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The Great Atlantic

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100 Attend Annual Meeting

Skippers, crew and friends of the Atlantic Class gathered at the Red Barn Restaurant in Westport, CT on January 25, 2001 for the 72nd Annual Meeting. After a festive social hour and a tasty dinner, Class Chairman, John Foster, chaired the business meeting and awards ceremony ably assisted by Rules Committee Chair/Treasurer Scott Reichhelm.

Reichhelm reported that the class treasury is healthy with a year-end closing balance of almost \$25,000. He noted that this will allow the Class to purchase six new masts @ \$2500 each for inventory. In addition, the balance allows the Association to continue to self insure the perpetual trophies and focus effort on the promotion of the Class.

The Rules Committee remains hard at work on the following activities:

Jib Measurements: The Committee is reviewing the current method of measuring a three-dimensional sail on a one-dimensional floor. The hope is to come up with a user friendly and efficient measuring process.

(continued on page 2)

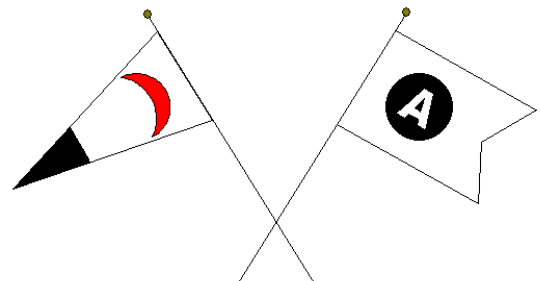
NIANTIC BAY TO HOST 2001 NATIONALS August 23 - 25

After a stellar performance running the 2000 Nationals, Niantic Bay Yacht Club will once again host the Championship series on August 23 –25, 2001.

In the tradition on Nationals past, the winning team's club has hosted the following year's Nationals, but no more than two years in a row. Beginning with the 2002 series, the Class will automatically rotate the regatta between Cedar Point and Niantic Bay Yacht Clubs. Cold Spring Harbor Beach Club and Kolegewidgwok have the option to host the series upon approval of the Rules Committee.

Following the 2000 series at Niantic Bay, an evaluation form was sent to all participants. Many good ideas were received and will be incorporated into the 2001 event. Some of the ideas included a "chalk talk" race review following the day's racing, first-rate videos, a return to the Wednesday night Skippers Meeting to allow for an early start Thursday morning (weather permitting) and a raffle.

OK. You now have 5 ½ months to get organized. We are setting the bar at a minimum of 25 boats in attendance. Ready, set, GO!



Mast Inventory: Six new masts will be ordered for the Class inventory.

Rule Book Review: The Committee is gearing up for a review of the rules to ensure they are reflective of the current development and activities of the Class.

Marketing Brochure: The Committee is working on a new brochure in an effort to promote the Class.

Boat Weight: Various boats from Cedar Point and Cold Spring were weighed at launching and then again at hauling during 2000. The Committee will continue with research and discussion in this area.

New Boats: Target delivery for new boats ordered now is spring 2002.

National Championship Trophy: The trophy has room for winners through 2001. The Committee is in the design phase of a new base for the silver bowl & rings.

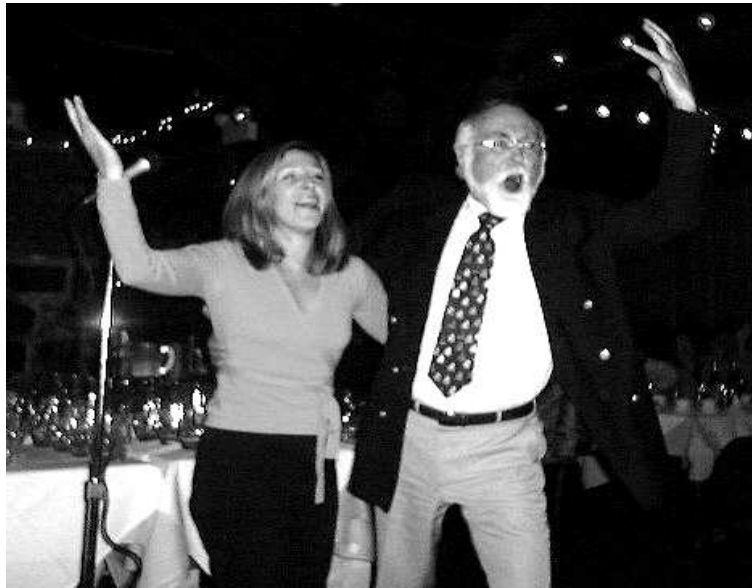
Ward Campbell, Chairman of the Nominating Committee presented the slate of Class Officers and Rules Committee for 2001 (See page 7).

