



# The Great Atlantic

Atlantic Class  
Association

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## 2006 Atlantic Nationals: Return to NORM-alcY by Hank Mergenthaler

The 78<sup>th</sup> National Championship Regatta of the Atlantic Class was held at Niantic Bay YC August 24 - 26. A special tone for the Regatta was set by the black flag flying from the shroud of A4 in memory of its former owner – recently deceased and much missed Ward Campbell the longtime mainstay of the fleet at Cold Spring Harbor. His friend Harry Morgan acquired the boat and hastily put together a team to participate in Ward's honor.

Day one: Race One began in sparkling water under blue skies with a gentle 6 – 10 knot breeze from the Northeast. The direction of the wind and therefore the location of the course would not change much in the next two days but the good weather would end abruptly. PRO Harlan Fredericksen expertly set the course from just east of Black Point to the Bartlett Reef area. The pin was favored but the roaring flood current made a Sisyphean task of crossing the line. In fact Adam Walsh in A128, despite his professional crew, hit the mark and had to do a turn. That certainly didn't help but kept him on the all important left side. Hank Mergenthaler in A139 was the next boat at the pin, just cleared it and quickly took the lead.



A130 Miss April & The Pecks sail to victory

Remembering Lesson One of Stuart Walker, he soon crossed the fleet looking for a predicted veer. Alas, all the boats he crossed got further to the left in less current. One of them was Ron Marsilio in A144 who led to the weather mark. The first run saw the wind drop off and with the following current the apparent wind approached zero. Ron and the other lead boats tried to round the leeward mark but with no wind were swept

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### Special points of interest:

- Peck Jr wins 14th Nationals title
- Peck III wins 3rd Janeway
- New boats for 2007!
- New deadwood mold in the works
- Foster wins Season Series at CPYC in final race
- K. Guinness is Fleet Champion in Blue Hill
- May/Noyes win Season at CSH by one point
- Yachting writer Roger Vaughan sailing A-36

## In Memory: Ward Campbell By Harry Morgan

On July 28, 2006 the Atlantic Class suffered a terrific loss. Ward Campbell passed away as he ate breakfast. He had been playing tennis three days before, and stopped because he did not feel well. He started to drive home followed by Warren Titus his opponent that day and it soon became obvious that a hospital was a better choice. Warren flagged down a passing Policeman and they got him to the hospital where he suffered a major heart attack and was transferred to a hospital with better heart capabilities. There he was visited by his family and a few friends. His spirits were good and he seemed to be on the mend. Then on Friday morn-

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Ward Campbell accepts the "Annie" Trophy at 2006 Annual Dinner



further down course. We all wondered where Norm Peck Jr. was. Now we knew. He was hanging back waiting for the new wind. He rode it swooping between the mark and five or six former leaders, and was gone. By now it was obvious that on the beats the only way to go was left. Many of the uninitiated (and slow learners) committed suicide by tacking to clear their air allowing the local cream to rise to the top. Big Norm first; Little Norm second; Adam third; Hal Peatfield fourth.

A nice lunch was then enjoyed in the pleasant weather, soon to be history.

Day One: Race Two saw a freshening 10 knot NE wind which finally clocked to about 140 degrees with short lived headers and lifts mostly not worth tacking on. The ebb had begun but still the left hand boats led to the mark. The right side may have had a slight current advantage but apparently the steeper chop overrode. Most of the lead boats stayed right on the run in hopes of shelter from the ebb by Black Point. Again the top locals outsmarted them by staying on the rumblin and watching the others stop dead as they bucked the current on the nose after jibing for the mark. The rest of the race was essentially the same. Left favored in all beats. The finish: 1. Norm Jr. 2. Adam 3. Norm III 4. Ron Marsilio with Star skipper Guy Gurney aboard.

After enough drinks to forget the mistakes of the day, the racers enjoyed a delicious barbecue dinner presided over by Dick & Debbi Morris.



A4 Flying Cloud/Harry Morgan flying black flag in honor of Ward Campbell



A-137 Norm Peck III at the start on Day 2

Day Two: Race Three. The harbor start was delayed for lack of wind, but soon after the two guns it began to build as the skies lowered and the temperature dropped. By the time of the start it was 12 knots ENE. As the day progressed rain gradually increased to a torrent. The pin was again slightly favored and left the only way to go. However, Chris Wittstock in A25 started in clear air near the boat and got a lift the extreme left did not. He led the first part of the leg, but was wise enough to cross to the left before it was too late. Any one who went right looking for that lift died in the current. The lead went back and forth. Usually whoever went farthest left prevailed. The wind continued to build and driving rain pelted the racers. On A139 they wondered why Mike O'Neill kept smiling. Walsh won; Peck III second; Wittstock, asserting himself as a factor, was third. Peck Jr. found himself back among the mere mortals who were so confused to see A130 in their midst, they let him have fourth place for his throw out.

Thursday's idyll was a distant memory as the racers learned what it would be like to have lunch inside a washing machine. The hardest trick of the day was to get the sandwich from the bag to your mouth before it was rain soaked and soggy.

Day Two: Race Four began with the wind NE in the high teens, pouring rain, poor visibility and increasing ebb current. Now the waves toward the right were steeper and more unruly. So again it was a drag race to third base. Walsh led the way and went on to win with Norm III sec-



ond; Norm Jr. third and Mergenthaler fourth. The report of this race is short because just thinking about it makes this writer cold and miserable.

After getting out of the rain and into a few cocktails, the racers enjoyed a bountiful raw bar and excellent lobster dinner. It didn't take much coaxing to get Arvid to give a rousing chorus of "Helan Gar". Then a hot, hot, hot band got most of the recently frozen toes tapping and the party heated up. Shayna Moore, the blond bombshell and the secret weapon of A144, tried to tire out the competition by getting the old geezers among them to dance over their heads. For a few hours, the joint was rockin', and in the morning a few joints were aching.

Day Three: Race Five: It was said that the sun rose on the final day of racing, but no one could identify anything golden or warm in the sky. The wind was still in the NE, but a bit stronger with only a few scattered showers. The racers had learned something and were all dressed in their Arctic gear. Again the course was in the same general area with the AM race at flood and PM at ebb. Again the left side of all the weather legs was heavily favored. What was different was that Chris Wittstock finally broke the monopoly of the local triumvirate by placing second. Peck Jr. notched his third win. Walsh was third and Peck III fourth.

