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# The Great Atlantic

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## Past and Present Gather at Annual Dinner

By Tom Kantor

Back (l to r): S. Hazard Gillespie, Hop Perry, Rufus Barringer, Ted Reyling, Dick Eadie, Hank Mergenthaler, Dave Noyes, David Peck  
Front (l to r): Charlotte Perry Barringer, Norm Peck Jr, George Reichhelm, Norm Peck III, Joe Olson (photo by Lorilyn Helms)



The annual Atlantic banquet was held on January 24th at the Inn at Longshore Park in Westport. The new venue was selected because we had outgrown the Red Barn restaurant and Hank Mergenthaler made the arrangements to secure Longshore. These new palatial surroundings (the decor for which was done by our own Paul Harris) attracted a record crowd of 105 who scarfed up delicious chicken and roast beef dinners.

It also attracted, through Ward Campbell and Joe Olson, a gang of real old timers. There was S. Hazard Gillespie who is alleged to be older than Olson and who once within earshot of a few of us said "Atlantic racing is not a sport, it's a way of life". Of course, he's a lawyer and this homily should be taken with a grain of salt. Due to a promise that Steve White would talk us through the refurbishing of A6, the Perrys', HOP and Charlotte, brother and sister who owned and won championships with A-6 came with respective spouses to hear. They didn't seem disappointed that Steve was unable to show due to a family illness. The Reylings, Ted and Shirley who were unearthed by Campbell last year came again as did Lou and Ina Micheels. Tom Kantor and Dick Eadie were present and including Olson, Noyes and the Reichhelms, who still sail, we had almost every previous champ back to the 1950's.

Gordon Goodwin, our exclusive builder at Cape Cod Shipbuilding came to the dinner with his pretty daughter Wendy. Goodwin is building new Atlantics for Dick Morris and Ron Marsilio. Joyce Ferris represented the Maine group of Blue Hill Bay.

Scott Reichhelm was re-elected Chairman & Treasurer, Chris Wittstock the head of the Rules Committee and Diane Peck Rothman Secretary.

Prizes were then handed out. The Nationals group was first. Hank Mergenthaler (CPYC) and his crew were fifth, Chris Judson (NBYC) and crew were fourth, Norman Peck III (NBYC) and crew third, Scott Reichhelm (CPYC) and crew second and finally all those Pecks on Norman Jr's (NBYC) Miss April who won again.

Georgiana Silk won the prize as highest placing new skipper in the Nationals who would have made her Dad, George, very proud had he been there. She came in sixth. Dick Morris and his wife Debbi of Niantic Bay, a fire Marshal who is still learning to sail an Atlantic, won the "Annie" trophy, which is awarded, to the most co-operative sailor. Dick also won the Harry Williams trophy for the most races sailed in a season, 53 in all. David Noyes won the Janeway trophy under conditions that proved that Dave is as rugged as our beloved Atlantics.

Finally, Ched Proctor kindly stepped in with some spectacular slides of the last America's Cup Louis Vuitton series held in New Zealand. He was gracious enough to sub for Steve White. As you know, Ched, as the rep of North Sails, has built almost all of our sails.

The enormous success of this great evening assured our doing it again in the same place next year. The 2002 National Championship Regatta will be held at Cedar Point on August 22-24 and Charlie Langalis, the CPYC Fleet Captain, told us at some length about what to expect.