The Class presented the Annie Trophy and a digital camera to Loralyn Helms for her extraordinary work on the web site. (See page 3)

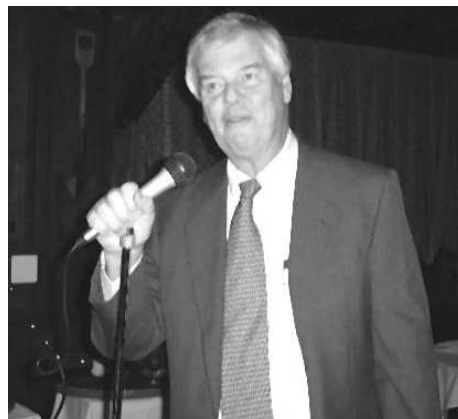
Tom Kantor was presented with honorary membership to the Class for his years of dedicated service (see page 6).

Ward Campbell presented Ted Reyling with the VanWyck Loomis Trophy. Apparently, the trophy went to the engraver in 1966 and was not picked up until just recently.

Perpetual and keeper trophies were awarded for the 2000 National Championship series. Team Peck enjoyed the thrill of victory while Team Reichhelm was forced to relive the agony of defeat. Both teams vowed to return in 2001!



Nina Reichhelm and Arvid Brandstrom provided the entertainment!



Outgoing Chairman John Foster addresses the Class



Deidre Kantor and Norm Peck Jr. share a laugh

Refit for A-25 Hull

by Chris Wittstock

Despite its fame as Reichhelm's "SHUCKS", with many victories over the years, I felt that the boat needed some improvement to the hull in the forward sections. George and Scott had done some substantial work on fairing and sealing the bottom a few years back, and that area still looks very good. But it appeared to me that there was a lack of rigidity in the main bulkhead, which had delaminated from the hull and around the chain plates, and I was concerned about the way the floor stringers had pulled away from the hull under the floorboards.

So I contacted a builder, Zak Mirjavadi, who was referred to me by Sean O'Connor. His company is Dolphin Services, marine and FRP Specialists based in Stamford. Zak was quickly able to identify some issues I had. Of course A-25 was built in the 60's, and there had been some drying of the polyester resin resulting in cracks by way of the chainplates caused by osmosis and oxidization. He mentioned that this is really related to age. Also, the crossmembers below the floorboards under the mast step and further forward had become partially detached from the hull, and the aftmost actually showed rot in its wood core. And I could see for myself that the main bulkhead at the front of the cockpit just wasn't up to the job, and wouldn't provide the stiffer hull I was looking for. Nor was it well connected to the deck.

So I could envision this boat flexing slightly in the big waves, de-powering automatically. And the boat did

seem to accelerate slowly compared to the newer boats. Zak felt that the hull wasn't passing the pressure from side to side, or to the keel.

Zak reviewed the boat manually and with meters, and was able to make a decent proposal. He suggested we grind back the entire inside of the forward underdeck area from the bulkhead up to the forward flotation tank. So he ground out between 1/32 and 1/16 of an inch and sanded with heavy grade (24 then 36). This got us back to good fiberglass. Then he was able to layer on a 1-oz. mat over the inside of the hull for adhesion. On top of this he used two different types of fiber: biaxial and eglass. Heavy taping was done up by the deck line/hull interface. The biaxial mat has fibers running at differing angles, but he used 0-90 and later 0-45 in certain areas. Double layers were used near the chainplates. Then he rebuilt the crossmembers, and reglassed the forward section, effectively giving torsional stiffness where the loads are the highest. He thickened up the bulkhead with bi-axial glass, and firmly fixed it to the deck, the insides and the first crossmember.

Zak used polyester resin in this job. There are also vinyl and epoxy resins, but apparently you don't want to mix them because the bond will not last. All in all, we used about 7 - 8 gallons of resin, but the additional weight added was much less because about 2/3 of the resin is styrene which evaporates away. We calculate that we may have added about 90 pounds. So the net result is a boat that is rejuvenated, and I think she maybe goes a little better as well!