Day Three: Race Six, the final race, began with the same conditions. Everyone knew that Peck Jr. and Walsh were neck and neck with Peck III not far behind. The championship was on the line. The left prevailed. Norm III, always at his best in heavy air, again proved he is neither "Little" nor "the Lesser" by dominating the whole way and winning the race. Going up the last leg, Walsh was in second position. Norm Jr was in third and Wittstock was again an interloper. Walsh needed to put one boat between him and Norm Jr. to win the series. So, with Norm III out of reach, he slowed down, dropped back until he was close on Norm Jr.'s air and luffed his jib trying to allow Chris to get ahead of Norm. It seemed he succeeded but right at the finish Norm got his bow ahead and finished third. This tied the score with Norm Jr and crew Tom Peck; Dave Peck and Diane Rothman (Nee Peck) winning with three firsts. Walsh ended up second with Steve Benjamin aboard. Norm III was third with his longtime regular crew of Rob Wyllie, Don Landers and Dave Samson. With almost triple

t h e



A-25 Chris Wittstock

points, there was a three way tie for fourth. Chris Wittstock emerged as fourth place with his team of Ed Rickard, Rick Bernstingle, Gordon Dailey, Dave Marseli and Jerry Ulbrecht all aboard at some point in the Regatta. Ron Marsilio was fifth with Guy Gurney, Ed Whitney and Jenny Frisnin.

As usual, Diane Rothman, Dick & Debbi Morris and the entire NBYC were marvelous hosts. Despite the inclement weather Friday and Saturday, the racing was fair, close and exciting. The local stars were clearly in a class by themselves. But almost every boat in the lower ten was in contention at one or more times. No boat seemed much slower or faster than any other. The winners just out sailed the rest of us.

#### Vignettes:

Shayna Moore bought one ticket for the spinnaker raffle off on Wednesday night and won for Ron Marsilio! (While his \$100 for tickets lay on Diane Rothman's doorstep in a FedEx envelope and not found until after the drawing.)

Ted Fontelieu, Bernie Dorogusker and Sharon Bernd watched the race from Squire on Thursday. They didn't stay for the rain. Ted says if he were PRO the weather would have been better.

Charlotte Barringer braved the weather Friday along with Harry Morgan's mother and watched from Squire. Charlotte was 1944 National Champ – the only woman ever to win. It's rumored that she said the weather was much worse in her day. Could it have snowed?

Three of the 13 had never skippered in the Nationals: John Brousseau, Amy Moriarty and Harry Morgan.

Someone said when he saw John Brousseau sitting on the deck he thought it was Bob Davidson reincarnated.

You didn't mind when Amy Moriarty sailed past if she flashed that Irish smile.

The famous Jimmy Carteresque smile of Mike O'Neill was seen frequently even in the maelstrom on Friday.

The prize for courage (or reckless abandon) goes to Guy Gurney. Sailing home alone in A144 with wind above 20 knots, he set the spinnaker.

Chris Wittstock claims the speed record for the trip home. Dock to dock in 7 hours 15 minutes. Norm Jr. disputes it saying he did it faster. However it was in prehistoric times and can't be documented.





## 2006 Atlantic Nationals Final Results



|    | Sail # | Boat Name    | Yacht Club | Skipper             | R1 | R2  | R3 | R4  | R5  | R6 | Tot. | Pos |
|----|--------|--------------|------------|---------------------|----|-----|----|-----|-----|----|------|-----|
| 1  | 130    | Miss April   | NBYC       | Norman B. Peck, Jr. | 1  | 1   | 4  | 3   | 1   | 3  | 9    | 1   |
| 2  | 128    | Cassidy      | NBYC       | Adam Walsh          | 3  | 2   | 1  | 1   | 3   | 2  | 9    | 2   |
| 3  | 137    | Nonesuch     | NBYC       | Norm Peck III       | 2  | 3   | 2  | 2   | 4   | 1  | 10   | 3   |
| 4  | 25     | Carin III    | CPYC       | Chris Wittstock     | 10 | 9   | 3  | 9   | 2   | 4  | 27   | 4   |
| 5  | 144    | Patriot      | CPYC       | Ron Marsilio        | 7  | 4   | 5  | 5   | 6   | 7  | 27   | 5   |
| 6  | 136    | Au-Revoir    | NBYC       | Hal Peatfield       | 4  | 6   | 6  | 6   | 5   | 10 | 27   | 6   |
| 7  | 139    | Nevermore    | CPYC       | Hank Mergenthaler   | 6  | 5   | 7  | 4   | 10  | 8  | 30   | 7   |
| 8  | 145    | Liberty      | NBYC       | Dick Morris         | 5  | 10  | 9  | 7   | 9   | 6  | 36   | 8   |
| 9  | 147    | Edie         | NBYC       | Brian Carey         | 8  | 11  | 11 | 8   | 8   | 5  | 40   | 9   |
| 10 | 141    | Faith        | NBYC       | Amy Moriarty        | 9  | 7   | 10 | 10  | 7   | 9  | 42   | 10  |
| 11 | 4      | Flying Cloud | CSHBC      | Harry Morgan        | 12 | 8   | 8  | DNF | 11  | 11 | 50   | 11  |
| 12 | 29     |              | NBYC       | John Brousseau      | 13 | OCS | 12 | 11  | 12  | 12 | 60   | 12  |
| 13 | 30     | Maddie       | NBYC       | Kevin Dowd          | 11 | OCS | 13 | DNS | DNS | 13 | 65   | 13  |



3rd Place: A137 Team: Rob Wyllie, Dave Samson, Don Landers &amp; Norm Peck III



1st Place: A130 Team: Dave Peck, Tom Peck, Diane Rothman &amp; Norm Peck Jr



2nd Place: A-128 Team: Steve Benjamin, Adam Walsh, Steve Benevides &amp; CT Olander (missing: Mike Breault)

### And from the Nationals Record Book..... Most Wins of Perpetual Trophies for Races 1-6

Race 1 Founders Day: Norm Peck Jr - 16 Wins

Race 2 Sewall Trophy: Norm Peck Jr - 9 Wins

Race 3 East of Rye: Norm Peck III - 7 Wins

Race 4 Wells Curtis: Norm Peck Jr - 8 Wins

Race 5 Bert Hinman: Theodore Reyling - 8 Wins

Race 6 Les Goodwin: Norm Peck III - 3 Wins



## 2006 Nationals: Race 6 by Norm Peck Jr

In spite of low attendance, the 2006 Nationals offered good wind allowing all six races to be completed, a first class Race Committee led by PRO Harlan Fredericksen, excellent competition but most definitely not a runaway and top notch food and service provided by Team Morris.

The last race was a classic. We had to prevent Adam Walsh in A128 from finishing first and finish just behind 128 to win but not below third or Norm the lesser in A137 would win if he finished first.