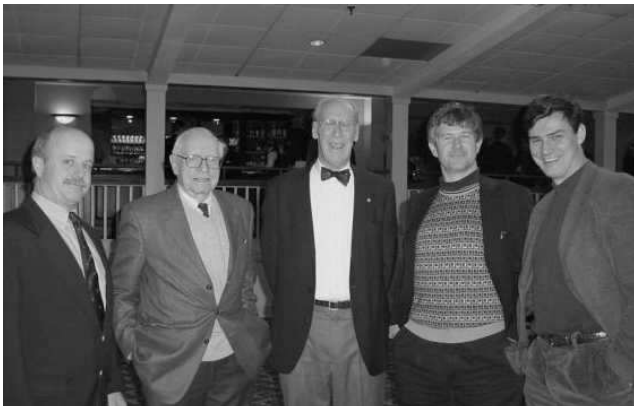
Ina & Lou Micheels



Ted Fontelieu



Debbi & Dick Morris: Winners of the 2002 Annie Award



David & Nina Peck with Ched & Judy Proctor

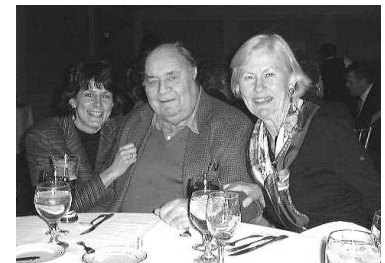


Above (l to r):  
Harry Morgan,  
Dave Noyes,  
Ward Campbell,  
Stephen Jay &  
Gerald Didduck  
(CSHBC)

Left (l to r): Bob  
Perry & Hank  
Mergenthaler



Joyce Ferris  
Kolegewidwok



Diane Rothman, Tom & Deidre Kantor

## Cedar Point to Host 2002 and 2003 Nationals

By Charlie Langalis

Cedar Point Yacht Club will host the 2002 Atlantic Nationals August 22-24. Cedar Point will also host the 75th Atlantic Nationals in August of 2003. While it is unprecedented to project which club will host the event two years in advance, having a centrally located venue for maximizing attendance, as well as needing ample lead time for making special arrangements for the "75th", prompts giving the nod to the Westport, CT club now to begin planning forthwith.

### 2002

Following the nearly-templated running of the Nationals competition by the Niantic Bay and Cedar Point fleets over the past several years, it's again the Cedar Pointers' turn to build on our Class's previous successes by executing a well-run regatta in 2002. A central theme to running this year's Nationals will be to attract thirty or more boats to the starting line. When we look at the number of Atlantics actively racing on Long Island Sound: 23 at host Cedar Point, 10 in Cold Spring Harbor and 6 in Niantic Bay, and we consider that the second largest fleet is a two hour tow from the host club; and that Niantic can usually be counted on to send most of their boats to an 'away game', realizing a thirty-boat field is within our grasp. Should our brethren at Blue Hill decide to send a boat to 'scout' our venue in hopes of sending additional yachts in 2003, we would benefit further, not to mention having every fleet in the Atlantic Class represented (when's the last time that happened?!). Regardless, there is strong potential for meeting our objective with the LIS-based fleets. And while a large field will bring competition, excitement and enjoyment of a magnitude we haven't experienced recently, it will also be a 'stress-test' for the organizational skills of this year's Nationals planners in the run-up to an even larger event in 2003. Similarly, we encourage skippers who aren't acquainted with the Cedar Point venue and facilities to consider participating in this year's Nationals so that there is less to distract you at next year's "75th". Which brings us to.....

### 2003

This year will mark the 75th running of the Atlantic Nationals. Given the importance of the anniversary, we hope to include some special touches for what will be a very exciting regatta, not least of which would be to attract as many Atlantics as possible to the starting line. In addition to anticipating a solid

turnout from 'the usual suspects', special effort will be given to contacting the boats in our fleets that are usually idle during the Nationals, as well as seeking out the handful of single boats that are believed to still be afloat around Long Island Sound and contiguous waters. We won't give you a specific target yet on what size field is anticipated, suffice it to say that its well north of what we hope will attend in 2002. Additionally, we hope to provide some Atlantic history and lore in the 2003 program of activities, as well as an elegant air to at least one of the on-shore events. In addition to the perpetual trophies awarded to the top finishers and winners of the individual races, we would hope to present special awards to the same as well as other participants in recognition for their achievements during this very special regatta. Sensing that local news media as well as sailing publications have affinities for writing on the 75th running of anything, we would hope to enjoy above-average coverage of our event in local and national dailies and monthlies. Finally, in the interest of keeping the event's budget increases in line with historical trends and thus affordable to all, consideration will be given to obtaining financial support from outside interests for defraying some of the one-off expense items likely to be incurred. In this regard, event planners will be mindful of the traditions and interests of the Class when determining appropriate means for reconciling uses with sources of outside funding.