Address: Zak Mirjavadi
Dolphin Services, LLC
Marine & FRP Specialists
49 Willard Terrace
Stamford CT 06903

Phone: 203-329-3038 Fax: 203-329-3038 Email: dolphinfrp@hotmail.com



Class Thanks Lorilyn

Scott Reichhelm and John Foster presented the Annie trophy (framed print donated to the Class by Mystic Seaport for our support of the restoration of A-23 Triple Threat) and a digital camera to Lorilyn Helms. Lorilyn's dedication to the Atlantic Class through the development and maintenance of the Atlantic Class web site is remarkable and beyond compare.

The Classes

By Everett B. Morris

The following article, by one of America's great sports reporters, is reproduced from the February 1965, issue of THE SKIPPER magazine. Written at a time just half way to our present season, it is nice to see Ev Morris' delight in reporting the all too familiar predictions of the "prophets of doom" in this compact history of the first thirty-five years of our Class. – Ward Campbell

Thirty-seven years ago this coming summer, W. Starling Burgess, the designing genius who was to achieve a niche in yachting history by creating three America's Cup defenders in the J-boat era, was sailing out of one yacht club after another on Long Island Sound and waters farther to the east, demonstrating a lively, bright mahogany, 30-foot knockabout.

The boat differed from most existing racing craft of her size in that she had a permanent backstay, no runners, and a roomy open cockpit.

She was the prototype of what Burgess called the Atlantic Coast one-design, a lead keel racing and day sailing boat which he had created for the brokerage and design firm of Burgess, Rigg and Morgan, to be built by Abeking & Rasmussen in Germany.

The senior partner of B, R & M must have been as good a salesman as he was naval architect. Before his demonstration tour was over, his company had taken orders for nearly eighty of the boats for 1929 delivery. The price was eighteen hundred dollars laid down in an East Coast port.

When the boats made their appearance the following season on the coast for which they were named, they began to develop miseries in the ribs. The frames were light and the wood in them seemed unusually brittle. Whereupon self-styled experts (read prophets of doom) asseverated that "in five years the boats will fall apart, and in ten you'll never know they existed."

How wrong these Cassandras were is borne out by the fact that today, thirty-six years after the first boats came over from their German builder, there are six active fleets of Atlantics regularly racing; turnouts of thirty or more contestants in the annual championship series are commonplace; and eighty-two of the ninety-nine boats built

in 1929 and 1930 are still racing. The others were lost in hurricanes and fierce coastal storms.

There are several reasons for the refusal of the Atlantics to follow the flourish-wither-die cycle of most one-design classes. Chief among them are the basic soundness of the design and the dedication and farsightedness of an influential group of owners. When the infirmities of age



Dick Eadie's #85 – Aphrodite in earlier days

began to overtake the Atlantics after a quarter of a century of hard racing, the class organization turned to fiberglass as a replacement for tired, misshapen shells.

As a result, the class has begun a second life. By next summer, at least fifty molded fiberglass hulls will have been combined with the ballast keels, spars, rigging, hardware, and rudders removed from no longer economically serviceable boats. The rejuvenation process is expected to continue until all of the wooden boats are gone. It is also expected that, after getting a close look at a glass Atlantic in the Cape Cod Shipbuilding booth at the 1965 New York Boat Show, converts will trickle into the class through the purchase of spanking new Atlantics.

When the class first came into existence, it comprised seven fleets: Pequot Yacht Club of Southport, Connecticut; neighboring Black Rock Yacht Club of Bridgeport; Cedarhurst on Long Island's south shore; Portland, Maine; Warwick on Narragansett Bay; Indian Harbor in Greenwich; and American Yacht Club at Rye.

Cold Spring Harbor Beach Club of Long Island joined the class a year after its inception. Sailors there tried the Atlantic and liked its performance, but not the delicate ribs. So when they put in an order for twenty Atlantics for 1930 delivery, they specified heavier frames. The boats were numbered eighty to one hundred. There is, however, no

eighty-three, the number was never assigned. All but a few of these boats are still racing, still winning; some in their original form, some converted to fiberglass.

