TWO

A Sailor's Race

The 1987 Survival Tech One/Two is scheduled for a Saturday, June 13 start from Newport, Rhode Island.

The Sixth biennial running of the race will continue traditional format, with the boats racing singlehanded from Newport to Bermuda and doublehanded from Bermuda back to Newport.

The gruelling 635 nautical mile course will take the boats and their singlehanded skippers out of Narragansett Bay, across the bay shipping lanes of the US East Coast, through the meandering Gulf Stream with its notorious rough seas, and then to a tropical finish at St. George's, Bermuda.

In the past, success in the first leg of the Survival Tech One/Two has depended not only on the endurance of a single person handling a large sailboat for up to 10 days but also on choosing the best course to cross the Gulf Stream. Normally flowing northward against the singlehanders, the Gulf Stream has occasional "eddies" where the stream flows temporarily southward. The singlehander who rides an eddy can easily add 60 free miles, while a competitor caught in the north-flowing stream may lose an equal amount. In addition, the strong current of the Gulf Stream will set up violent and freak waves when running contrary to the wind, so that choosing the course to avoid the most vicious gales and storms is vitally important.

A second person--usually more a co-skipper than a crewman--will join the boats at Bermuda for the June 27th start of the doublehanded return to Newport. While the doublehanders will not suffer from the unending watchfulness required and the consequent fatigue of the singlehanders, the boats are often driven harder on the return, and wind and wave conditions are often rougher, with the threat of an early season hurricane.

Although entry is for both the singlehanded and doublehanded events, each leg is considered a separate race.

Two changes from previous races have been instituted for the 1987 Survival Tech One/Two. First, the upper size limit has been increased from 45' to 60', to allow entry of the larger monohulls which are also entered in the BOC or OSTAR races; second, overall and class prizes will be awarded based on performance handicap time allowances. Minimum boat size is 25 feet. Boats must carry an extensive inventory of safety equipment, based on the Offshore Racing Council's Category 1 requirements.

Entrants in the Survival Tech One/Two will be required to present evidence of extensive singlehanded or shorthanded sailing, including at least one offshore passage a minimum of 100 nautical miles. Ability with celestial navigation will also be required.

George Pike will again chair the race committee which is made up of members of the Goat Island Yacht Club in Newport and the St. George's Dinghy and Sport Club in Bermuda.

The Survival Tech One/Two is designed to be a race for sailors who own their production boats. Radical departures in design such as water ballast tanks and daggerboards are not encouraged. The race is to be an equal opportunity to succeed in passagemaking and to enjoy the comradeship of fellow sailors.

In 1985 over fourteen trophies were presented. The US Navy, the Governor of Rhode Island, and the Mayor of Newport, among others, all have a hand in making the awards evening a memorable event. Every skipper receives a bulkhead plaque, and every skipper who completes the 1300 mile course is a winner.

The race is sponsored by Survival Technologies Group, Inc., manufacturer of top quality safety and survival gear.

Under the auspices of Sebago (well known boat shoe manufacturer) and the Museum of Yachting a multi-hull 2-1 race will begin one hour after the monohull race. This race will have 2 crew on the Newport to Bermuda leg and will be singlehanded from Bermuda back to Newport.

THE BERMUDA ONE/TWO

A BRIEF HISTORY

On June 18, 1977, twenty solo sailers crossed the starting line at Newport, R.I., and nosed out into the North Atlantic to challenge the ocean and each other in a gruelling singlehanded race to St. Georges, Bermuda. In boats ranging from 22 to 41 feet in length, these sailors were the pioneer participants in the first running of what has now become a biennial tradition -- the Bermuda 1-2.

The race was conceived and found in 1977 by the Society of Lone Offshore Sailors (SOLOS) under the direction of organizer Jerry Cartwright. It was designed to be sailed in two legs: by a lone sailor from Newport to Bermuda, and, following a few day's layover, back to Newport by the same skipper, but with one additional crew member -- hence the name "Bermuda 1-2".

The intent of its organizers was to formulate a race that would be attractive to cruising sailors for the adventure, camaraderie, and experience of a singlehanded voyage of some 600 miles of ocean racing. While the self satisfaction gained by participants from such a passage has been no less keen.



Not surprisingly, the experience gained from these races has led some participants to embark on longer singlehanded voyages such as the OSTAR, a singlehanded trans-Atlantic race, and has helped develop others into more confident and knowledgeable family cruising skippers. In addition, published reports of the problems encountered by these individual sailors, and the ways in which they were solved, tend to contribute to improvements in both sailing techniques and sailing gear.

The Bermuda 1-2, which is still raced bi-annually, was first organized and directed by SOLOS in June 1977. In 1981 Jerry Cartwright asked the Goat Island Yacht Club to assume the responsibilities for this increasingly popular competition. This was a natural choice because of the Yacht Club's affiliation with Manager Peter Dunning of the Goat Island Marina, a long - established haven for singlehanded sailors. George Pike, Chairman of the GIYC Race Committee and present Race Director, was assigned to this important project.

Since entry fees for the race are kept to a minimum so that all interested sailors may have the opportunity to enter, it rapidly became apparent that outside financial assistance would be essential if the race series were to be continued successfully. For that reason, the Racal-Decca Corporation was approached in 1981 and agreed to sponsor the 1981 and 1983 races. Interest in the Bermuda 1-2 was markedly increased under this sponsorship.

In 1983, the starting date had to be moved from June to May 21. This change was caused by a conflict with other sailing activities--the Daytona-Bermuda Race in Bermuda, and the America's Cup Races in Newport. The uncertain spring weather conditions in the northeast Atlantic at that time of year discouraged some of the entrants, but nonetheless the 1983 starting line boasted some twenty-two hardy sailors.

Beginning in 1985 Survival Technologies Group assumed the duties and responsibilities of sponsorship and this year promises to be the most competitive race of the series. A continually growing list of new contenders is being added to the veterans who have sailed the race since its inception.

The Race is intended to be a sporting event encouraging good seamanship and good fellowship among small boat sailors of all nationalities. Although it is a competitive event, the major long term emphasis will be on safety and towards ongoing development and appraisal of offshore rigs, sailplans, gear, boat design and handling techniques for single and shorthanded passage-makers, and finally, in the words of Jerry Cartwright:

"forming deep friendships and enduring relationships that develop and continue to build among likeminded sailors."



Overall winner of the 1985 One-Two race to Bermuda was Mac Smith (left) who was also an entrant in the B.O.C. Presenting the Survival Tech Group trophy is Kelsey Burr of STG, and Ray Shore, Commodore of the Goat Island Yacht Club. On the right is Jerry Cartwright, founder of the race.

SURVIVAL TECH ONE/TWO ENTRANTS

<u>SKIPPER</u>	<u>DIVISION</u>	<u>YACHT</u>	<u>DESIGN</u>	<u>LOA</u>	<u>SAIL NO.</u>
Barnard, George	Perez	Waterbrother III	Ericson	36'	
Barrett, Donald	Carpenter	Little Dipper	Aquarius	22'9"	711
Bernardin, Guy	Cartwright	Biscuits Lu	Custom	60'	
Boye, Jack	Cartwright	Legend Securities	Mod. Hunter	49'11"	173
Bradbury, Ed	Carpenter	Discoverer	Crealock 37	36'11"	135
Burkitt, David	Perez	Sept. Wind	Sloop	30'1½"	43
Carpenter, Charles	Carpenter	Liberty	Southern Cross	31'	6
Chramiec, Mark	Perez	Folly	Freedom 33	33'	53
Creighton, Steven	Carpenter	Montrose III	Alberg	30'	535
Danforth, Murray	Pike	Kahoutec	Standfast	36'	27
Donnelly, Tom	Pike	Lone Eagle	Mason 43	43'10"	1927
Dwelle, Ron	Carpenter	Prud. P. Fishpaws	Cheoy Lee	40'	2074
Fournier, Al	Cartwright	El Torero	Nelson/Merek	35'	47
Hazelton, Courtney	Cartwright	Thursday's Child	Custom	60'	64
Hiebler, Andre	Stokes	Futures	Swan	47'	
Heywood, Stu	Carpenter	Shearwater	Hans Christian	41'	33
Kelly, Paul	Pike	Pashabra	J-29	29'6"	32029
Kuhner, Scott	Pike	Tamure	Valiant 40	40'	91
Kyle, Jim	Pike	Breaking Away	Stellar 30	29'11"	
Long, Richard	Stokes	Cosmic Egg	LaCoste 42SE	42'2"	779
McCrea, Peter	Perez	Panacea	Freedom	32'9"	35
Moulligne, Patrick	Perez	Sloop du Jour	Freedom	32	85
Munk, Fred	Stokes	Night Stalker	Tartan 44	43'2"	
Peck, Douglas	Carpenter	Gooney Bird	So. Cross	31'	26
Perez, Juan	Perez	Celeste	Tartan 30	29'11"	29
Pettingill, Steven	Stokes	Freedom	Little Harbor	39'9"	14300
Propp, Morris	Stokes	Hetaera	Swan	43'	28
Reed, Bertie	Cartwright	Stabilo Boss	Custom	60'	
Renaud, Ray	Pike	Aggressive	C&C 35 MK II	35'6"	117
Ryan, David	Pike	Phagawi	Pearson 29	29'6"	71
Scott, Mark	Perez	Lone Rival	Rival 38	37'7"	38
Shearer, Doug	Perez	Nimros	Alberg	37'	15
Silverstein, Jeffrey	Carpenter	Dog Star	Hinckley	31'3"	
Stone, Matthew	Stokes	Noord Hinder	Jonmeri 40	39'6"	32908
Stricker, George		St. George	Sloop	39'10"	
Sturdy, Dave	Cartwright	Avalanche	Hunter 54	53'10"	5429
Sweeney, Jack	Stokes	Misanthrope	Custom	43'	22287
Tonizzo, Luis	Cartwright	New Horizons	J-35	35'	
Willson, George	Pike	Northern Grace	Elite 346	34'6"	

THE SAILORS/THE YACHTS

GEORGE BARNARD/JUB III



George Barnard II is a commercial pilot whose current hometown is Newport, Rhode Island. He began sailing as a youngster in Westport, Connecticut on Sunfish, Aqua Cats, Lightnings and Blue Jays. He began racing in 1974. In his varied career he has owned a shrimp boat in Florida and was a fish spotter for 7 years and captained a 74' gaff rigged ketch for two years. He will be racing aboard UUB III, his 1976 36' Ericson.



DONALD BARRETT/LITTLE DIPPER

Donald Barrett, an editor and lawyer, was born in and presently resides in Rochester, New York. He learned to sail on Lake Ontario and began racing in 1975 aboard an Aquarius 23. He has raced in the Scotch Bonnet, a Lake Ontario race sponsored by the Genesee Yacht Club. This will be his sixth Bermuda 1-2 race and he will again be aboard LITTLE DIPPER, his 22' 8" Aquarius that was built in 1972. Having had centerboard problems in 1985 race that left him drifting across the Atlantic, LITTLE DIPPER now sports a new centerboard that extends into the hull and is firmly bolted in seven places.