The wind again was easterly with the pin favored. A137 started at the pin. A128 was next and 130 next. The three boats that had a chance to win the Championship were all together. A137 was close enough to A128 to give bad air after the start which allowed us to creep above A128. A128 tacked to clean air and we crossed on starboard. We tacked to cover A128. When A128 was clear of A137 they tacked back and A130 covered. In the mean time A137 extended his lead which was one thing we were trying to accomplish. This tacking and covering continued to the first mark. Rounding the first mark A137 was first, A130 second and A128 third. A137 had a comfortable lead but still could be caught. A130 and A128 were close downwind but I felt we had slightly more speed downwind.

The three rounded the second mark in the same position. The second upwind leg was the same with A130 covering A128 with A137 increasing his lead. At the third mark A128 was just able to tack inside of us and round second with A130 now in third place.

A137 had a safe lead on the fourth leg downwind. A 128 and A130 had a safe lead on the rest of the fleet and at many times were neck and neck; A130 getting an overlap and then having it broken. At the final leeward mark, A 128 was still second with A130 a very close third.

Now the fun began. A128 needed a boat between us to win the series but could not allow two or three boats between A128 and A137. So for 1.2 miles, A128 used team racing tactics against A130. We would gain to leeward on A128 and A128 would luff its jib and slow us both. We would bring our bow up to the stern of A128 and quickly tack hoping to get a safe leeward and tack back on starboard. We couldn't quite get to it. This went on the entire last leg. In the meantime, Chris Wittstock in A25 was coming on.

As we approached the finish line, A128 had us pinned hoping A25 could get closer. A128 tacked heading up to cross the finish in second holding the main out causing us to go a little farther before also heading up to cross the finish. A25 finished about 1 ½ boat lengths out of third resulting in a tie between A130 and A128 for the Championship. A130's three first place finishes to A128's two broke the tie in our favor. It was the closest series in recent memory; the top three boats ending up with 9, 9 and 10 points respectively.

I don't think Steve Benjamin, co owner and tactician aboard A128, took his eyes off of us the entire last leg. Although I saw no smile I feel there was a grin behind that grim face.

## And Of Course.....the Parties.....



A29: John Brousseau, Mike O'Brien, Ken Biega & Rob Fowler



Harry Morgan, Adam Walsh & Hank Mergenthaler



Arvid Brandstrom & Jenny Frisnin



Shayna Moore & Ron Marsilio



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ing, when he was scheduled to be on race committee duty, he passed on while chatting pleasantly with a nurse during breakfast. On August 5<sup>th</sup> a Memorial Service was held at St. John's Church in Cold Spring Harbor to a standing room only crowd of friends, neighbors, former shipmates from his ocean racing days and many Atlantic Sailors. Sally, his wife of 55 years really appreciated the turn out as did his children Ethan, Priscilla and Michael with his wife Lisa and their son Zane.

Ward was a major force in the Atlantic Class for many years. He bought his first Atlantic, ALERT #49 in the early 1950's and campaigned her for a few years. Then in the early 1960's he bought USQUABAUGH with partner Mike Murray and they sailed together until they bought #4 FLYING CLOUD and each had a boat to sail. He joined the Rules Committee in the early 70's, and was Rules Chairman in 1979. He was again Chairman 1993-4 and only retired from the Rules Committee this year after overseeing a re-writing of the rules book to ensure they were up to date and viable for the Class to continue into the 21<sup>st</sup> Century. He was Class Chairman from 1994 to 1997. He oversaw the supply of masts and made sure that enough were on hand. At the last Annual Meeting of the Atlantic Class in January, Ward was honored with the "Annie" perpetual trophy for his many years of service to the Atlantic Class.

At Cold Spring Harbor Beach Club, he set the racing schedule, tallied the scores, determined who won the trophies and arranged for the keepers and engraving. Every Saturday and Sunday during the sailing season he presided over the matching up of available crew with skippers in order to get the maximum number of boats out on the course for the afternoon's racing. Many young sailors got their start on Atlantics by just showing up and being matched up with a skipper. He encouraged new members to come down and go sailing and if they were sailors already would try to match them up with a partner or perhaps a boat that he happened to know was available. Always trying to get people out sailing, always trying to build the Class he loved so much.

At dinner on Saturday night during the 2006 Janeway Regatta, a number of people got up to share their memories of Ward. Here is a sampling:

*"He made you feel like you had a special relationship with him and then you realized he had a special relationship with everyone."*

*"He taught me how to sail in an Atlantic, and somehow I thought he would be here to teach my 8 year old son."*

*"He leaves some big shoes to fill and we all have to step up and do our part to continue to build the class."*

*"He leaves a very big hat to fill (Ward always wore a white sailing cap) for a man who never had a big head or thought too much of himself."*

*"People come from around the world to work at the Cold Spring Harbor Lab for a year or two. Ward took them sailing on Atlantics. There must be hundreds of geneticists on this planet who owe their knowledge and love of sailing to Ward."*

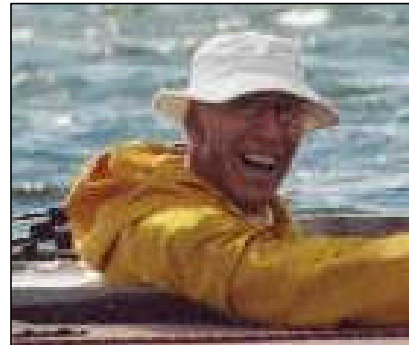
*"I could never say no to Ward. I told him once I did not have enough time or money for an Atlantic. Now I am on the Rules Committee and own his boat."*

*"I asked him what he did with his old sails. He said he didn't have any old sails and if I did could he buy a jib."*

*"He told me that it wasn't very expensive to own an Atlantic, because at CSHBC they didn't get into the arms race of new gear and wet sanded bottoms, now I own #148."*

*"We managed to put on this regatta. It only took six of us to do Ward's job."*

The world is a better place and the Atlantic a stronger Class because of Ward. We will miss him. Gone too soon at the age of 83, but he won the last Atlantic race he sailed on Sunday, July 23<sup>rd</sup>, 2006.



2006 Annual Dinner: Tom Richardson (KYC), Ward & Dick Morris (NBYC)





## 2006 Ted Janeway Memorial Series

By Harry Morgan

It would seem that everything was against the Janeway Regatta happening this year. We lost the prime mover for the Regatta, Ward Campbell, in July, the weather was terrible and then the fleet was cut by a third. But it all turned out well and the Regatta may go down as one of the best ever. It certainly beat drifting around waiting for wind.

To start with, no one knew how to do anything. Ward loved the Regatta and took pleasure in organizing it and making all the arrangements. The rest of us only had to remember to bring an hors d'oeuvre or a bottle or two, and show up. Of course there was the arm twisting to make sure your boat showed up to race, but that was a given with Ward. The day was saved when Sally Campbell produced Ward's Janeway file with all the pertinent details like the Sailing Instructions and caterer's phone number. Every one pitched in and it all came together, but it still took several of us to do what one man had done alone for years.