Our vision at Cedar Point is to responsibly think and plan for a thirty-boat fleet at the 2002 Nationals with an outlook for a grander "75th" in 2003. By circling the dates now, every Class member, skipper, and crew can be part of that vision--one that will be an unforgettable moment in yacht racing history and one very few one-design classes can approach, let alone equal. To tap an old U.S. Army recruiting slogan, when it comes to the Atlantic Nationals, "Be All That You Can Be!" See you at the Wednesday night Skipper's Meeting.



## The Restoration of A-6

By Steve White

After 2 years of sailing as crew aboard Joyce Ferris's Atlantic #84 I got the bug to own an Atlantic of my own. The fleet was growing, the racing was short and intense, (every Wednesday and Saturday for the month of August) and the club was managing the fleet well. The only problem for me was that, as a builder of custom wooden boats, I couldn't just go out and buy a fiberglass Atlantic. It had to be wood and it had to be competitive. Was that possible? I thought so. Shortly after deciding that I would like to own a wooden Atlantic, one appeared for sail in the classifieds of Wooden Boat magazine. She was located on the Hudson River, in very poor shape and had not raced in years. I wasn't even sure if she had floated in years. I bought her sight unseen since the price was about equal to the scrap value of the lead. When she arrived at the yard on a trailer most of my crew laughed and rolled their eyes. I have to admit she was quite bad, but as one of the crew pointed out "well, she's rotten enough you won't have to spend much time figuring out what to save". He was right. I jumped right in.

After shortly assessing what I had, I made this game plan. Wooden mast - - replace with a used aluminum Atlantic mast and boom I saw advertised in "The Great Atlantic". Deadwood and rudder - - replace with new ones molded by Gordon Goodwin of Cape Cod Shipbuilding. Sails - - buy a new North inventory. Hardware - - replace all with new Harken gear. Lead keel - - well, what can go wrong with those - - replace the bronze keel bolts. Finally the hull - - this was going to be more complicated. Ron Breault (NBYC; former Class Secretary) had sent me up the class rules, including the allowed weights of the components. I knew that several of the local Atlantic sailors were anxious for me to add another boat to the fleet, but not one that was going to have any advantage, they would be down often to check progress and weights. After some quick calculations I came up with a plan that would keep the boat within the class weights, produce a hull that had the correct shape and would be smooth and strong enough to be competitive. Here is what I did.

After removing the keel and deadwood, the hull was set right side up and the deck and cockpit were removed. I knew the boat had lost its original shape - - you only had to look at it. I traced the bulkhead shapes from one of the fleet boats (a fast one of course) and made the appropriate hull thickness deductions for a wooden boat. The wooden planking is 1/2" thick, the fiberglass about 3/16". I built 3 new plywood bulkheads - - the forward compartment, the bulkhead at the forward end of the cockpit, and the aft compartment bulkhead. I also made a new transom to replace the

original. These 3 bulkheads were installed in the boat along with the transom, and the hull brought into contact with the bulkheads to assure the correct shape. In some places the tired old hull had sagged 3"! After the bulkheads were installed, I removed the twist from the hull by simply aligning the centerlines of the bulkheads. Then the sheer was restored by stretching a string on centerline from bow to stern and jacking the boat up to get the proper sheer heights. I should mention that all this is only possible with the deck removed. Now that the boat had the correct shape I carefully supported it and set about building some strength.

Since all the frames were broken and had been sistered and in some places even had cousins, I decided to remove them all, but not all at once. I removed every other frame, smoothed the inside of the planking and then glued a 1/8" cedar veneer from keel to sheer in the empty bay. This inner skin would replace the frames. I started in the middle and worked my way towards the ends. The cedar was fitted, and then glued in place with WEST epoxy and held in place with staples until the glued dried. After half the boat was done, I removed the rest of the frames and completed the inner skin. New mahogany structural floors were installed in place of the old ones (I didn't use oak like the original, because it doesn't glue well) and plywood air tanks were glued into the cockpit. The inside of the hull was sanded smooth and given 3 coats of epoxy resin.

The next step was to build a new deck. This was quite simple. A new fir sheer clamp was glued in place and then all new spruce deck beams were sawn and installed at the same spacing as the originals. The deck frame was faired and a 1/2" plywood deck was installed with one layer of 4-oz fiberglass and epoxy over the top. With the deck on and the new inner skin, the hull was now quite stiff, but not strong enough. I turned the boat upside down and started on the original mahogany planking.