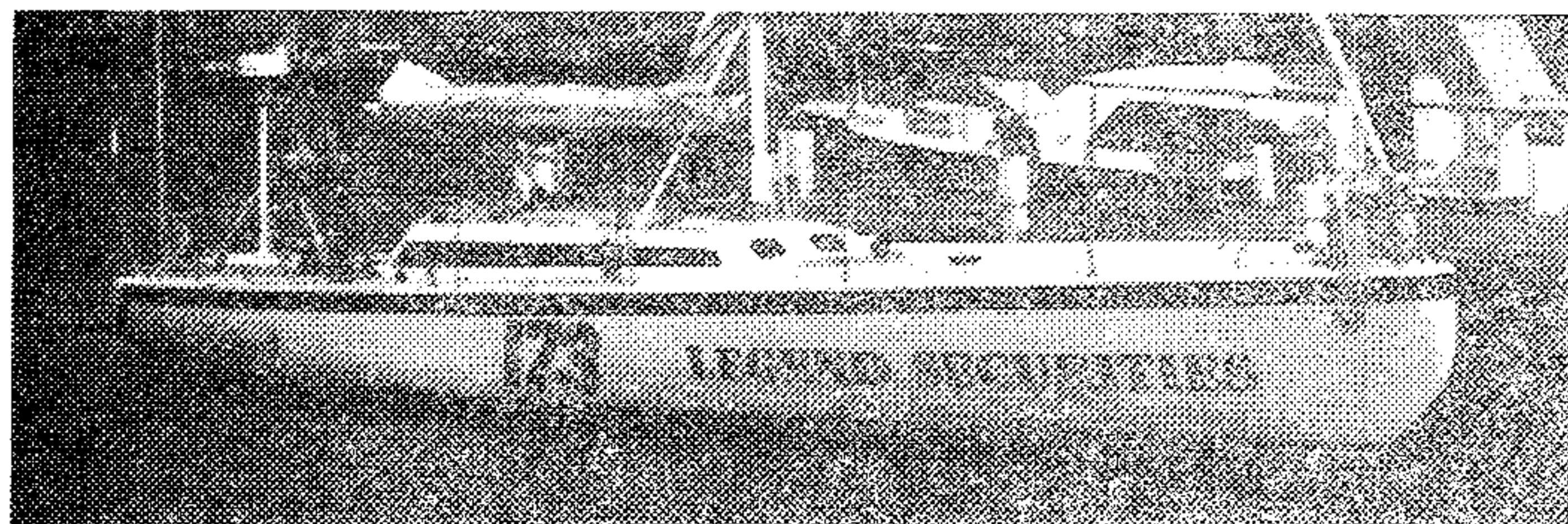
GUY BERNARDIN/BISCUITS LU



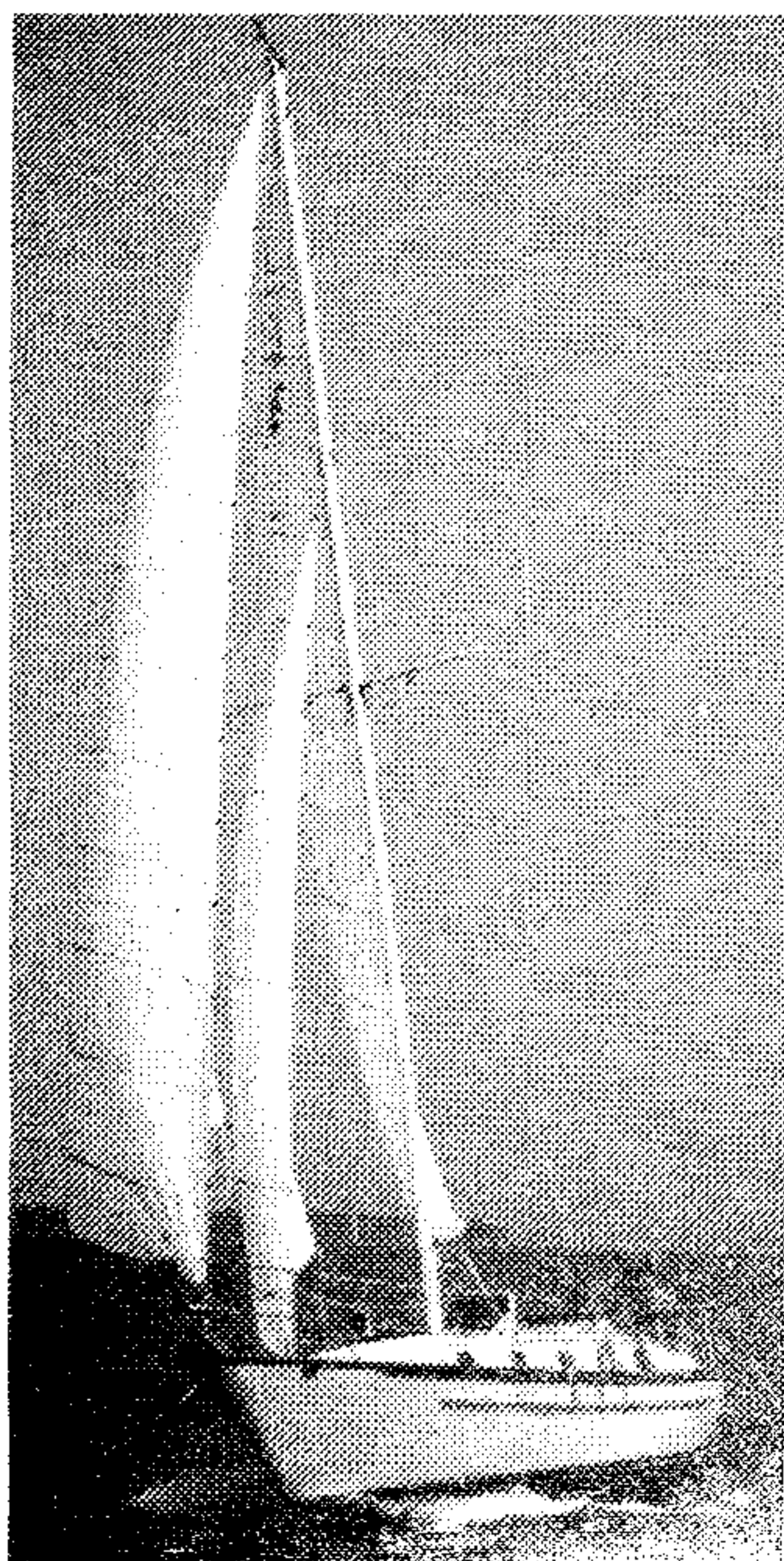
Guy Bernardin is a businessman originally from France and now a naturalized U.S. Citizen living in North Kingstown, Rhode Island. He learned to sail in 1960 on dinghies and began his extensive racing career in 1979. He sailed in the 1980 and 1984 OSTAR races, the 1981 TwoSTAR, the 1984 Quebec-St. Malo where he was first in class and the 1986 Carlsberg Transatlantic where he placed second in class. In the first BOC Challenge he placed fourth in class on a 38 footer, the smallest boat in the fleet. He jumped completed this year's BOC and placed 4th in fleet. His yacht, BISCUITS LU, distinguished by partially eaten biscuits on each side of the bow, is a 60' aluminum cutter built especially for this year's BOC Challenge.

JACK BOYE/LEGEND SECURITIES

Jack Boye is a stockbroker hailing from Princeton, New Jersey. He learned to sail 25 years ago and will be participating in his third Bermuda 1-2 this year. He has also sailed in the 1984 OSTAR and the 1986 Route du Rhum races. Boye will be sailing this Bermuda 1-2 aboard LEGEND SECURITIES - a modified Hunter built in 1979. This yacht is a one-off similar to the Hunter 54, but shortened to 50 feet.



ED BRADBURY/DISCOVERER



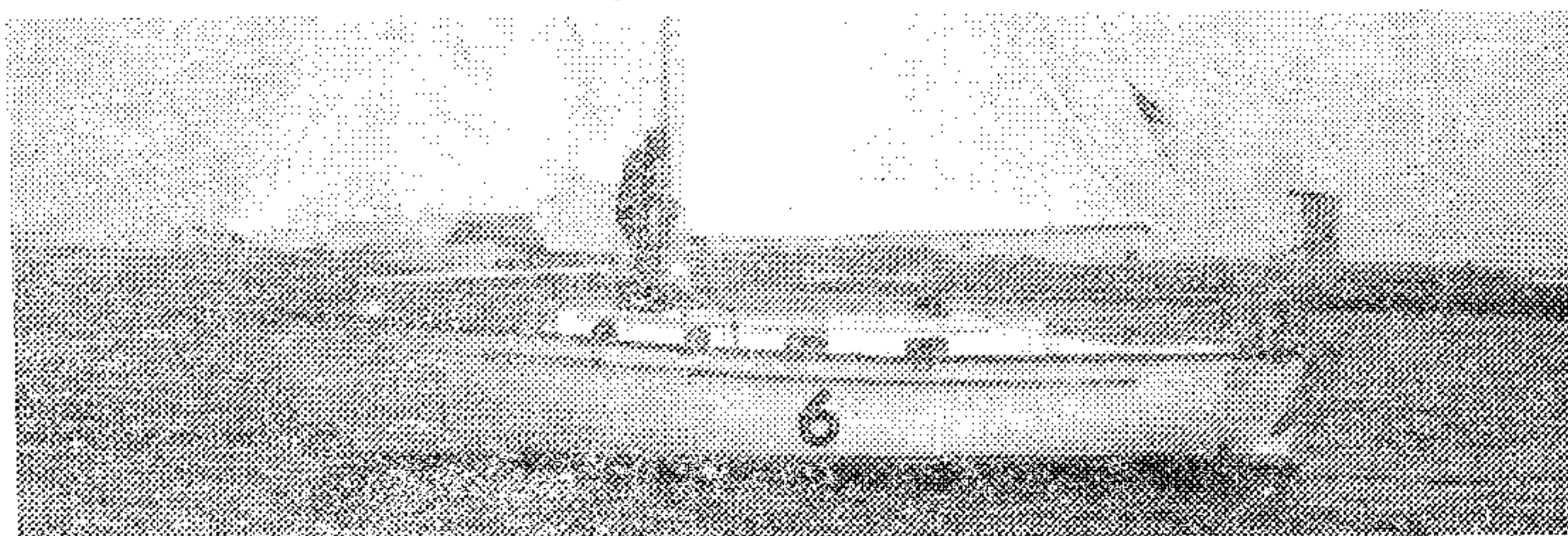
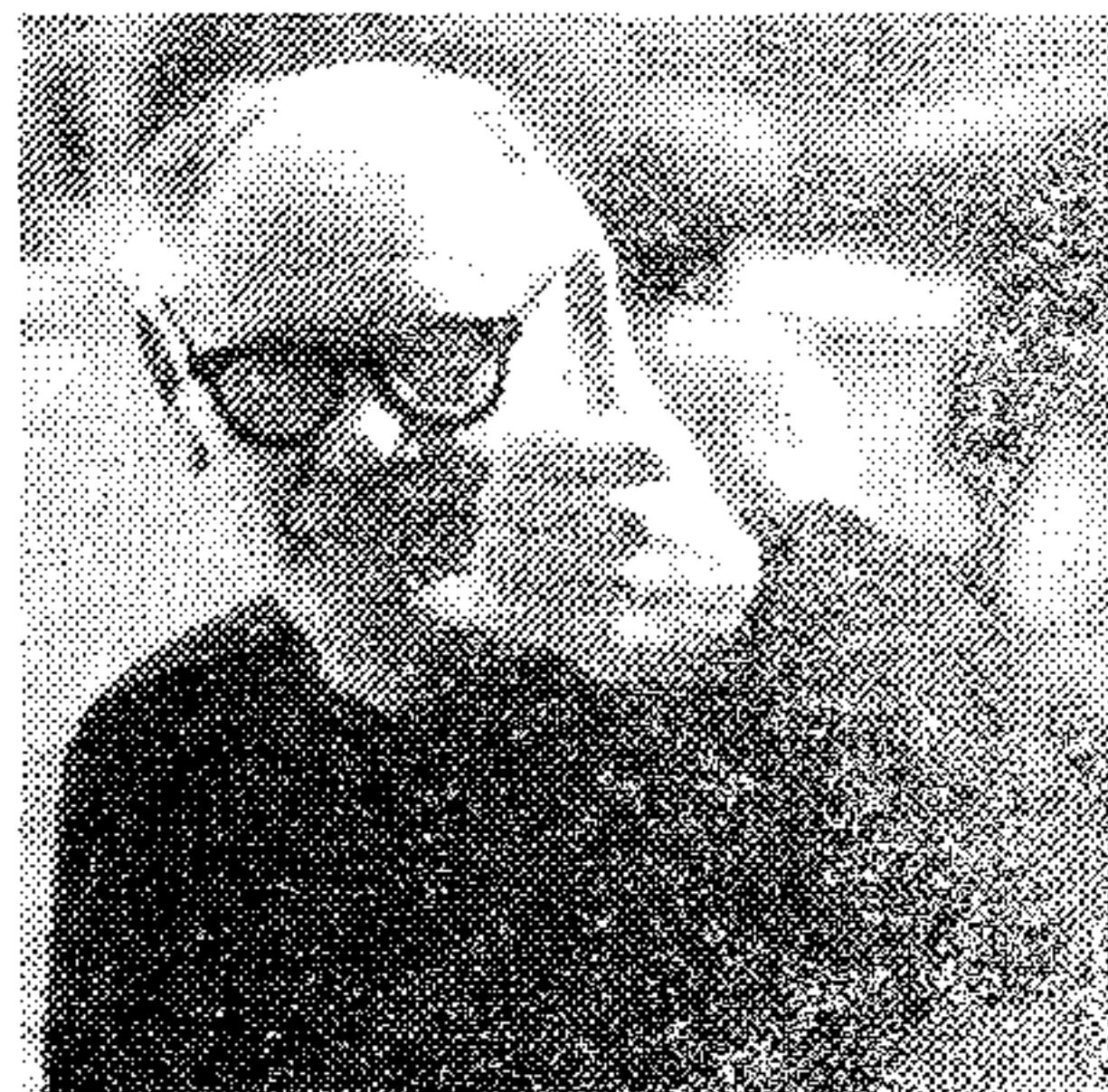
Edward Bradbury is a sheetmetal contractor in Portsmouth, Rhode Island and has been sailing for over 45 years in boats ranging from 12 to 50 feet. He has twice sailed the Cape May to Newport race. This will be his first Bermuda 1-2. His yacht, DISCOVERER, is a 37' Orealock cutter built in 1980.

DAVE BURKITT/SEPTEMBER WIND

David Burkitt is a scientist presently residing in Medfield, Massachusetts. Although he began sailing in 1978 aboard an 11' boat costing \$175., he has never raced before and is anxious to find out what it is like at sea at night far from land. His yacht, SEPTEMBER WIND, is a 30' sloop built in 1973.