Among those who helped to get the Cold Spring fleet going were Arthur W. Page, who owned No. 92, *Rampage*, and Mrs. Willis D. Woods, later a benefactor of women's racing in the United States, who sailed No. 95, *Zest*, and, for that matter, still does, despite the fact that she is now a great-grandmother. Page's sons are carrying on the tradition in Atlantics in the same fleet.

The fleet line-up has altered considerably over the years. Cedarhurst sold its boats. Fleets as such disappeared at Indian Harbor and American, although these clubs were represented by individuals in what came to be known as the Western Long Island Sound fleet.

Black Rock's fleet was merged into the neighboring Pequot group, which is still one of the class bulwarks. The Southport sailors race by themselves one day each weekend, and join nearby Westport, a relative newcomer, on the other in the interest of better competition. Another fleet, despite hurricane damage, is going strong at Niantic Bay, Connecticut, and, although the Portland group is gone, Atlantics still race on Blue Hill Bay.

The class championship has been contested since the first year of the boat's existence. Narragansett Bay's famous Jim Tillinghast won it for the now defunct Warwick Neck fleet in 1929, and his clubmate, Harold Hoffman, took the title a year later. In 1931 no less a sailing headliner than Cornelius Shields moved into the picture. He chartered an Atlantic, qualified to represent an incipient fleet at Larchmont, and competed in the championship regatta at Warwick. He brought the trophy to Long Island Sound, and it has been there ever since.

Some familiar names have followed Shields' on the trophy. Mills Husted, the grand old man of the Indian Harbor fleet whose *Rumour* (No. 27) became the plug for the mold from which the fiberglass hulls are made, won in 1937 and 1938. Bobby Mosbacher, then still in his teens, won in 1941 and 1942, and the only distaff side skipper to win the championship was Charlotte Perry. Now Mrs. Rufus Barringer, she is still sailing the same old *Carolina* (No. 6), and winning her share of silver.

Probably the most distinguished name on the roster of recent champions is that of Briggs S. Cunningham, who steered *Columbia* to her America's Cup triumph in 1958. Before and after that, he took the Atlantic title several times for Pequot. No one has won it more often.

Bus Mosbacher, *Weatherly's* skipper in the 1962 Cup match with *Gretel*, and Pat Bancker (now Mrs. John Duane), a

leader in the Flying Dutchman Class and one-time North American women's champion, sharpened their talents in Atlantics. One of Pat's old rivals, Ted Reyling of Sea Cliff, is the driving force behind the revivification of the Long Island fleet.

It was evident after the class passed the quarter of a century mark that its days were numbered unless some solution could be found for the rising maintenance costs involved in keeping the boats seaworthy. There was no quarrel with their speed and handiness. With loosefooted jibs and modern parachute spinnakers, they performed at least on a par with newer classes.

Many of the less well-built and harder raced boats, though, definitely were showing their age in hogged decks, and seams which simply wouldn't stay tight. The class as such was given only a few more years to live.

Those who predicted a fadeout for the Atlantics reckoned without the devotion which most of their older owners have for the boats. Top men in the Cold Spring and Pequot fleets joined in research efforts, went deeply into the fiberglass situation, and decided on a policy.

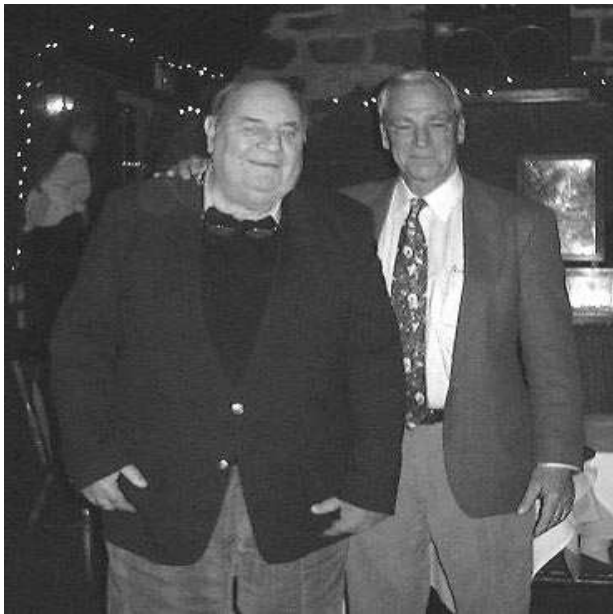
The more decrepit, bone-weary boats would be replaced, a few at a time, by molded fiberglass craft of the identical lines and displacement. When the old boats were scrapped, their rigs, rudder, lead, deadwood, and deck hardware were to be salvaged and put into the glass replacements. Cape Cod Shipbuilding, which had done well with smaller boats, was chosen as builder.