Norm Peck III came down from Niantic Bay Yacht Club bringing with him some of the weather we had experienced up there at the Nationals earlier this summer. The forecast for Saturday of 15-20 out of the Southwest and building was not far off the mark. When the tow of four boats from Cedar Point rounded Cockenoe Island and started towing into the sea that had built up, it was soon apparent that it would not be a comfortable trip over to Cold Spring Harbor if they didn't sink on the way. About the time the stern chock ripped out of the deck of George Reichhelm's A142 SHUCKS, the prudent decision was made to return to Cedar Point Yacht Club. Fortunately, Norm III was borrowing #35 from Cathy Casalicchio who was out of town, so we still had one skipper from another club even though we only had nine boats to the starting line. Not that they were that well manned, as Rudy Halbart in 115, Doug May on 56, Mark Hopkinson in 22 and Norm III on 35 were all sailing with only three onboard.

Our Race Committee Chairman Dave Noyes, who was sadly missing the other half of his 2005 committee Wardy Campbell, set the course in the mouth of Oyster Bay so that we would get some protection from the Long Island shore. The first race got under way about 1130. Norm III won the pin and kept on going to win with Jay in 148 in second. At the end of the race a yellow power boat with several drenched soles showed up. It seemed odd that we had spectators on such an unpleasant day but it turned out to be Dave Solway in his Seacraft with Markel Ortegui and several other CPYC sailors who had decided to come over even if

they couldn't race. They were surprised to be greeted by pleas for help from those with only three aboard, but eager to sail. Quickly, Kerry Dawson was on 56, Larry Liggett was on 35, Dave Marseli was on 22, Ed Whitney was on 115 so all the boats were "four up" for the second race. Norm III started late at the Committee Boat end but it didn't seem to matter as he won the second race too with 148 again in second.

Now it was time to get our wet bodies ashore and partake in the festivities. The party would be missing a few, but with addition of the boatload of six, things weren't looking too bad. But, again CPYC surprised us. Shortly after we arrived ashore, the cars with Connecticut plates began arriving. George Reichhelm, John Foster, Jim Marron and Ed Rickard arrived closely followed by Mike and Judy Virr and their crew Sam Jones, and then Arvid Brandstrom. After hot showers and a change of clothes for the sailors, we moved down the porch to another spread of hors d'oeuvres and cocktails, followed by a delicious dinner catered by Mabel.

The festivities lasted long enough on Saturday night that we were able to convince enough of the extras from CPYC to spend the night ensuring enough crew for all the boats the next day. The race was much like the day before. It blew hard out of the South West, the course was at the mouth of Oyster Bay. The only difference was, Doug May in 56 won and Norm III came in second. 148 came in 4<sup>th</sup> but came in second for the series with Norm III 1<sup>st</sup> and #56 3<sup>rd</sup>.

Thanks to all for making it a great regatta in spite of all the adversities. Ward would have been proud. We look forward to seeing you next year.

| BOAT | SKIPPER         | RACE<br>1 | RACE<br>2 | RACE<br>3 | TOTAL |
|------|-----------------|-----------|-----------|-----------|-------|
| 35   | Peck III        | 1         | 1         | 2         | 4     |
| 148  | Jay             | 2         | 2         | 4         | 8     |
| 56   | May             | 7         | 3         | 1         | 11    |
| 43   | Swiggett        | 6         | 4         | 3         | 13    |
| 73   | Lindsay         | 3         | 8         | 5         | 16    |
| 63   | Mendel-<br>sohn | 4         | 7         | 6         | 17    |
| 4    | Morgan          | 5         | 6         | 8         | 19    |
| 115  | Halbart         | 9         | 5         | 7         | 21    |
| 22   | Hopkinson       | 8         | 9         | 9         | 26    |



## New Boats for 2007

By Norm Peck III, Rules Committee Member

Gordon Goodwin, our boat builder, reports that one Atlantic is under construction and should be completed by the end of the year. The boat will be white unless an order is made prior to molding, which will be very soon.

A new deadwood mold is also being built. It will produce fairer keels "out of the box" and reduce the need to spend more money fairing. The mold will also produce deadwood to hull and deadwood to lead joints that will be less labor intensive and we believe result in less cracking.

The Class is working toward having a second boat built for the 2007 season.

For more information, call Norm Peck III at 860-739-9660 or Gordon Goodwin at Cape Cod Shipbuilding: 508-295-3550.



Gordon Goodwin  
Cape Cod Shipbuilding

## From the Builder

By The Goodwins' @ Cape Cod Shipbuilding

Gordon and Wendy Goodwin have been working closely with a sub committee of the Rules Committee consisting of Norm Peck III, Dr. Hank Mergenthaler and George Reichhelm. Our primary objectives are:

1. To maintain the "One-Design" aspects of the Atlantic.
2. To build a hull that is competitive with existing boats where the boat out of the mold needs no additional adjustments.
3. To manufacture an Atlantic at a reasonable price.
4. To ensure that the Atlantic Class continues to grow.

At Cape Cod Shipbuilding we have been building fiberglass Atlantics since 1953. The fiberglass deadwood mold was made in the early 1960s. The cast iron keel mold was made around 1967 as the original German keels were cast in sand molds. The hull and deck molds were replaced in 1977, but today we continue to use the 60's vintage deadwood mold. Recognizing that the current molds used today were built at different times, we all realize that the parts that come out of these molds require work before they are put together to create a new boat. New molds built today would be far superior to the molds that were built in the 50's & 60's.

Our group chaired by Norm, would like to build all new tooling molds for deck, hull and deadwood. Atlantics coming out of new molds would not only be beautiful but also competitive without having to take them to a "speed

shop". Unfortunately the funds needed for all new molds are not available at this time. The Goodwins' feel that the oldest tool, the deadwood mold, should be replaced. Not only would this improve the fairness of the bottom condition but it would ensure a better fit at the hull to deadwood joint & the deadwood to keel joint. A better fit would reduce some of the many man-hours spent hand fairing each new boat built.

At this time we have a lead keel cast for the next new Atlantic. We have built a new deadwood from the existing mold to use as a plug to make a new mold. Making a new mold from an existing part takes careful precision. Especially where the new deadwood plug is concerned as the part that comes out of the new mold needs to precisely fit to both the bottom of the hull & the top of the lead keel. Down the road when a new hull mold is made we can improve the process of installing the top of the deadwood to the bottom of the hull. In the early years of wood and fiberglass the top of the deadwood and bottom of the hull were just mated with bedding compound. In the 1990s we began grinding the surfaces and applying fiberglass strips over the crack or deadwood joint. This process is very difficult as the radius or turn of the bilge is within a half of an inch of the deadwood/hull joint. With this joint being so close to a curve we painstakingly spend many hours of hand work to make the joint permanently invisible. Our long term desire when we make the new hull mold is to move the joint lower so this joint bonding repair will be much easier and take less man hours.