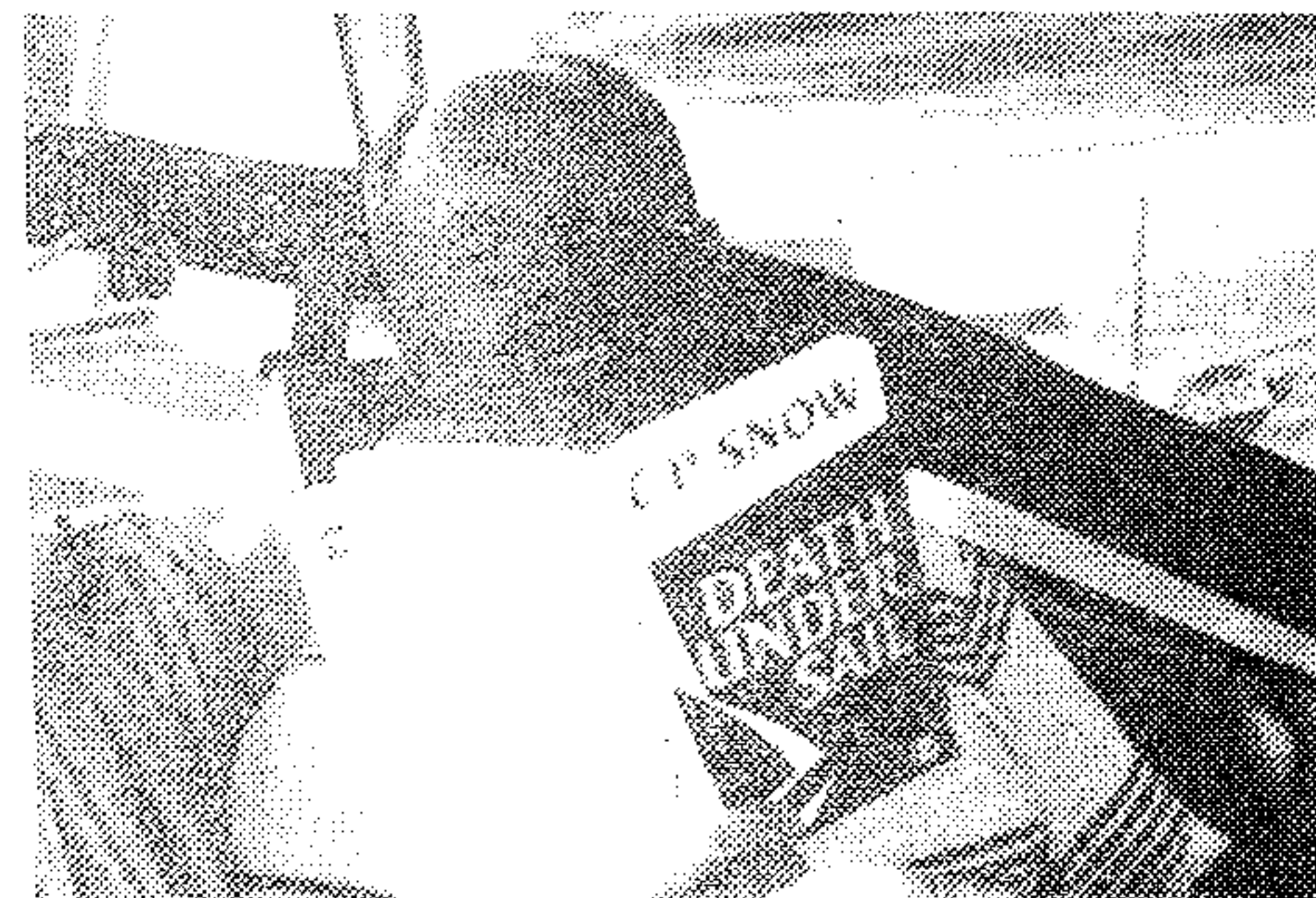
CHARLES CARPENTER/LIBERTY



Charles Carpenter is a self - employed tool maker living in Newport, Rhode Island. He learned to sail in Rhode Island in 1947 and began racing Beetle Cats. He has raced in all 5 Bermuda 1-2 races and always raced the same boat - LIBERTY, a 31' cutter built in 1975.

MARK CHRAMIEC/FOLLY

Mark Chramiec of Newport, Rhode Island was born in Poland and began racing in 1960 aboard Ensigns and Flying Dutchman. He raced in the 1985 Bermuda 1-2 and finished 3rd overall in Class III. He will be skippering FOLLY in this year's race. She is a 1982 Freedom 33 cat ketch with a free standing rig.



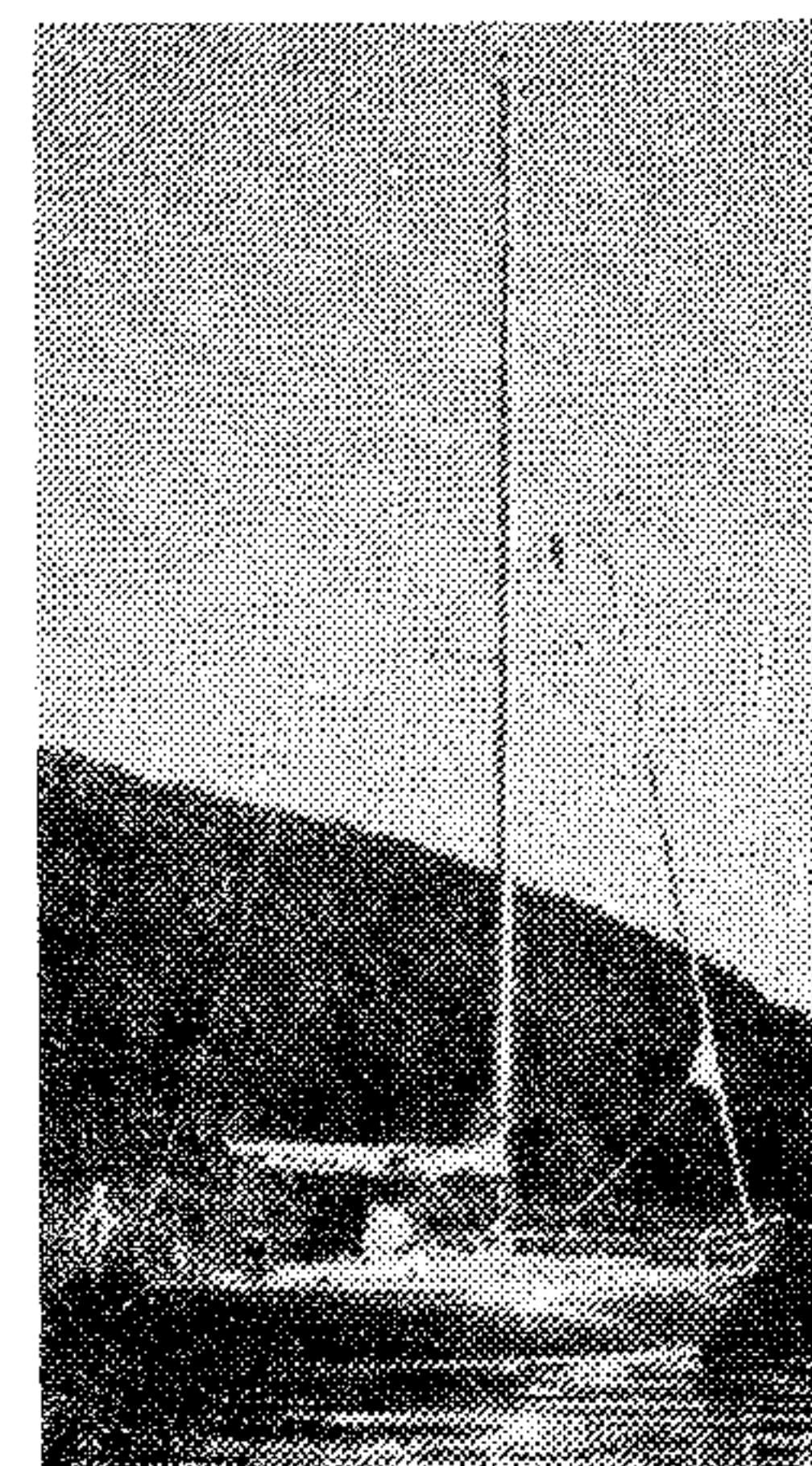
STEVEN CREIGHTON/MONTROSE III

Steve Creighton is an engineer who comes from Rossland Park, Ontario, Canada. He built a catamaran for himself five years ago. This year's Bermuda 1-2 will be his first race ever. He will be sailing MONTROSE III, a 36 footer.

MURRAY DANFORTH/KAHOUTEC

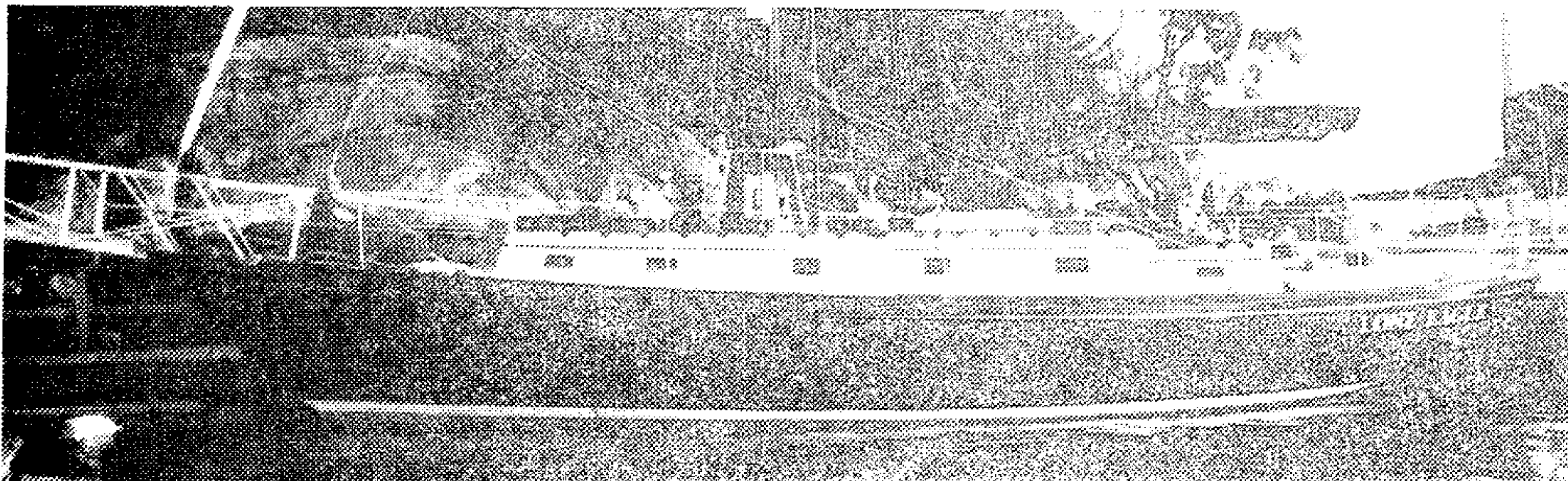
Murray Danforth was born in and presently lives in Providence, Rhode Island. He began his sailing career on his family's 1936 Lawley S & S weekender and on Dyer dinghies. He began racing in 1965 on Beetle Cats and Aldens. This will be his third Bermuda 1-2.

In 1983 he placed 2nd in Class II on the single leg. In 1985 he was 2nd in Class II on the single leg, 1st in the double leg and overall class winner. He will be aboard KAHOUTEC, his 1973 36' sloop.