Briggs Cunningham financed the construction of the mold and was repaid in installments as boats were built from it. The first glass boat, *Rumour*, sailed in the championship regatta of 1954, and pleased everyone by being competitive with the best wooden boats, but not superior to them. She was purchased by John Hersey, Pequot's sailing author, and the following year, five other hulls were ordered. That was the start.

Before the next season begins, more than half the entire Atlantic fleet remaining afloat will have glass hulls. This rejuvenation process has kept the Atlantic Class viable and brought in new members who purchased worn out boats at hardly more than hulk prices and then converted them to glass. Now the class stalwarts are setting their caps for sailing enthusiasts who are interested in a good-sized racing and day sailing boat with a minimum maintenance factor, but one which looks and behaves like a well-bred yacht. It is this group which the class hopes to tap for all-new boats, whose numbers will begin with 101.

Atlantic Class Honors Tom Kantor

On behalf of the Rules Committee and members of the Atlantic Class Association, George Reichhelm presented Tom Kantor with honorary membership to the Atlantic Class. Tom's dedication over the years as sailor, class secretary/treasurer, class chairman, national champion, mentor, friend and raconteur/class scribe has effected us all. He joins a distinguished group of individuals who have had a profound impact on the longevity and success of this organization's 72-year history. Welcome aboard, Tom!



Tom Kantor & George Reichhelm



Ted & Shirley Reyling



Dave Noyes

Honorary Members of the Atlantic Class

** Denotes Deceased*

VanWyck Loomis*

Joseph F. Watkins*

Mrs. Willis D. Woods (Nan)*

Charles E. Ames *

Horst Orbanowski*

Arthur W. Page Jr.*

Briggs S. Cunningham

E.L. Goodwin*

Hoyt O. Perry Jr. (1986)

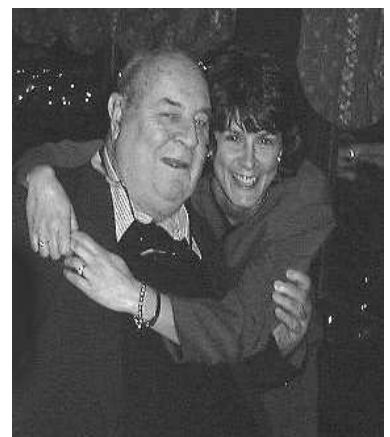
Charlotte Perry Barringer (1989)

David C. Noyes (1989)

Theodore R. Reyling (1993)

Francis Augustus Seamans (1997)

Thomas G. Kantor (2001)



Tom Kantor & Diane Rothman

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Fleet Captains

Cedar Point Yacht Club
Cold Spring Harbor Beach Club
Kolegewidgwok Yacht Club
Niantic Bay Yacht Club

Charlie Langalis
Ward Campbell
Bart Hayes and Tim Britton
Norm Peck III

2001 Dues Reminder

Active Member \$85

Carries voting privileges; required to skipper a boat in the Nationals.

Sustaining Member \$50

For co-owners and former owners with continuing interest in the class.

Associate Member \$25

For family members, crew, friends and other non owners who wish to receive Class Newsletter and other Class Notices.

Make check payable to:

Atlantic Class Association

Mail to: Scott Reichhelm
18 Burritts Landing South
Westport, CT 06880

(Include name, address, boat name and number and email address).

New Boats for 2002?

George Reichhelm wants to hear from you if you are interested in purchasing a new Atlantic! You can contact George at reichhelm@aol.com or through one of your Rules Committee members.

Visit our Web Site

For more pictures of the Annual Meeting, boats for sale and much more, visit the Atlantic Website at <http://atlanticclass.net> or at <http://atlanticonedesign.net>.



A-99 Windsong

Owned/Skippered by **Tom Kantor**
Atlantic National Champion 1966 & 1967

Atlantic Class Association
Founded 1929
Class Office
22 Seacrest Road
Old Saybrook, CT 06475



The Great Atlantic
Newsletter of The Atlantic Class Association