We hope you can continue to support the Class Association & the builder through this endeavor to keep the Atlantic sailing into the future.





## Boats For Sale

At this time we are aware of only two used boats that are for sale. Please keep our Class Secretary George Lindsay Jr. advised of boats that are for sale so that an "ad" may be posted on our web site or in a future Class Newsletter. Also advise him as boats are sold to keep our Class Directory up to date. George can be reached via email at [glindsay@optonline.net](mailto:glindsay@optonline.net).

### **A-109**

Seafarer hull completely re-rigged, all race ready. It has a new mainsail and jib and other sails in good shape. A 109 is an excellent starter Atlantic, even won a race at the Nationals.

Price: \$10,000, negotiable. Call Larry Liggett: 203-226-8285.

### **A120**

Seafarer built in 1972. Cutty was replaced in 1984 with a flat deck and then a new deck was built in 1998.

Mast and the boom are in very good condition.

There are 5 no.10 winches – two on either side and one to assist the main halyard; 3 magic boxes – for the main outhaul, for the traveler and for the jib downhaul.

All the lines are in excellent condition – mostly new.

Main sail has been used about 10 times, the Jib/twice and the Spinnaker/twice. There is a stainless steel tri-pod with block for the main sheet. The boat was painted four years ago, taken all the way down and then six coats of paint.

The trailer is made by Triad, painted blue and has less than 80 miles. The anchor has never been in the water and neither has the 100' of new rope. Many Extras: Plastimo compass, Windex fly, cover, life vests, etc.

Price is: \$10,000

Contact: Roger Verron

Home: 203 834 0379 Cell: 203 984 1992

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## What Happened to the Web Site?

The Atlantic Class web site has been down since this past spring due to problems the Canadian server company has been unable to resolve. We have moved some but not all of the site to the following domain: [www.atlanticracing.net](http://www.atlanticracing.net). Efforts are being made to recapture the [atlanticclass.net](http://atlanticclass.net) web address and all the old content and get our web site back up and running. Keep checking both addresses. We will email those on our distribution list when there is more to report. If anyone has any expertise and free time to devote to web site design, maintenance, servers, etc, please contact George Lindsay at [glindsay@optonline.net](mailto:glindsay@optonline.net).

It's hard to believe that it was 10 years ago this past summer that Loralyn Helms envisioned the Atlantic site and talked about launching it. It was a project near and dear to her heart. Unfortunately, Loralyn's schedule cannot support the effort any more so she is turning the site over to our Rules Committee. We thank Loralyn for the many years of service and enthusiasm she gave to the Class.

## Ernesto Washes A-45 Ashore



The remnants of Ernesto combined with a Canadian high pressure system brought heavy wind and waves to Niantic Bay. Unfortunately, four club boats came ashore before it was over including A45.

A45 was originally owned by the Dowd family. It came ashore in one of the late 50's storms. Bud Rice and Norm Peck Jr. owning 77 and 79 decided to form a partnership on a glass boat. A45 was sitting in the boat yard badly damaged so they bought it and saving the keel and dead wood mounted a Cape Cod hull. Two years later they bought A65 and sold A45 to Dr. Sydney Sewall & sons where it has remained until the September 2, 2006 storm hit and ownership transferred to David Houseman.



## Tuning Your Tuned Atlantic Rig

By Bill Healy

That day in May when you get your rig up and tuned is the last time you'll have to touch your shrouds and stays? WRONG! Ideally everyday you go sailing your rig will be tuned slightly different. How can this be? Well, the wind and waves have a lot to do with that. The best advice I received on mainsail tuning is that the sail should look almost identical at 3 knots and 30 knots. I'll try to explain why and hopefully fill in the gaps on the wind ranges in between.

Most sail makers will give you a 'base' tuning for your rig. Most times this base is good for 10 knots or so and you'll have to figure out what to do from there. But always know where you are from base so you don't get lost on where your rig is. When the wind is light, your goal is to flatten out the mainsail and make the entry of your jib fuller. But how do you do this? Well, you have two forces pulling on each other; the shrouds are pulling against the forestay. This is where you can greatly affect the sail shape. Ease off your lowers and your forestay a few turns and you will really see the shapes change. If you just ease off your forestay, the mast will bend back and flatten out the mainsail, mostly the upper portion. When you ease off on your lowers, you let the mast bend forward down low flattening out the bottom off the main. I feel this is really important in light air, having a flat main so the wind can smoothly and effortlessly get around and over the sail. Drag must be minimized and a flat main produces less drag. Now, what happens to the jib when you do that to the rig? It gets fuller. Obviously as you ease off the head stay it gets looser. This allows the jib to become fuller. As the head stay sags, the jib becomes fuller. The sail makers design a certain amount of roundness in the luff of the jib and internal shape to allow this to happen. Now when you add the decrease in lower shroud tension it adds to the jib sag and fullness. So you must be careful when adjusting both not to go too far with either adjustment or you will have a very flat main and a very full jib. That is bad because you will not be able to point.

Now, when it's blowing 30 we want the main to look almost identical so we just leave the rig like it is. Wrong again. If the rig was left like it was at 3 knots, you would end up with a main that would be really flat and a jib that is really full. And as you pull on the backstay to flatten the jib the main will get even flatter and the leech of the main will become so twisted

that again you will not be able to point. So what do we do about this? From your base setting you might put as many as 5 turns on the lower shrouds and head stay and maybe even 3-4 turns on the uppers. As you tighten this up the head stay will become very tight and will not sag much as you are sailing. This straighter stay actually flattens out the jib which is good in heavy air. This tighter rig also keeps the lower part of the mast in column or straighter. A straighter rig in heavy air will allow you to pull on your backstay extremely hard without inverting your mainsail but it will help straighten the head stay even more for a flatter jib. At the 2004 Nationals we added up to 5 turns on the lowers and 5 on the forestay so we could really haul on the backstay when we needed to without over flattening our main but giving us a much flatter jib and enough control over the shape of the main to have a few gears in the chop and velocity changes.

The hardest part is figuring out what to do in between the wind ranges. I'll get back to you on that.