TOM DONNELLY/LONE STAR

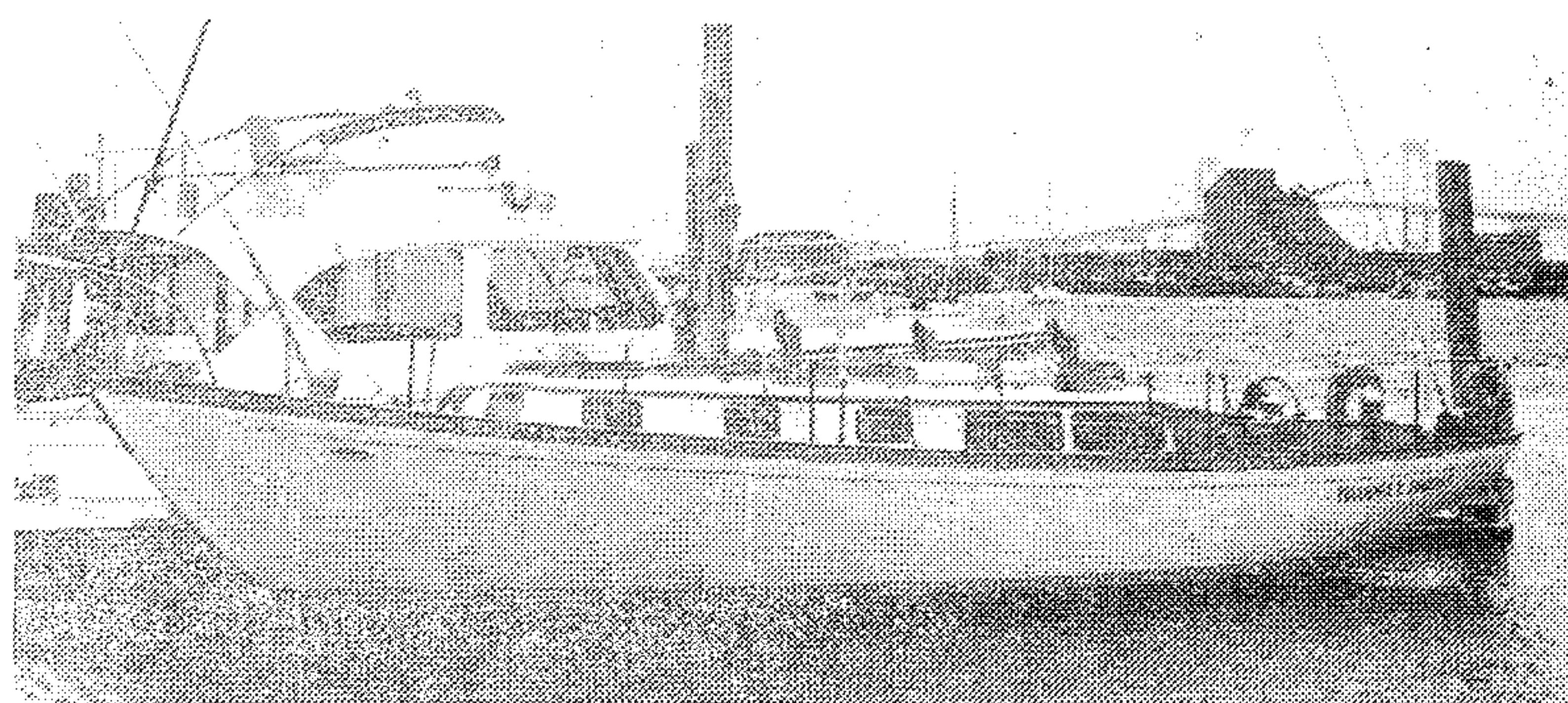
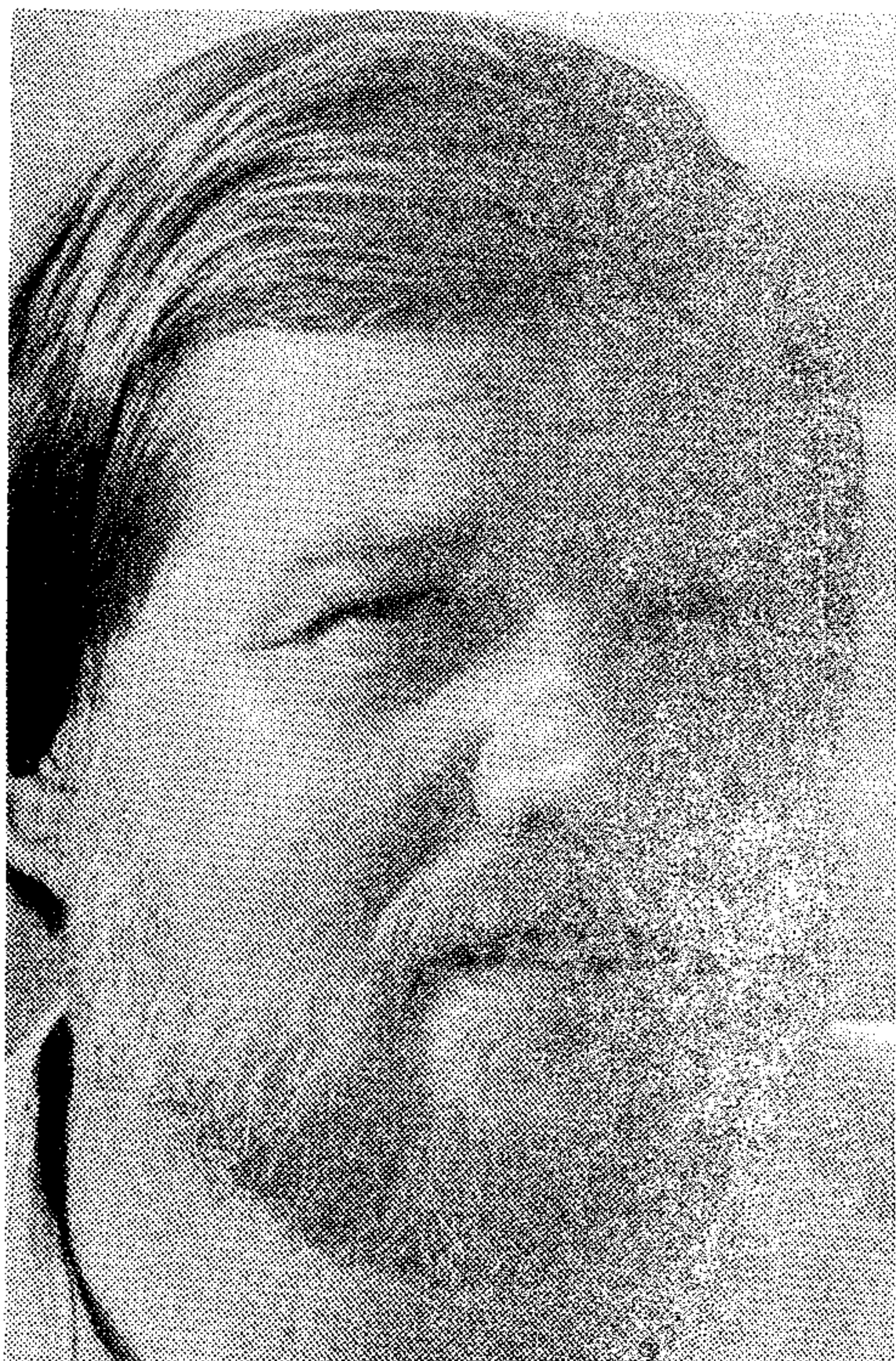
Tom Donnelly is a real estate and insurance broker currently residing in Stamford, Connecticut. He began sailing about 30 years ago in small boats and began his racing career in 1967 in a 25' racer/cruiser. This will be his fourth Bermuda 1-2. He raced in 1979, 1981 and 1983. He also raced in the 1984 OSTAR. This year he will be sailing LONE STAR, a 1986 Mason 43 cutter.



RON DWELLE/PRUDENCE P. FISHPAWS

Ron Dwelle, an editor residing in Newport, Rhode Island, learned to sail as a child on the Great Lakes and learned to race starting in 1967 on a One Design dinghy. Since then he has raced extensively - averaging 15 to 20 cruising boat races per year most on the Great Lakes - a great many of which were singlehanded races. He has also cruised extensively both singlehanded and shorthanded races. As well as being an editor of a sailing magazine, he is a U.S. Coast Guard licensed captain and an instructor with the USCG Auxiliary. He will be sailing aboard PRUDENCE P. FISHPAWS, a 1969 Cheoy Lee 40.

This will be his first Bermuda 1-2 race.



ALBERT FOURNIER/EL TORERO

Albert Fournier is a restaurateur residing in Bridgeport, Connecticut. He learned to sail in the 1960's and had his first boat by 1967. He began racing in 1967 aboard Dyer Dhow dinghies. He raced in the 1984 OSTAR and finished 4th in Class V on a converted Etchells 22. This will be his fifth Bermuda 1-2 race. In 1979 he finished 5th in Class IV, in '81 he was first in class, in '83 he was 9th and in '85 he placed 4th in class. He will be sailing this race aboard EL TORERO, a custom 35' sloop built in 1982.

STU HAYWOOD/SHEARWATER

Stu Haywood is a professor of molecular biology and heads his department at the University of Connecticut. He presently resides in Mansfield Center, Connecticut. He learned to sail as a young child on one-design boats built in Cohasset, Massachusetts where he then lived. He raced in both the 1983 and 1985 Bermuda 1-2. This year he will be sailing a new yacht. SHEARWATER is a 1985 33' Hans Christian.

COURTNEY HAZELTON/THURSDAY'S CHILD

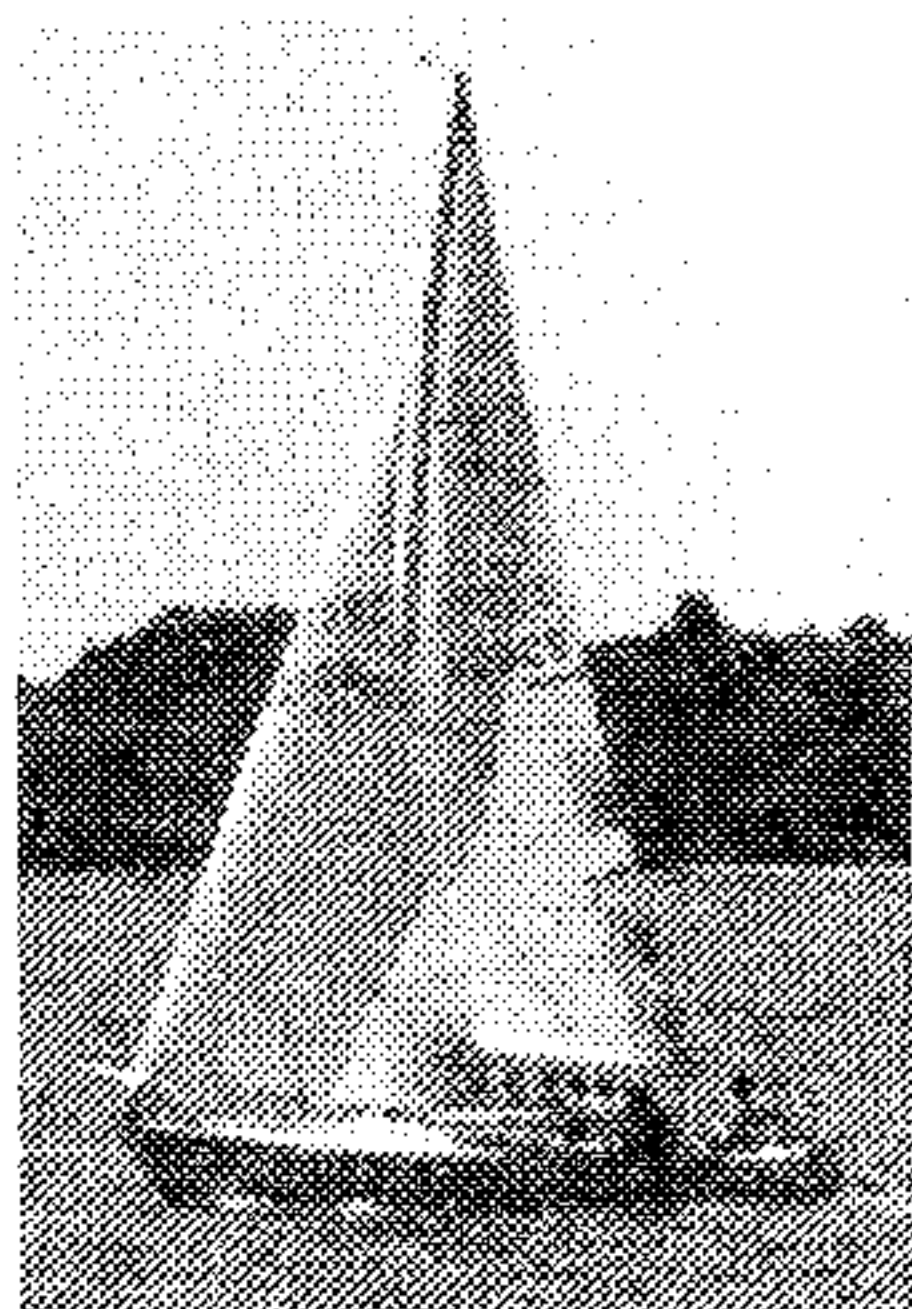
Courtney Hazelton was taught sailing at the age of four by his brother. He was born in New York and now resides in Palmetto, Florida. His racing career began in 1967 on Blue J's. Although this is his first Bermuda 1-2 he raced in SORC for three years, and in Block Island Race Week and the 1978 Havana Race. He has made 7 trans-Atlantic passages - one double-handed and four as skipper. He will be sailing Warren Luhurs' THURSDAY'S CHILD, the custom 60 that Luhrs sailed in the 1987 BOC.

ANDRE HIEBELER/FUTURES

Andre Hiebeler was born in Munich, Germany and presently lives in Fort Lauderdale, Florida where he lists his profession as yachting. He learned to sail through 80,000 miles of yacht deliveries and began racing aboard a Swan 46 in Daytona, Florida. He will be skippering FUTURES, a 47' Swan built in 1984. This will be his first Bermuda 1-2 race.