Some plank repairs were required, and after that was complete I used a circular saw with a 3/16" wide blade to saw the planking seams clean of caulking and putty. I then glued mahogany splines in all the seams. The hull was sanded smooth and fair and one layer of 10-ounce fiberglass and epoxy was applied to the exterior of the hull. At this point I was ready for my first weigh in. This was going to be crucial, and I was worried that I might be a little heavy. The scales were brought in and the hull and deck weighed 1,305 lbs. This is 5 lbs. over the maximum, but was within the accuracy of the scales. It meant 480 lbs. of lead to be carried instead of 485. I was happy.

The lead keel and deadwood were assembled and installed, rudder put in and then the boat was painted - - off white decks, brushed aluminum topsides with a white boot-top and a BaltoPlate bottom. She looked sharp! I named her Silverfish, partly in tribute to Joyce who got me started racing (her boat is named Redfish), and partly because I

hoped she would be quick. The mast was installed and the deck hardware arranged. We were ready to sail.

I had no illusions that I would jump right to the top of the fleet, and I didn't. This is a very good fleet of 14 boats, and Blue Hill Bay has some tricks of its own. We finished in the middle to lower end of the fleet most of the month, but not because we didn't have boat speed. The last 3 races I felt we started to click, and we finished 4th, 2nd and 5th. The season was over too quickly. I'm already looking forward to next year and I think there are going to be 2 more boats on the line. I could have bought a good competitive boat for the same or less money than I have in Silverfish, but I do have the only competitive wooden boat, and I'm proud to say she was built in 1929. If anyone knows of any other wooden Atlantics I have a customer that is looking for one!

## 2002 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: Diane Rothman  
22 Seacrest Rd  
Old Saybrook, CT 06475

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

## Atlantic Class Association 2002 Rules Committee and Officers

Class Chairman/Treasurer	Rules Committee Chairman
Scott Reichhelm 18 Burritts Landing South Westport, CT 06880 203-454-0760 (h) <a href="mailto:sreichhelm@tagaviation.com">sreichhelm@tagaviation.com</a>	Chris Wittstock 5 Richmond Rd. Rowayton, CT 06853 203-855-9508 (h) <a href="mailto:cwittstock@sndv.com">cwittstock@sndv.com</a>
Class Secretary (Class Office)	
Diane Rothman 22 Seacrest Road Old Saybrook, CT 06475 860-388-3153 (h) <a href="mailto:diane@atlanticclass.net">diane@atlanticclass.net</a>	Stephen Jay 11 Todds Road Katonah, NY 10536 914-232-6938 (h) <a href="mailto:sjay@choicemaster.com">sjay@choicemaster.com</a>
Matt Newton 9 West Road East Haddam, CT 06423 860-434-8705 (h) <a href="mailto:mnewton@oldev.com">mnewton@oldev.com</a>	Norman B. Peck, III 32 West Main Street Niantic, CT 06357 860-739-9660 (h) <a href="mailto:npeck@pequotproperties.com">npeck@pequotproperties.com</a>
Sean O'Connor 3 Sea Spray Road Westport, CT 06880 203-454-2801 (h) <a href="mailto:Seano@ezn.com">Seano@ezn.com</a>	Bill Healy 64 S. Washington Avenue Niantic, CT 06357 860-739-6614 (h) <a href="mailto:bill@lk.northsails.com">bill@lk.northsails.com</a>
Arvid Brandstrom 70 Redding Road Easton, CT 06612 203-255-4374 (h) <a href="mailto:aab@brandstrominstruments.com">aab@brandstrominstruments.com</a>	Harry Morgan 55 White Hill Rd Cold Spring Harbor, NY 11724 631-692-4080 (h) <a href="mailto:hmorgan@sparkmanstephens.com">hmorgan@sparkmanstephens.com</a>
Ward Campbell Box 121 Cold Spring Harbor, NY 11724 631-692-6227 (h,o & fax) <a href="mailto:salward@earthlink.net">salward@earthlink.net</a>	George Lindsay, Jr. 145 W. Main St. Oyster Bay, NY 11771 516-922-5922 (h) <a href="mailto:glindsay@optonline.net">glindsay@optonline.net</a>