### More from the Nationals Record Book.....

#### Most Wins By Skipper

Norm Peck, Jr (14): 73, 82, 83, 84, 85, 86, 88, 89, 92, 95, 00, 01, 03, 06  
 George Reichhelm (10): 71, 72, 74, 75, 77, 78, 80, 98, 99, 02  
 Joe Olson (5): 63, 64, 65, 69, 76  
 Briggs Cunningham (5): 52, 53, 55, 60, 61  
 John Foster (3): 90, 91, 97

#### Most Consecutive Wins By Skipper

Norm Peck Jr (5) 1982 - 1986  
 Joe Olson (3) 1963 - 1965

#### Most Wins By Boat #

|     |    |
|-----|----|
| 130 | 13 |
| 25  | 8  |
| 63  | 5  |
| 65  | 5  |



## A-65 Brainstorming

By Bill Healy (written after winning the 2004 Atlantic National Championship)

I started thinking about sailing A-65 in the Nationals again last winter. With the boat up on the hard I started brainstorming on what it would take to get her back into prime form as she was years ago. Basically nothing on the boat had been upgraded, replaced or fixed in the years since I last sailed her in 1997. The only bright spot was that her bottom was always maintained using Baltoplate.

I used my time in the spring with the boat out of the water to repair the wood rudder and paint any spots under the waterline that looked bare. I painted the rudder and the leading edge of the keel white to see any seaweed or algae that might be accumulating. It's hard to see that stuff with a dark bottom. I also painted the top sides with an Awl-grip 545 white primer. Over the years the gelcoat had become very crazed and cracked and presented a very rough surface. My father and I sanded it with 60 grit down to 280 wet/dry then applied a coat of the primer. We chose it because it is very hard and wet sands to a very smooth finish.

With the wetted surfaces in very good shape, I went to work on sails and a crew. I have sailed every Atlantic Nationals on A-65 with at least one family member aboard. This year would be no different. I immediately asked my brother Tim, my brother-in-law, Dan Harrington, and my long time friend Wick Haylon. With Tim aboard it became a no brainer to get North Sails. Everything we used was a stock design. We had no time to test out something new. I leave that to the Pecks.

One thing that annoyed me was the pole downhaul system. With it located on the deck in front of the mast it became annoying to keep it on the right side of the jib and jib sheets. I made it like a dinghy and moved it just forward of the mast and just behind the coaming. This meant we could leave it attached and never had to unhook it again. I also wanted to experiment with the ballast in the boat. I used to carry most of it just under the mast and about 100 lbs way up forward to keep the bow down and the transom up. But after some slow heavy air speed at past Nationals, I moved it all just behind the mast. This seemed to work very well during this year's Nationals. To keep the bow down we kept Wick up in front of the mast when sailing downwind and we just crammed forward when sailing upwind.

Now, with the boat in the water I could concentrate on tuning her and updating her rigging right? WRONG! Just before July 4<sup>th</sup> my wife gave birth to twins. I turned off my sailing brain and turned on my parenting brain. The boat sat at the dock until August when things became semi under control. I was then allowed to sail one day a weekend to get the boat tuned up and replace anything that looked suspicious. I had to replace the jib halyard after it broke and slid into and down the mast. Then the spinnaker halyard was replaced with thin spectra after the thick Yale light was disintegrating before my eyes and twisting terribly on every hoist.

I also doubled the purchase on the back stay to make adjustments finer and we could really pull hard on it and adjust it easier when the breeze really came up. The purchase went from the normal 6:1 to a 12:1.

Challenger II has the original brass or bronze winches. Although very dirty, the spinnaker winches seemed OK, but the main halyard winch would slip when put under tension so it was replaced with a small Harken winch. The spinnaker winches were pulled apart, cleaned and reassembled with a light grease job.

As for tuning the rig I basically just followed the North tuning guide but I had some ideas of my own. Every time I tuned the rig and pushed the mast further forward in the partner, the faster the boat went. So I went about pushing it all the way forward. The rig stood up straighter so I had to tighten the forestay and loosen the shrouds to get the desired amount of tension and prebend. I sailed with the forestay around 5 in the loose gauge with the lowers at 17 and the uppers at 25. When it got windy such as the last day at the Nationals we tightened up the lowers to about 25 and the uppers to about 35. This really helped tighten the forestay to flatten the jib, but it also bent the rig a little more to de-power the main.

As a team we were able to practice only a handful of times. Tim and I have been sailing these boats for over 20 years so we basically knew each team members role. It was just a matter of getting everyone into synch and dusting off our Atlantic boat speed caps. This is how we broke down the chores:

Helm – Bill – Job: steer that boat as fast as possible, ease main at weather mark roundings, trim main down wind, help with guy when needed, ease guy at takedowns, and trim main at leeward marks if Tim was preoccupied. That only worked in lighter breezes.





Middle – Tim – Job: in charge of overall sail plan trim. Obviously trimmed main and was in control of outhaul, cunningham, and backstay. Oversee the jib trim and fined tuned when necessary. He was also in charge of all tactics and strategy.

Cockpit – Dan – Job: maintain, hoist, and drop all halyards. Play twings and help with pole when windy. Weight placement was key here. Staying low when light and hiking/leaning out as hard as possible when windy.

Bow – Wick – Job: Organize spinnaker gear, spinnaker packing and pole gear and pole jibing. Trim and tack jib and move weight where needed.

After the Nationals I came up with a list of things I would have done differently 20/20:

- Sail with the spinnaker pole higher on the mast. Looking at pictures we were pulling the luff too tight. A higher flying spinnaker helps to keep the bow from plowing too much on the waves.
- Either had a second jib or flatter jib. As the wind increased, the boat would develop lee helm because the powerful jib was pulling the bow down. To remedy the problem, we sailed with leads aft and a slightly looser trim to open up the slot.
- Check with measurers to see if mast butt could be moved further aft per the rules. This would have helped with light air performance.
- Sailed more.



A-65 sailed by Bill Healy in the 2004 Nationals at NBYC

## Fleet News

**Cedar Point Yacht Club**

*Sailboat Racing at its Best*



**By Sean O'Connor**

We had 13 Atlantics race this year, with an average of 7.2 starters and with 8 qualifiers. This was fewer than in recent years as several skippers did not, for a variety of reasons, launch their Atlantics. We finished 29 races out of 48 races scheduled, so the weather was not very cooperative, especially bad as we had to abandon the races for the first 5 Saturdays of the season.

The racing was as usual very competitive. Going into the last race of the season, John Foster had a microscopic lead over George Reichhelm – whoever finished ahead of the other would beat the other for the season – and Glenn Bemus and Sean O'Connor were close behind, needing to put just two boats between A133 and A140/A142 to win the season. At the start, George went head to wind to prevent A133 from barging, reasoning it would be good to get at least one competitor out of the way. However while A133 did a penalty 720 and George gathered speed, John Foster was 8 boat lengths up the course. A142 went for a southerly that never came in and finished 8<sup>th</sup>, A133 worked back to 4<sup>th</sup> but it was not enough as A140 finished second.