PAUL KELLY/PASHABRA

Paul Kelly is a salesman in Cape Elizabeth, Maine who will be sailing in his first Bermuda 1-2 this year. His sailing career began on an Apache 37 20 years ago on Long Island Sound. He sailed the Monhegan Race for 13 years and has raced in the Marblehead - Halifax twice. He will be skippering PASHABRA, a 1983 J-29 in this race.



SCOTT KUHNER/MOONSHINE

Scott Kuhner is a stockbroker from Norwalk, Connecticut. He began sailing at age 12 by entering the Cedar Point Yacht Club sailing program. His racing career began aboard Blue Jays and Beetle Cats in 1953. He and his wife, Kitty, sailed around the world between 1971 and 1975 aboard their 30' Seawind ketch. This will be his fifth Bermuda 1-2 race. In 1985 he was first in his class. He will be sailing aboard TAMURE, his 1975 39' 10" cutter. This yacht, formerly known as MOONSHINE, was raced by Francis Stokes.



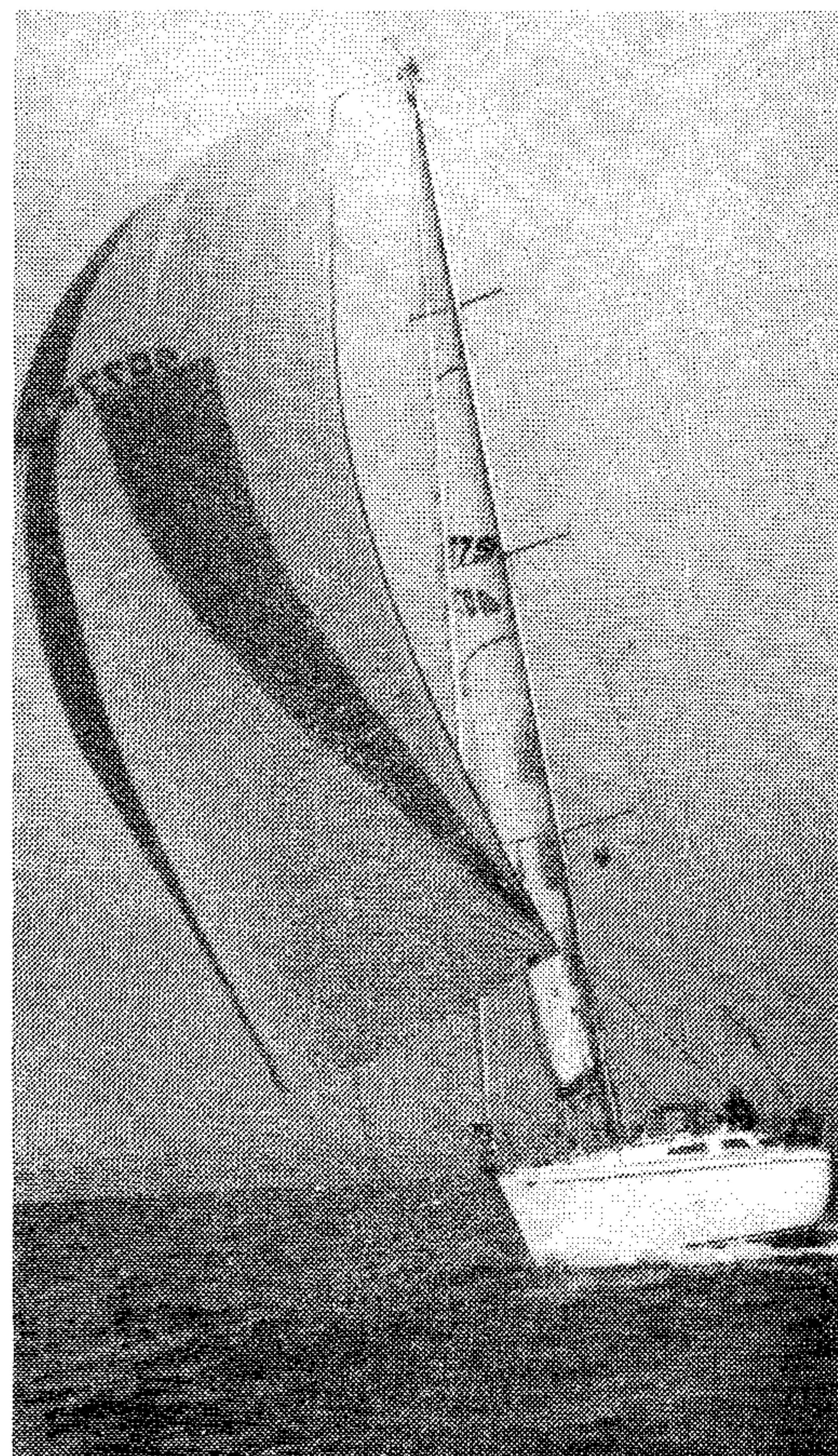
JIM KYLE/BREAKING AWAY

Jim Kyle is a boat builder from Little Compton, Rhode Island who learned to sail dinghies when he was in 3rd grade in Newport, Rhode Island. He learned racing at this time aboard Blue Jays, 420's, Ensigns, Lightnings, Lasers and others. He won many state and national level championships in these one-designs. He has raced in MORC on Long Island Sound, raced Block Island Race Week and raced MORC Nationals. In 1979 he won 1st in class in a boat designed for the 1980 OSTAR. He completed a TransAtlantic crossing in a boat he designed. After being head engineer at Cape Dory Yachts he was founder and president of Stellar Yacht Corporation and now works for Shannon Boat Company. He will be sailing a Stellar 30 that he built in 1984 called BREAKING AWAY.

RICK LONG/COSMIC EGG

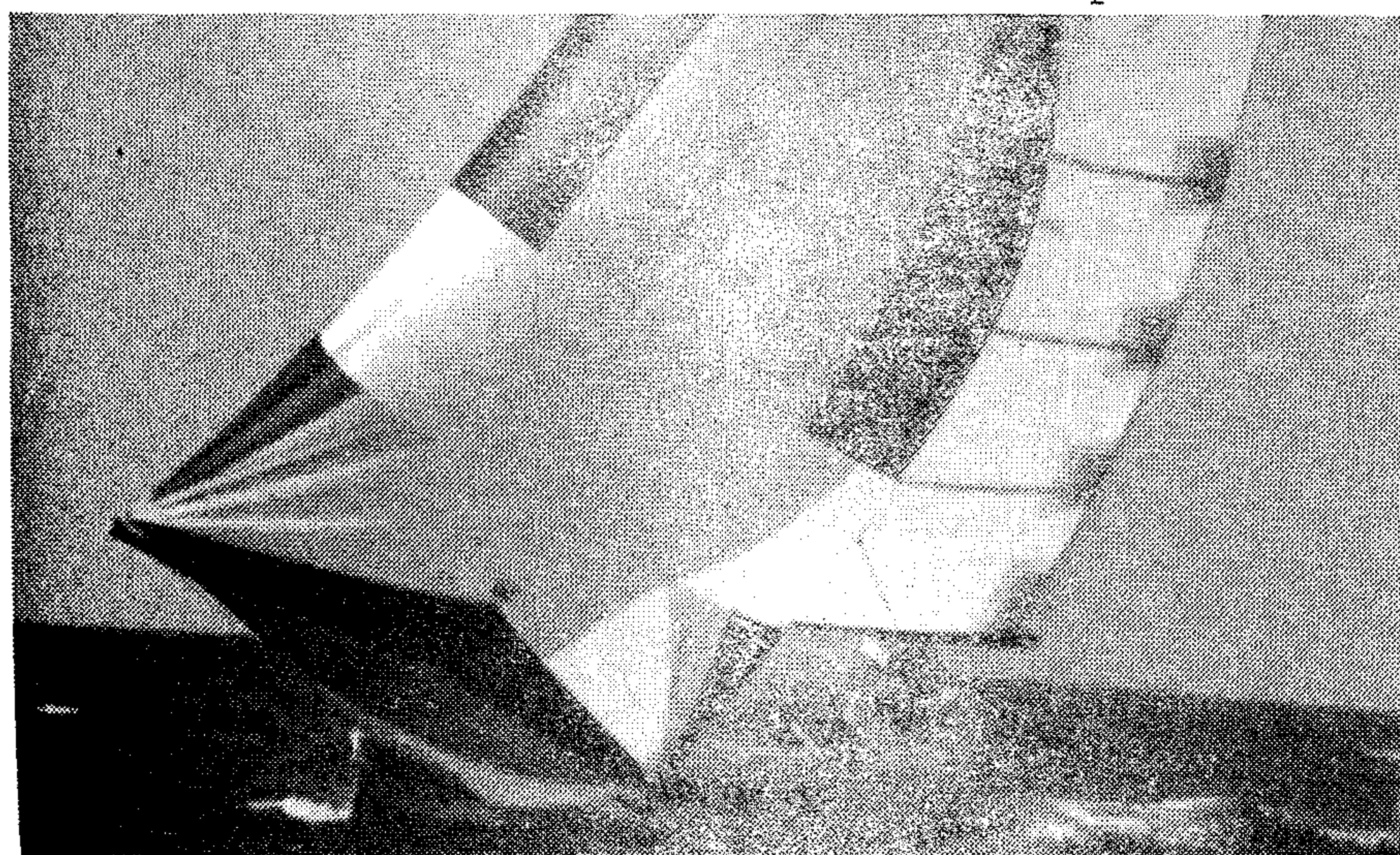


Rick Long is an insurance broker who was born in Dunedin, Florida and now resides in Swampscott, Massachusetts. His racing career began with trial and error on Hobie 16's in 1977. Although he has never raced in the Bermuda 1-2 before, he raced in the 1984 Corinthian 200 and placed 2nd in class, is the 1986 Solo/Twin placing 4th in class in the twin division and in the 1986 CCA Boston Staten Race where he placed 1st in class and 2nd on corrected time. He will be sailing this race on COSMIC EGG, a 1985 Lacoste 42.



PETER McCREA/PANACEA

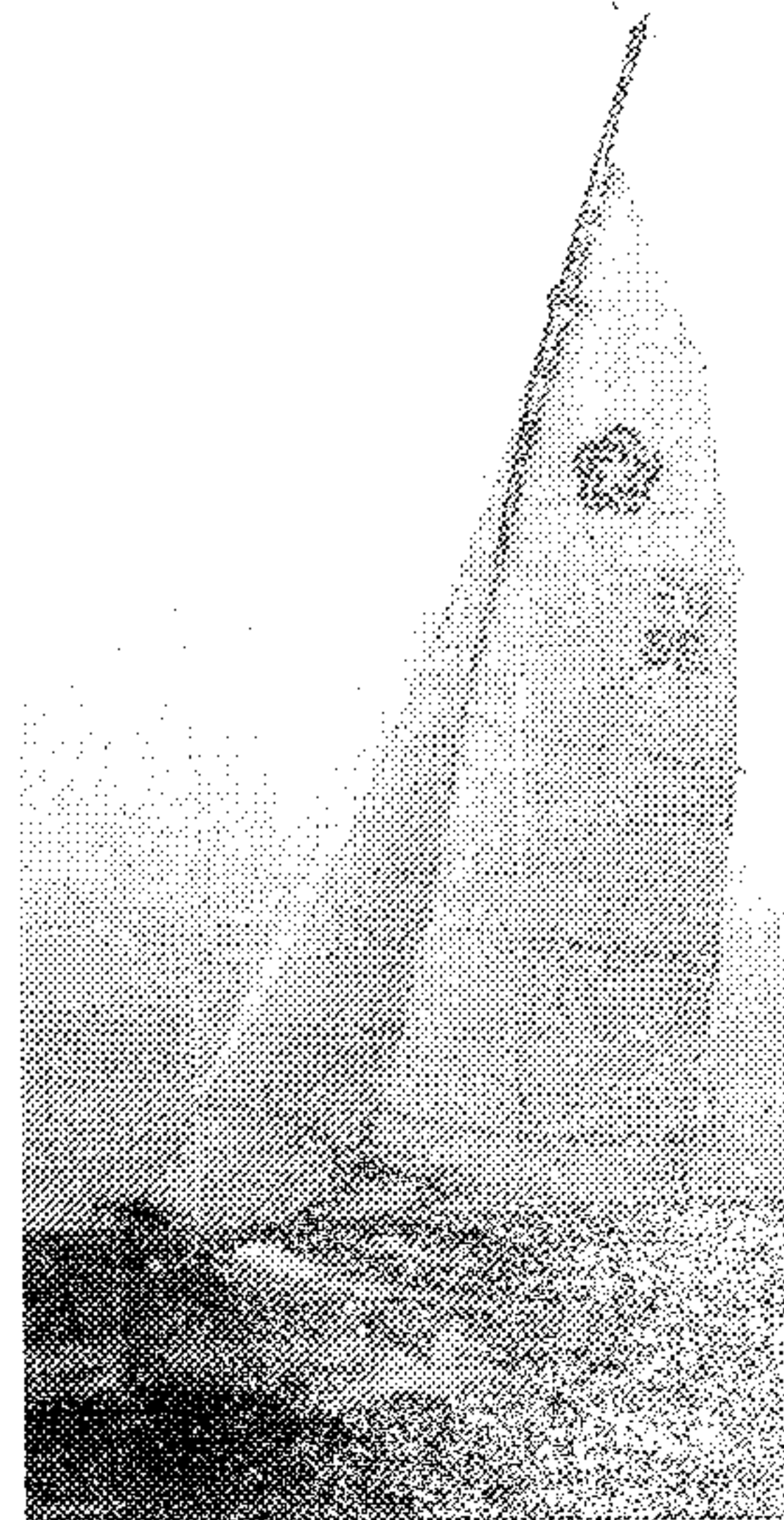
Peter McCrea, a vice president in industrial research and development presently resides in Providence, Rhode Island. He began racing Beetle Cats on Cape Cod when he was nine years old. His racing career began on Herrshoff 12 1/2's in 1953. He placed first in the 1986 New England Solo/Twin Race in the solo division. In three seasons he has sailed over 5000 miles of coastal cruising. 1500 of these miles were sailed singlehanded. He will be aboard PANACEA in this, his first Bermuda 1-2. She is a 1984 Freedom 32' 9" cat sloop.