### Fleet Captains

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

Charlie Langalis  
 Ward Campbell  
 Sean & Kay Guinness  
 Norm Peck III

## New Boat Update

Cape Cod Shipbuilding has completed and sold two new hulls. The Class welcomes Ron Marsilio who has purchased A-144 and will sail her at Cedar Point this summer. Dick Morris of Niantic Bay has sold his A-109, Fireboss, to Larry Liggett of Cedar Point and is ready to sail his new Atlantic A-145, Liberty, just as soon as the ice on the river melts.

The mold is out and Cape Cod is ready for more! The Rules Committee will coordinate group orders and provide inspection during production. Finished hulls are available on a one-off basis or through a group order. Contact Cape Cod Shipbuilding or the Atlantic Class Association for specific delivery information. The 2002, new Atlantic price less sails is \$36,800. Call Norm Peck, Jr. at 860-739-7202 or George Reichhelm at 203-227-2418. Visit our web site at [www.atlanticclass.net](http://www.atlanticclass.net) for more info and pictures.

### Specifications:

L.W.L. .... 21' 6"  
 Beam .... 6' 6"  
 Draft .... 4' 9"  
 Displacement .... 4559 lbs.  
 Lead Keel .... 2200 lbs.  
 Mast .... Aluminum "D" Section, Internal Track  
 Boom .... Aluminum Oval Section, Internal Track  
 Sail Area:  
 Main .... 276 Sq. Ft.  
 Jib .... 100 Sq. Ft.  
 Spinnaker .... 210 Sq. Ft.



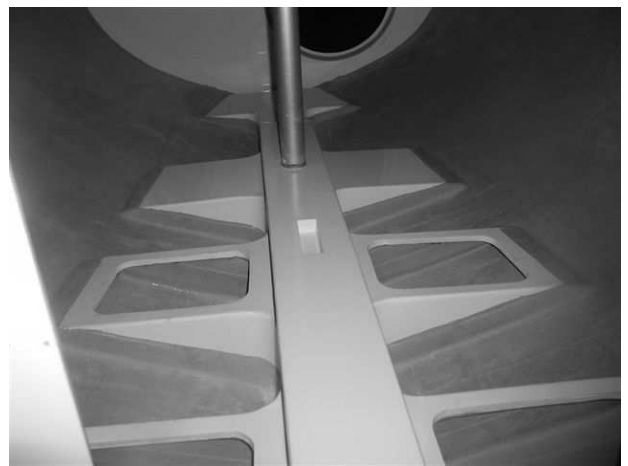
Dick Morris (center) with class builders Gordon & Wendy Goodwin

### Deck & Fittings:

2-Mooring cleats - Bow & stern chrome on bronze. Stainless steel forestay and jib tack fitting fastened thru the deck to the stem with a 1/2" SS rod. 1-pr. jib sheet tracks. Stainless steel thru bolted chainplates. (2) #8 halyard winches. (2) #10 jib sheet winches. Mainsheet traveler with control lines lead under deck forward. Spinnaker sheet lead turning blocks. Standing rigging 1x19 stainless steel with swedge terminals and unitized turnbuckles. 4-part boom vang. Dacron braid running rigging for the jib, main and spinnaker sheets. Aluminum mast, boom and spinnaker pole. Teak toe-rails and coamings. Teak floor grating. Varnished ash steam bent tiller. Flotation: (2) Air tanks. P&S under floor. Fore & aft watertight bulkheads with fiberglass hatches with bronze hatch dogs. Painted boottop stripe and anti-fouling paint on bottom.



Ron Marsilio's A-144



Under the deck of A-144



A-144 & A-145 on the "Finish Line"



Francis prepares the deck



Boom Crutch Construction



A-144 keel in line for attachment



Extra care to prevent keel crack



A-145 in progress



**A-84 Redfish**

Owned/Skippered by Joyce Ferris  
Kolegewidgwock Yacht Club  
Blue Hill Bay, Maine

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



**The Great Atlantic**  
Newsletter of The Atlantic Class Association