Here's a summary of results for the season:

|                                 |                                                                                     |
|---------------------------------|-------------------------------------------------------------------------------------|
| 140 John Foster                 | 3rd Commodore's Cup, 2nd Rear Commodore's Cup, 1st Season                           |
| 142 George Reichhelm            | 1st Vice Commodore's Cup, 1st Commodore's Cup, 2nd Season                           |
| 133 Sean O'Connor & Glenn Bemus | 2nd Vice Commodore's Cup, 2nd Commodore's Cup, 3rd Rear Commodore's Cup, 3rd Season |
| 25 Chris Wittstock              | 3rd Vice Commodore's Cup, 1st Rear Commodore's Cup, 4th Season                      |
| 139 Hank Mergenthaler           | 5th Season, Joe Olsen trophy for sailing the most races                             |

There are 22 Atlantics in the CPYC fleet. The number one goal for next year will be to see more boats launched and racing.



## Kollegewidgwok Yacht Club

By K. & Sean Guinness



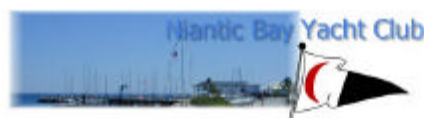
The August series as always was extremely close. With as many as fifteen boats on the line it was always a battle to the finish. The winner was K. Guinness sailing Dancer 132 who had an impressive seven first place finishes out of the sixteen races but only led Ann Luskey sailing Tiger Lily 103 by one point going into the last race. The Wells, Britton and Taylor/Wilmerding boats were always at the top and could have won any race. It was also a good year for a new driver to the fleet Andrew Baldwin who sailing Sangria 78 was right at the top of the fleet. There was a very good showing by Henry Clews who managed to get two first place finishes in Ucello 113 which was a first ever for this boat. It was a season that showed that the racing in Blue Hill continues to improve with many of the boats that were not as fast before moving their way up to the front of the fleet. We look forward to doing it all again next year with possibly a few new boats added to the fleet.



Fleet Champion K. Guinness sails Dancer #132 in Blue Hill, ME



Ben Wells in Quessa #32 & Ann Luskey in #103 Tiger Lily



8 Shore Road  
Niantic, Connecticut  
860 739-0558  
Established 1940

By Diane Rothman

The NBYC Fleet count is at eleven. Most recent additions are A-128 purchased by Adam Walsh and Steve Benjamin in 2005 from the estate of Cedar Point's Joe Olson; A-29 purchased in early 2006 by John Brousseau from the Child family of Cedar Point and most recently as a result of Ernesto over Labor Day weekend, A-45 hauled off the beach by new owner David Houseman. These combined with the others (Peck/130, Peck/137, Peatfield/136, Healy/Landry/65, Judson/141, Carey/147, Morris/145 and Dowd/30) have added some excitement to our racing program. One could argue that NBYC is the most active and competitive fleet in the Association. Since 1981, NBYC has won 20 out of 26 Atlantic National Championships and is only 1 win away from tying Cedar Point at 22 for the most wins by club. Most recently, Norm Peck Jr and his crew David Peck, Tom Peck and Diane Rothman captured the 2006 Nationals title winning three out of six races. Two others were won by NBYC's Team Walsh/Benjamin and the 6<sup>th</sup> went to NBYC's Norm Peck III - a clean sweep by NBYC.

NBYC has been represented at the last three annual Jane-way Regattas run by the Cold Spring Harbor Beach Club. For the third year in a row Norm Peck III, sailing this year in Cathy Casilichio's A-35, won the event with finishes of 1-1-2.

While we continue to be a power house at the "National" level, our fleet racing back in the bay remains strong. Sailing two races almost every Saturday and Sunday from Memorial Day to Labor Day, the Atlantic Class is the cornerstone of one design racing at the club. For the third year in a row, Norm Peck III and his crew Rob Wyllie, Don Landers and Dave Samson, won the Season Series, the 4th of July Series and the Labor Day Series. Norm Peck Jr thwarted sonny's attempt for a 3<sup>rd</sup> clean sweep by winning the 2006 Memorial Day Series. It is also exciting to note that Brian Carey in just four seasons has put together an excellent team and has become a threat to the Pecking order....he finished third in the Season Series and third in the Labor Day Series.

Wednesday Night Racing continues to be a popular series despite the light or non existent air that so often spreads over the Bay on this night. Tom Peck sailing brother Norm's A-130 captured the Wednesday night series by just one point over second place Hal Peatfield in A-136. Brian Carey was third.

For the second year in a row we have added some special



events to our racing program. In doing so we have increased participation and enthusiasm within the fleet as well as spreading the word to those near and far about the Great Atlantic. Our first event held in early July was the "Off Soundings Championship". The skipper for the day had to be a member of the Off Soundings Club and results counted toward our Season Series. Off Soundings is a sailing club founded in 1933. The Club runs a 2 day Regatta in the spring and the fall with many outstanding sailors participating. The winner of our Off Sounding Championship this year was Wes Maxwell who skippered Norm Peck III's A-137. Wes learned to sail as a kid in the Mystic, CT area aboard his father Ed's Atlantic #76 - Avenger, a wooden Atlantic no longer in existence. Other Off Soundings Club members racing that day included Off Soundings Commodore Neal O'Connell, Vice Commodore Bob Geary, Sail maker Kevin Farrar and son Jon, Bruce Avery and Doug McDonald.



Off Soundings Day Champion Wes Maxwell (center) with crew Norm Peck III (left) and Ed Purcell (right)

At the end of July, the NBYC Atlantic Fleet sponsored its 2<sup>nd</sup> and hopefully annual Junior Championship. Each Atlantic skipper recruited a junior from our Sailing Program to skipper their boat for the day's scheduled races. (Results also counted towards the season standings!) Eight juniors skippering seven Atlantics participated. The 15-20 knot south-westerly took its toll and by the last race of the three races series, only 4 boats remained. Charlie Peck, skippering Uncle Norm Peck's A-137 sailed with impressive concentration and smarts to finish with three bullets (although the last race, he was beaten by brother Dave and Andrew White in Norm Peck Jr's A-130 who later withdrew because their crew wasn't fast enough to keep them from illegally sailing through the start-finish line).