PATRICK MOULIGNE/SLOOP DU JOUR

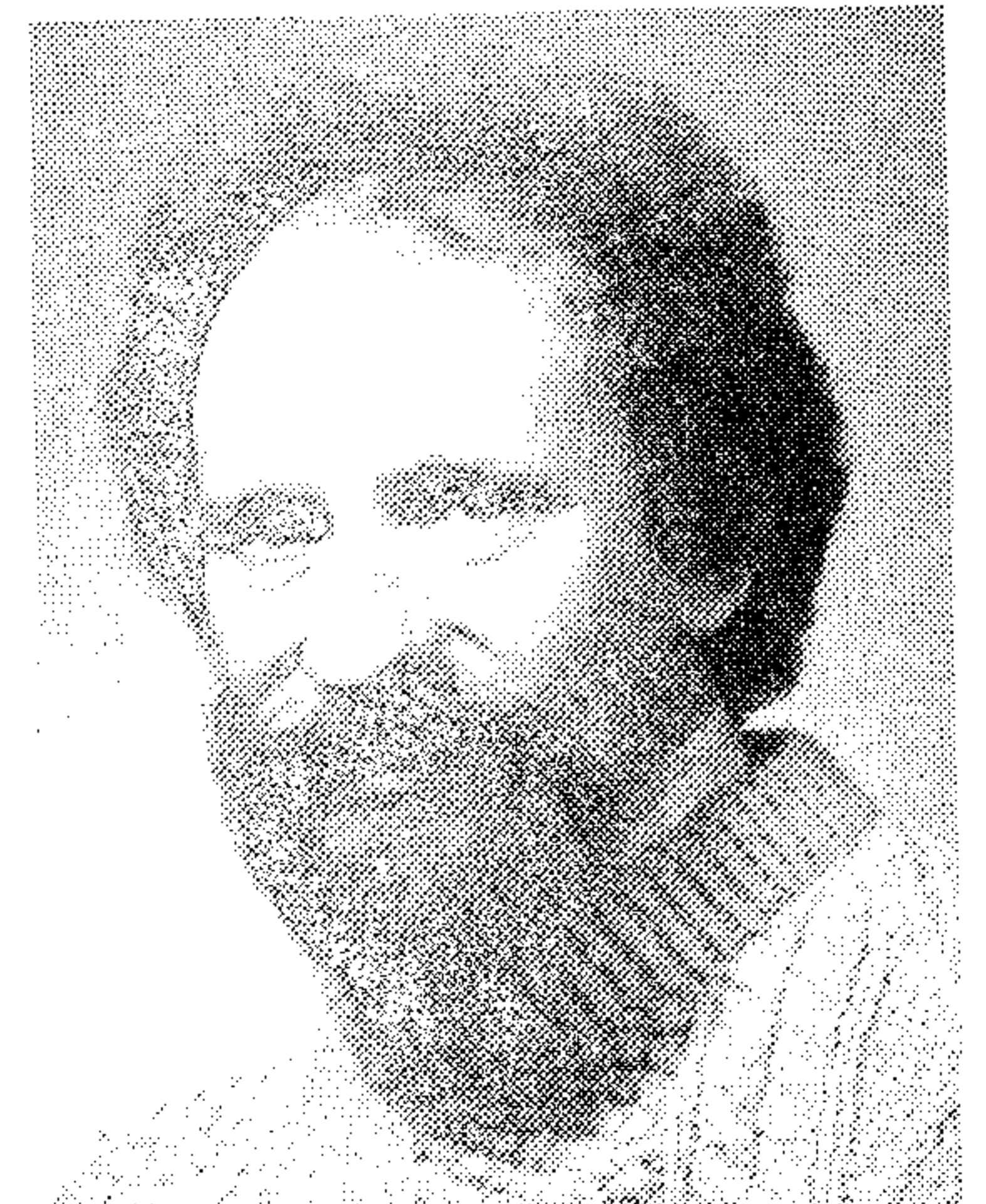


Patrick Mouligne is a business executive from Portsmouth, Rhode Island who was born in Paris, France and learned to sail in 1950 in Deauville, France. He began racing in 1960 on 420's. He has raced in the Trans-Atlantic - Halifax and Annapolis to Newport races. This will be his first Bermuda 1-2 and he will be aboard SLOOP DU JOUR, a 1984 Freedom 32.



FRED MUNK/NIGHT STALKER

Fred Munk will be sailing in his second Bermuda 1-2. In 1985 he took 4th in class on the singlehanded leg only. He is a financial planner and lives in Stamford, Connecticut. He began his sailing and, racing career in 1968 at age 25 when his father bought a very old (hull # U.S. 15) Soling that Fred would sneak out alone to sail. He crewed in the 1975 Marblehead-Halifax race and took 5th in class. From the Fall of 1976 to the Summer of 1977 he and his bride sailed to the Carribean and back. He will be sailing NIGHT STALKER in this year's Bermuda 1-2. She is a 1975 Tartan sloop with a LOA of 43' 2" that he recently bought.



DOUG PECK/GOONEY BIRD

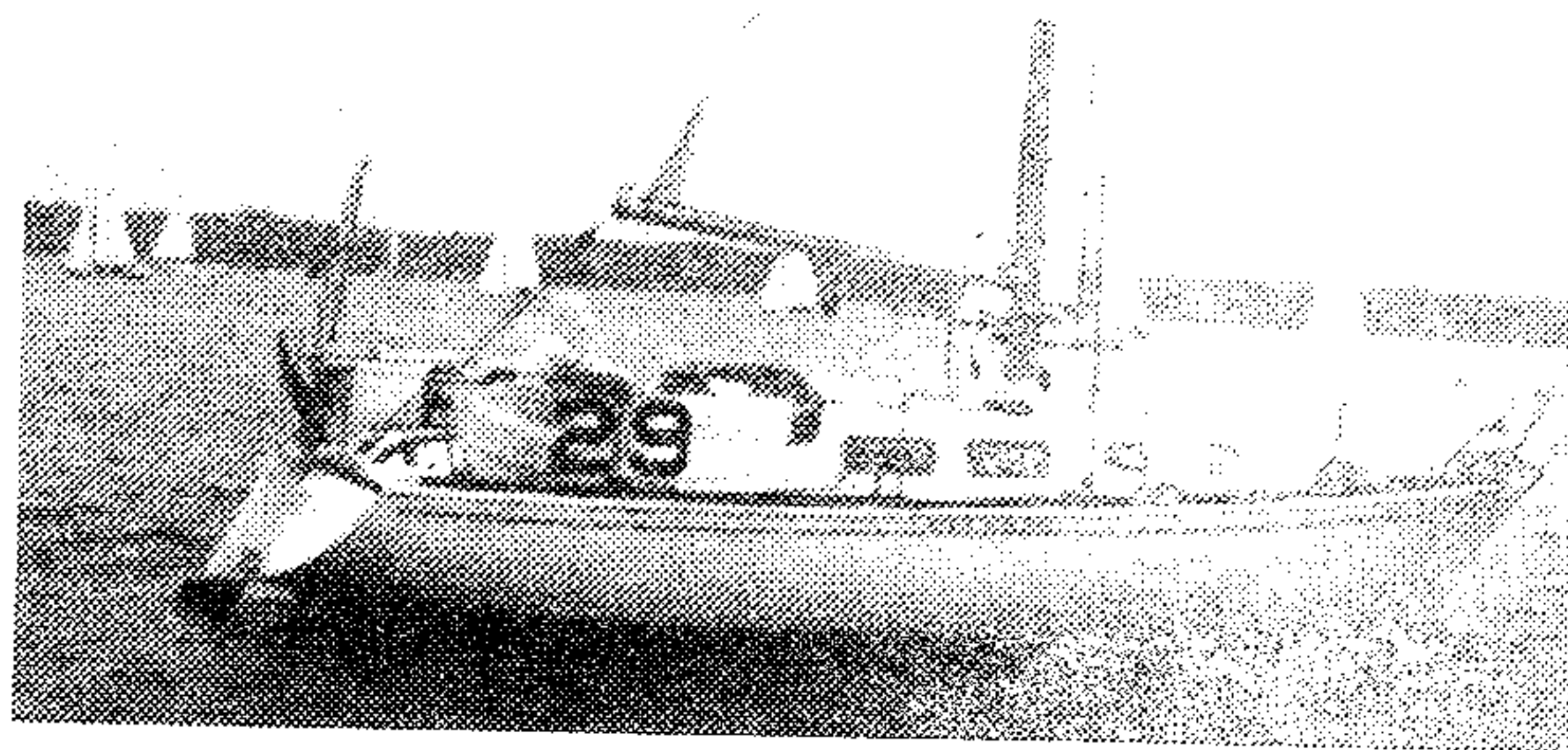


Doug Peck, retired from the U.S. Air Force, was born in Chattanooga, Tennessee and currently lives in Bradenton, Florida. He taught himself to sail in 1961 in the Chesapeake. He has raced extensively including: 2 SORC circuits, 4 Galveston to Tampa Bay races, 1 Galveston to Vera Cruz, Mexico, 18 St. Petersburg to Isla Mujeres, Mexico races and 5 Tampa Bay to the Dry Tortugas races. In 1979 he placed 2nd in class in the Bermuda 1-2. He will be sailing GOONEY BIRD, a 1975 31' cutter. His resident ship's cat "HOOKER" has gained a reputation within the sailing community.

JUAN PEREZ/CELESTE

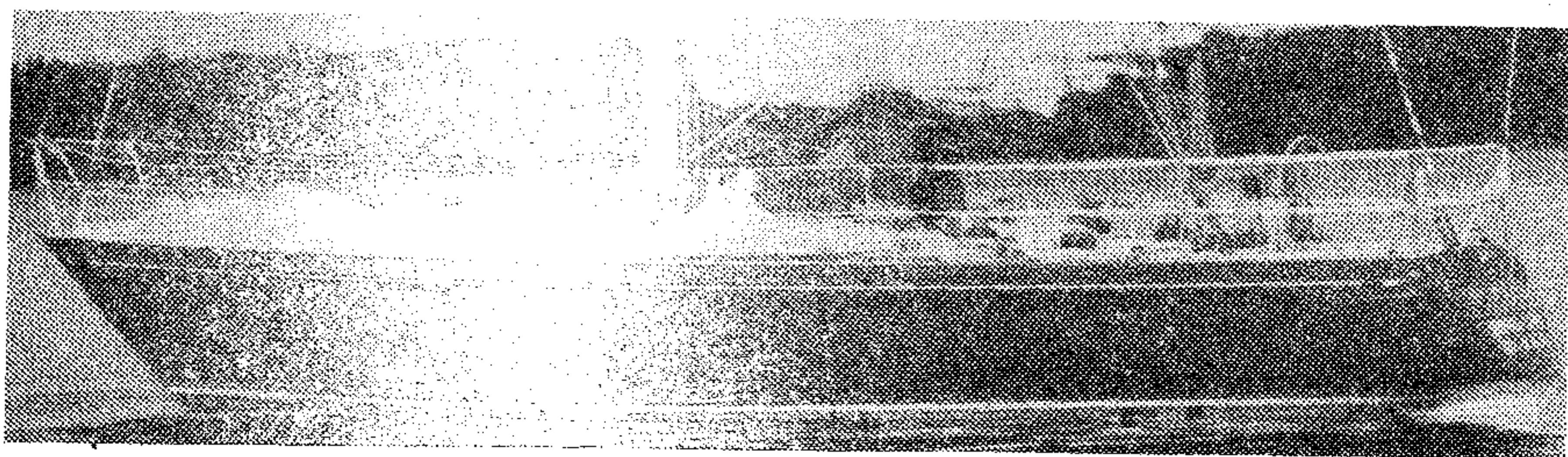


Juan Perez was born in Buenos Aires, Argentina and now resides in Arlington, Virginia, where he is a mechanical engineer on oceanographic equipment. He learned to sail in 1947 and designed and built his first boat in 1953. He began racing in 1948 on a Snipe and has been in numerous races from Argentina to Uruguay. He has been in five previous Bermuda 1-2 races and has placed either 2nd, 3rd or 4th in class each year. He will again be sailing CELESTE, his Tartan 30 sloop built in 1975.



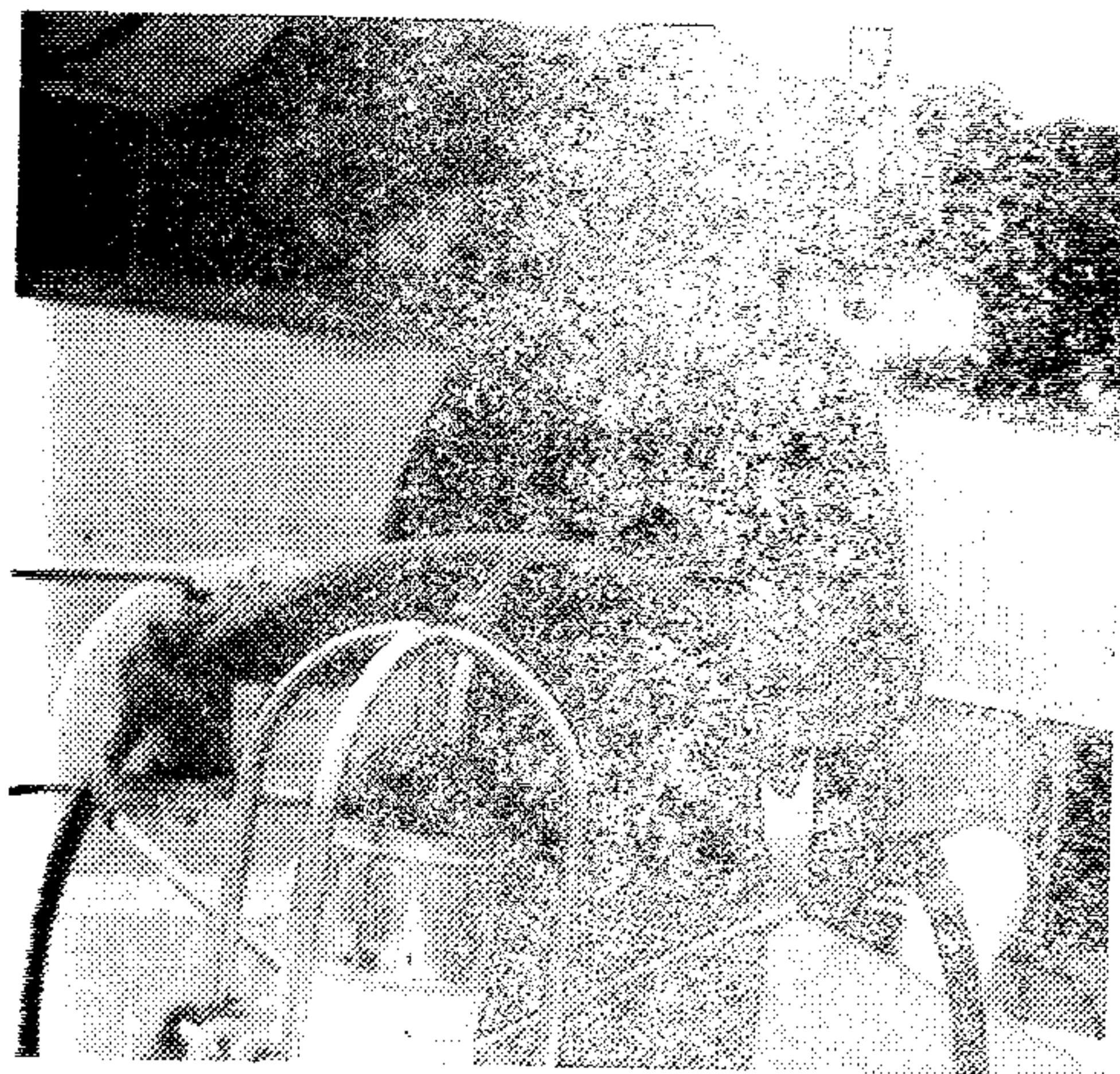
STEVE PETTINGILL/FREEDOM

Steve Pettengill is self-employed and hails from Grand Haven, Michigan. His father taught him to sail approximately 30 years ago. He began to race in 1980 aboard Tartan 27's, 34's and 37's. He has three times raced in the Port Huron to Mackinac Island, Michigan singlehanded race and placed third once. His sailing experience also includes the Bahamas, Haiti, Jamaica, Cayman Islands to Honduras, the Panama Canal, Alcapuco to Costa Rica and New Jersey to Daytona Beach, Florida. This will be his first Bermuda 1-2 race. He will be sailing on FREEDOM, a 1975 40' sloop.



MORRIS PROPP/HETAERA

Morris Propp II is a business executive born in New York and now residing in Hamburg Cove, Connecticut. His racing career began in 1981 and he raced in the 1981 Marion-Bermuda Race and the 1984 Newport to Bermuda Race as well as both the 1983 and 1985 Bermuda 1-2 Races. His yacht HETAERA is a 43' Swan built in 1978.



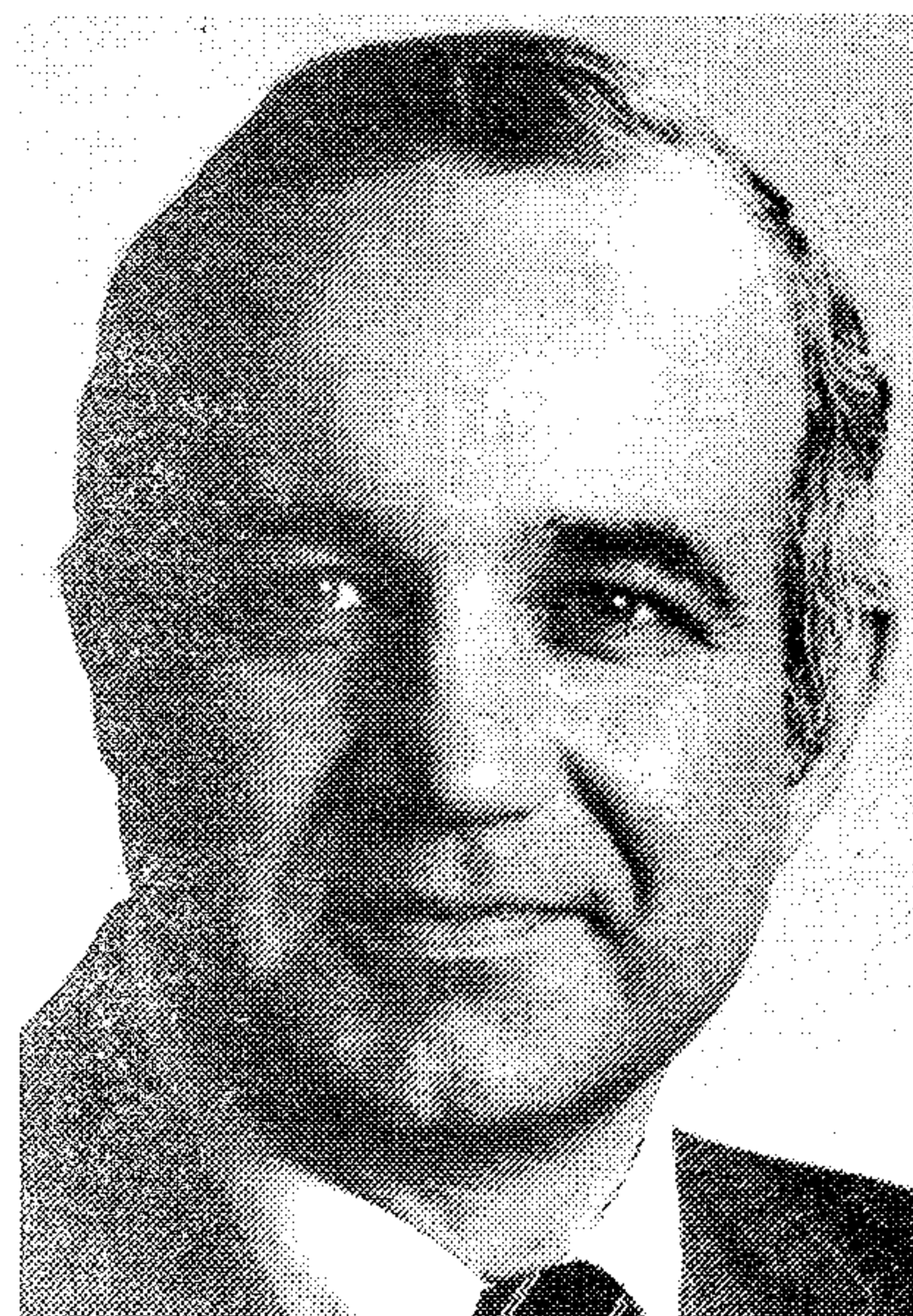
BERTIE REED/STABILO BOSS



Bertie Reed is a sailing instructor who will be sailing this race out of the London Royal Western Yacht Club. He learned to sail in the Navy when he was 18 years old on dinghies. He has raced extensively since, including six South Atlantic races, 11 Cape Agulhas races, an Admiral's Cup, the 1980 OSTAR, the 1982 Round Britain and two BOC Challenge races. In the 1982-83 BOC he raced aboard a 49' wooden sloop and finished second on each leg. He recently completed the 1986-87 BOC Challenge finishing 9th overall. His yacht, STABILO BOSS, built in 1981 and designed by Bruce Farr, is a 60' Aluminum racer.

RAYMOND RENAUD/AGGRESSIVE

Raymond Renaud is a real estate developer who hails from Barrington, Rhode Island. He began sailing in 1956 and began racing in 1977 aboard a Catalina 27. He placed 2nd in the 1983 Southern Cross and 1st in 1984. He sailed in the 1985 Bermuda 1-2 and won 1st in class on the singlehanded leg. He will again be sailing AGGRESSIVE, his 35' C & C Mark II sloop. The boat was built in 1974.



DAVID RYAN/BREAKING AWAY

Dave Ryan is from Jamestown, Rhode Island and sailed in the first Bermuda 1-2 aboard PHAGAWI, his Pearson 29' Flyer built 1984. He raced in the 1984 OSTAR placing 3rd in class. He has three 3rd in class finishes in Bermuda 1-2 races.

MARK SCOTT/LONE RIVAL

Mark Scott is an architect/real estate developer in New York City. He began his sailing/racing career in 1973 at the University of Wisconsin on Solings. He sailed in the 1985 Bermuda 1-2 and in the 1986 Governor's Cup in New York. His yacht, LONE RIVAL, is a Rival 38 built in England in 1977/78. He has presently outfitted the boat, not only for this race, but for a trip around the world taking approximately three years. He plans to sail only the singlehanded race to Bermuda, then to head for the Atlantic Rally for Cruisers in the Canary Islands in November, on to Portugal, then south to the Panama Canal and head west, completing his circumnavigation about June 1990.