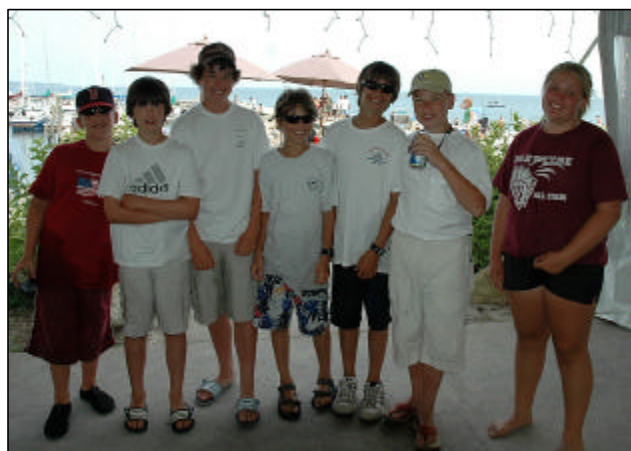
In early August, eight women took over the helms of the Atlantics as the fleet hosted its 2<sup>nd</sup> Annual Women's Championship. With finishes of 1, 2 & 3, Maria Petrillo sailing Hal Peatfield's A-136 was crowned Champion (Maria is a sophomore at Roger Williams College where she is a key member of their Sailing Team. Rumor is she would love to own her own Atlantic someday!). Second place went to Amy Moriarty skippering Chris Judson's A141. Amy skippered

several times during the season including the Nationals. Katie Bradford, the only skipper from outside NBYC, and very little Atlantic sailing experience combined well with Norm Peck III and crew with improving finishes of 7, 3 and 1 to take third place.

Similar events will be organized for 2007 and if we can bolster enough enthusiasm from the other fleets, we would like to run an Invitational sometime in July....stay tuned for this and more from NBYC!

NBYC 2006 Results

| Pl | Memorial Day  | July 4th         | Labor Day        | Season        |
|----|---------------|------------------|------------------|---------------|
| 1  | Norm Peck Jr  | N o r m Peck III | N o r m Peck III | Norm Peck III |
| 2  | Norm Peck III | N o r m Peck Jr  | N o r m Peck Jr  | Norm Peck Jr  |
| 3  | Dick Morris   | Hal Peatfield    | B r i a n Carey  | Brian Carey   |



NBYC Junior Championship sailors from left: Andrew White, Shawn Pelissier, Steven Pelissier, Dave Peck, Charlie Peck, Drew Sabia & Sarah Brousseau. (missing from picture: Brittani Morris)

## Cold Spring Harbor



2006 was an eventful year for the Cold Spring Harbor Fleet. We sailed 32 out of a scheduled 43 races which isn't too bad for Western Long Island Sound. We added two boats to our fleet for a total of 10 and had a stormy Jane-way series that is reported elsewhere. The big winners again this year were Dave Noyes and Doug May in #56. They won the one race Memorial Day Series, the five race Nan Wood, June series, and the three race 4th of July Page series. In late July/August the tables turned and the 5 race Ames series was won by #4. Ward Campbell won the first race of the series, but as reported elsewhere, it was his last





series race. Harry and Roger Morgan took over command of #4 and went on to win the series and the two race Labor Day Regatta. The five race Nichols Regatta in August/September was won by #63 Drew Mendelssohn. #56 came back to win the two race Columbus Day wrap up and took the season trophy by one point over #4. On to 2007.

## Outside the Fleets: A-36 "KIM"

By Karl Kirkman

A 36, *Kim*, is being sailed by yachting writer Roger Vaughan in the Oxford Amateur Racing Series (OARS) held on Friday evenings at the Tred Avon Yacht Club in Oxford, MD. The series is informal PHRF racing with a spinnaker and non-spinnaker division, and she is doing quite well.

I have made number of modifications to the vessel which could easily be reversed to get back to class specifications.

I installed an Edson bilge pump at the forward end of the cockpit which discharges through the centerline of the deck forward of the mast. This location makes it easier for the crew to pump while in normal racing stations, takes suction in the low point of the bilge, and minimizes the hose run.

I fitted teak bench seats in the cockpit area; a great improvement in light air particularly.

Last season we raced *Kim* with a spinnaker halyard about four feet above the hounds and with an overlength pole in order to try to increase the performance as the racing is in predominantly light air and against many sport boats.

Subsequently, I purchased another Atlantic spar which this winter we modified by fitting all internal tangs and halyards, and raising the standing rigging and headstay about four feet, and fitting twin internal masthead spinnaker halyards. With an accompanying 12-foot spinnaker pole, we have really brought the boats polar much more in line with modern boats, and she is quite competitive over the wind range with the other PHRF spinnaker fleet.

## A-36 "KIM" Part 2

By Roger Vaughan

I first heard about Atlantics from the late George Silk. In the 1960s, George and I were working together on an America's Cup story for *Life* magazine. He was photographing 12 meters at play, but his conversation was about Atlantics.

It would be 40 years before I set foot on an Atlantic, but it was worth the wait. I spotted A36 on the hard in a local boatyard here in Oxford, Maryland. I planned to work on my 210 that summer (2005), so I found out who owned the boat, called, and

applied for a crew job. It turned out Karl and I had once spent an afternoon watching scale model 12 meters run in a test tank. Karl said he wasn't racing *Kim*, and offered it to me. Talk about lucky days.

I've had the good fortune to sail many different boats over the years, and without question the Atlantic is the sweetest of them all. It's a 30-footer that has the personality -- the presence -- of a much larger boat. I often explain it as a quarter scale J Class yacht. Shooting dock landings with it opened my eyes (4 boat lengths, sometimes 6!). Yet it has sports sedan handling. The only boats I can't beat upwind in our PHRF fleet are J29s and a Melges 32. Carving tacks upwind is pure joy. On a reach in a breeze the boat is a phenomenon for it's weight and shape.

The first season we felt slow, especially upwind. Shields often beat us to the weather mark. I figured it was my learning curve getting the boat set up. Then two things happened. Karl turbo-charged the mast, switching to internal halyards and moving the spinnakers to the mast head. He also raised the jib hoist a couple feet, and commissioned a new sail. Then there was my chance discovery of roughly 300 pounds of water in the forward floatation tank. Someone suggested that was like having Dennis Conner sitting in front of the forestay. We pumped it dry, and with the new rig started to fly upwind. The bigger spinnakers Karl has found in great numbers on eBay have made us very fast downwind, well worth the 9 second penalty they cost us (PHRF is now 144, down from 153).

The Team Kirkman boat is on a roll here in the Chesapeake. With two races left in the season, we are virtually tied for the lead with one of the J29s. In 12 races we have beaten them half the time. That would be a coup: a 1930s design beating one of today's swift sport boats. SB would love it. Stay tuned. Film at eleven.

## Save the Date!

The Annual Dinner of the Atlantic Class Association will be Thursday, January 25 at the Cobb's Mill Inn in Weston, CT

Details to follow in December



## Atlantic Class Association

c/o George Lindsay  
Class Secretary/Treasurer  
145 Main Street  
Oyster Bay, NY 11771

# A



## Special Thanks to the 2006 Atlantic National Sponsors