DOUG SHEARER/NIMROS

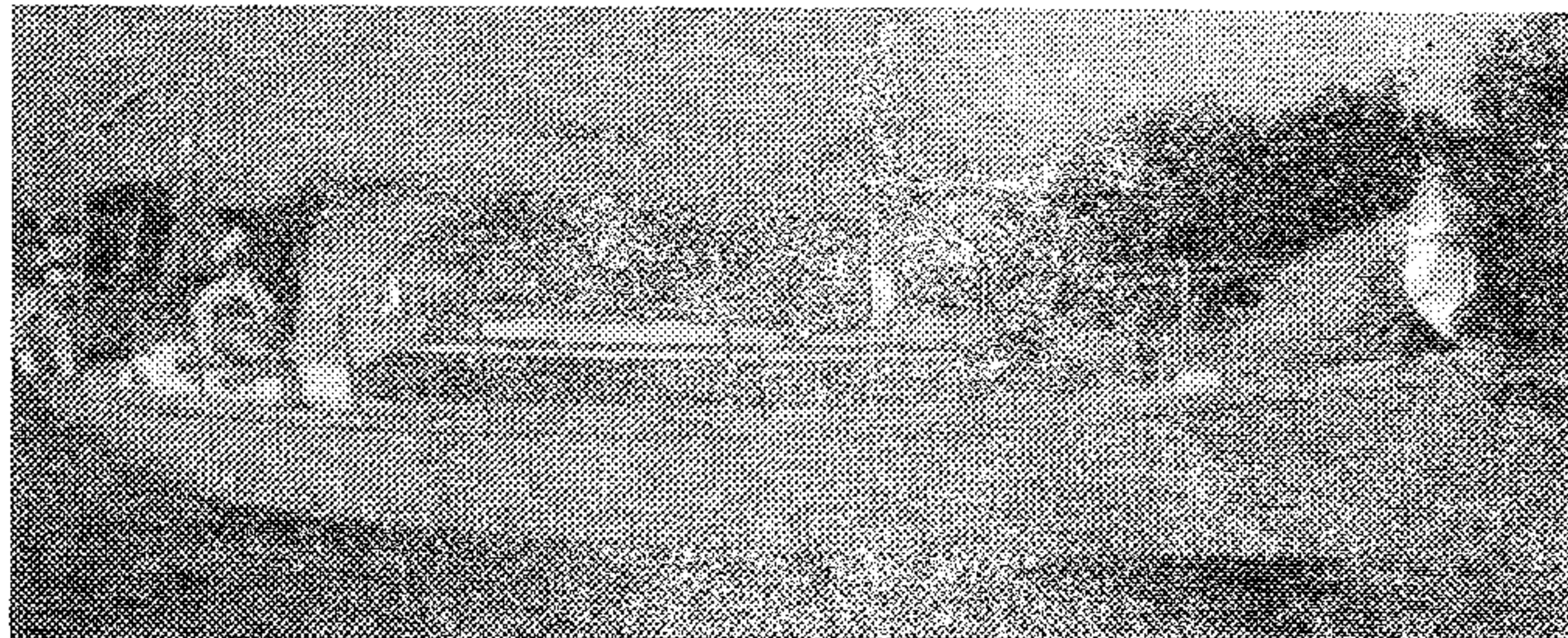
Doug Shearer, a medical physicist, was born in Australia and now lives in East Greenwich, Rhode Island. He learned to sail around 1972 on the way from England to Cleveland, Ohio via the Bahamas with his wife in their 27' sloop. He began racing in 1981 aboard his Alberg 37. He has raced in the Bermuda 1-2 in 1981, 1983 and 1985. He claims he tries to avoid situations which people later describe as "notable" or "interesting"! He will again aboard his 1979 Alberg 37 sloop, NIMROS.



JEFFREY SILVERSTEIN/DOG STAR

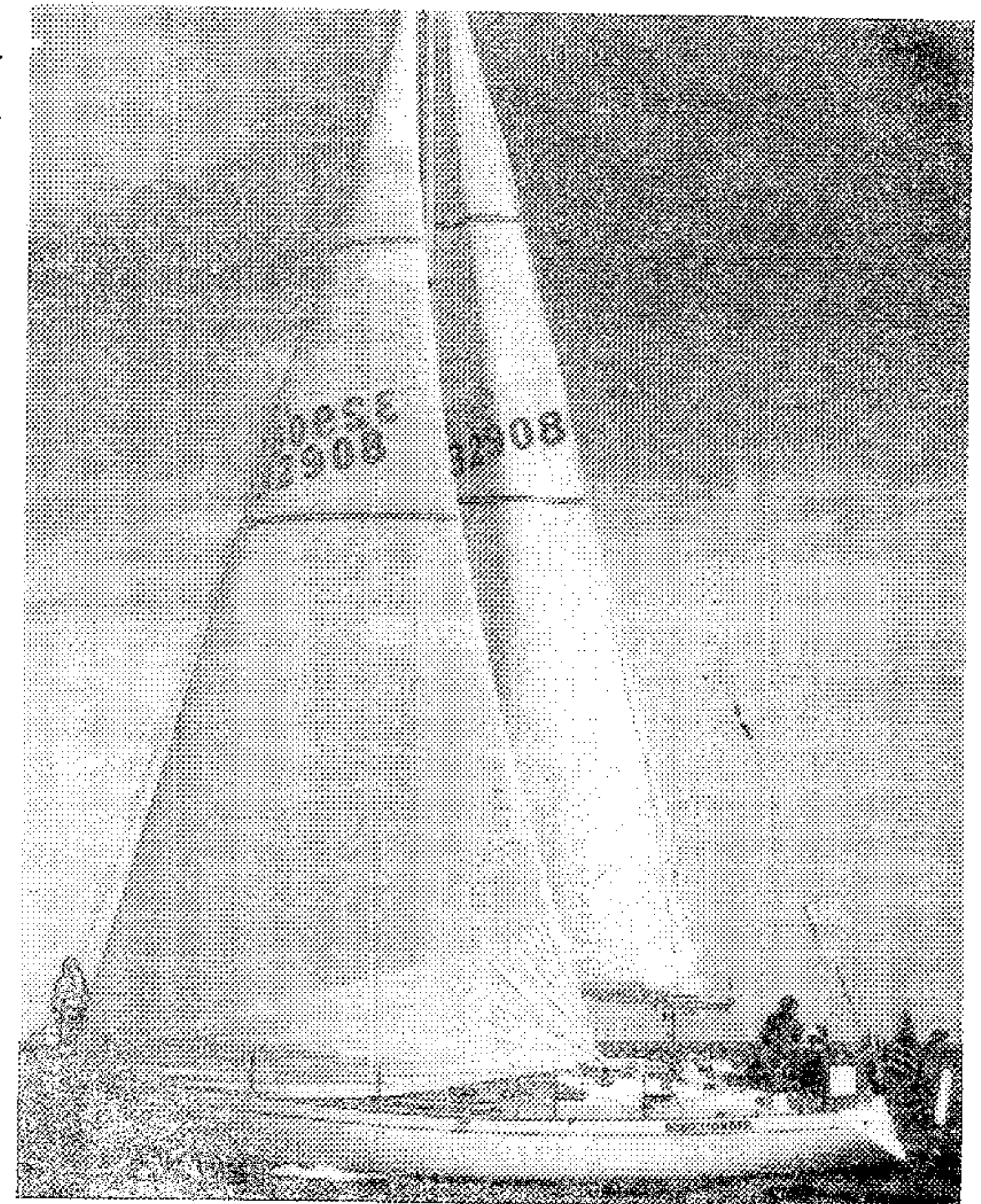


Jeffrey Silverstein, born and presently living in Providence, Rhode Island, learned to sail in 1970 and bought a 13 1/2' Blue Jay that he sailed for 12 years out of Edgartown, Massachusetts. He has since done numerous passages between New York, Maine and the Massachusetts islands. During 1986, with a crew of one, he sailed a 500 mile round trip into the Gulf Stream and back. This is his first Bermuda 1-2 race. Silverstein will be sailing DOG STAR, a 31' Hinckley Islander sloop built in 1941.



MATTHEW STONE/NOORD HINDER

Matthew Stone, a sugar trader, was born in San Francisco, California and presently resides in New York City. He learned to sail in San Francisco Bay and bought his first boat in 1980. He has sailed in the North Sea and France and crewed on the maxi yacht Gitana. He has raced in the 1977 Admirals Cup, the 1984 Newport-Bermuda Race and the 1985 Marion-Bermuda race. He has sailed over 11,000 miles on his present boat which will be sailing in this, his first Bermuda 1-2. His boat, NOORD HINDER, is a Finnish Built 1982 Jonmeri 40' sloop.



GEORGE STRICKER/ST. GEORGE

George Stricker, a corporate executive, hails from Ambler, Pennsylvania. He was born in Newport, Kentucky and learned to sail on Sunfish in 1964. He began racing in 1967 aboard C & C 30 and 36's. He has raced in the Newport to Annapolis Race and to Bermuda. This is his first Bermuda 1-2. He will be skippering SAINT GEORGE, a 39' 10" sloop built in 1983.

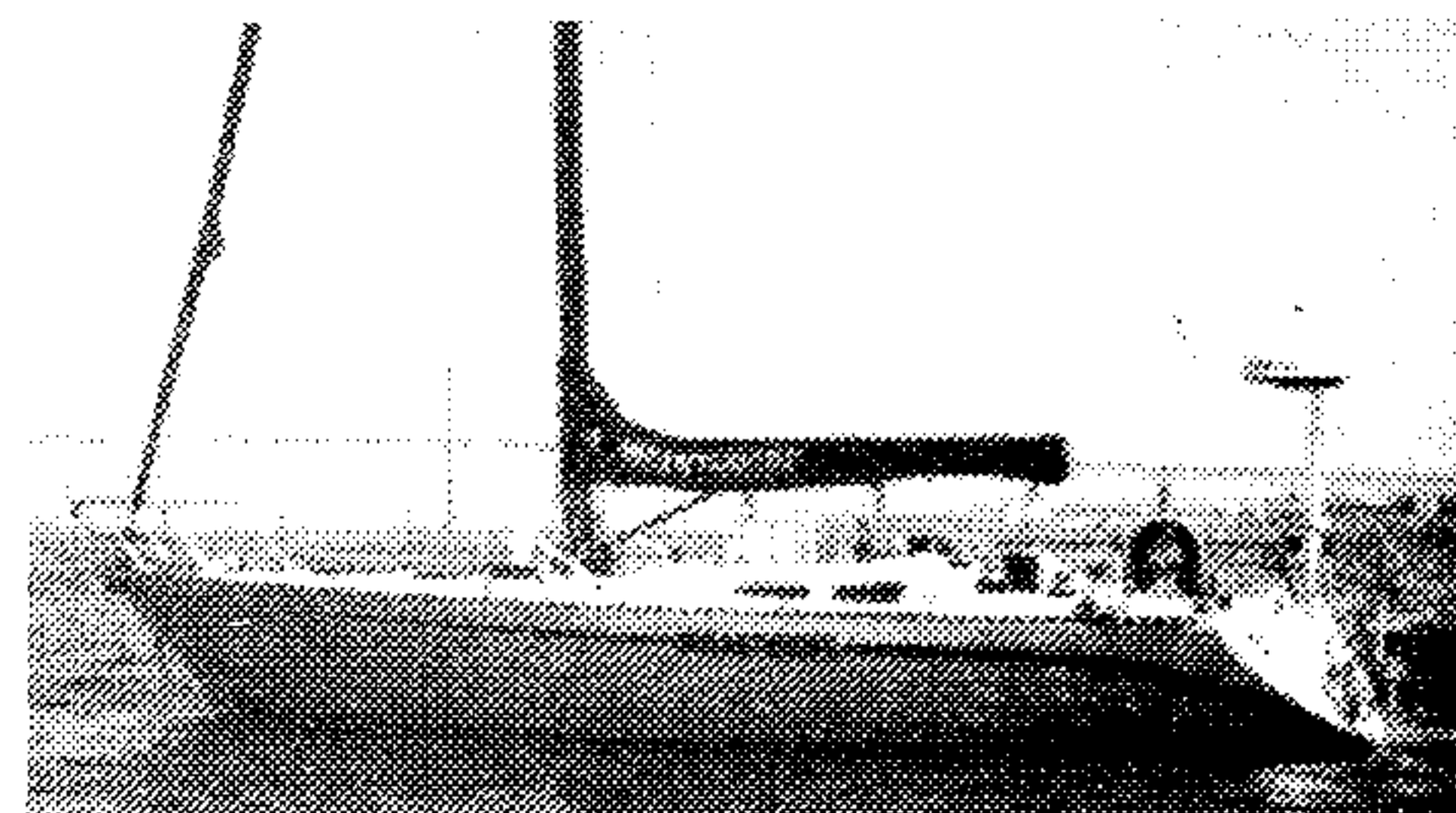
DAVE STURDY/AVALANCHE



Dave Sturdy, the overall winner in the 1985 Bermuda 1-2 is back to try again this year. He hails from Wilmington, North Carolina and owns four manufacturing plants making parts for trucks. He began sailing in 1960 on a 19' O'Day Mariner and started racing a year later at the North Star Sailing Club in Mt. Clemens, Michigan. He sailed in the 1975 SORC and sails in 25-30 local races each year. This will be his fifth Bermuda 1-2 and he will be racing a 1982 Hunter 54, AVALANCHE.

JACK SWEENEY/MISANTHROPE

Jack Sweeney is an administrator who hails from Jamestown, Rhode Island. He raced in the Bermuda 1-2 in 1977 and he also sailed in the Two-Star in 1981, the Newport-Bermuda race in 1982 and the Marion-Bermuda race in 1985. This year he will be sailing a 43' sloop built in 1978 named MISANTHROPE.



LUIS TONIZZO/NEW HORIZONS



Luis Tonizzo of Newport, Rhode Island is a marine consultant. He learned to sail at 7 years old in Buenos Aires and is now a U.S. citizen living in Newport, Rhode Island. He began racing at age 10 on penguins and has sailed in the 1980 & 1984 OSTAR and races in San Francisco Bay and the Gulf of Mexico. He will be sailing NEW HORIZONS, a modified J-35 originally sailed by Tony Lush as SURVIVAL TECHNOLOGIES. David LaRouche, the owner, will do the double-handed leg with him.

GEORGE WILLSON/ELITE 346 SLOOP

George Willson is a Canadian residing in Burlington, Ontario, Canada. He began sailing in 1977 and has sailed among other places in the British Virgin Islands and Melbourne, Australia. He will be sailing in this, his first Bermuda 1-2 aboard his 1986 Elite 346 sloop.

