



# The Great Atlantic

Atlantic Class  
Association  
[www.atlanticclass.org](http://www.atlanticclass.org)

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Spring 2007

## A-149 is Ready to Shine

### An update from Cape Cod Shipbuilding

With the thermometer reading 12 degrees, it's impossible to believe we will be escaping the sweltering heat of the black top for the cool shore breeze in another few months. Regardless of the weather outside Atlantic #149 is taking shape in the warmth of our shop in Wareham, MA. The hull came out of the mold at the end of February and we are currently assembling the deadwood & keel. Please spread the word that a new Atlantic is available as we would hate for her to miss the starting line this summer! Perhaps it is time for you to upgrade to a new Atlantic and sell your existing one to a new-comer or your crew (See page 2 for pricing info).

As always, we are here if you need parts for your existing Atlantics, including teak to-earls, steam bent coamings and lifting eyes etc. It is an absolute pleasure working with the Atlantic Class and we remain privileged to be your builder. We are also honored to have been awarded the Annie trophy and among such a list of past recipients. The print is proudly displayed in our office.



A-149 in the mold—January 2007



A-149 out of the mold—February 2007

## Cedar Point to Host 2007 Nationals

The Cedar Point Yacht Club and its Atlantic Fleet are pleased to host the 79th National Championship Regatta of the Atlantic Class Association on August 9th, 10th and 11th, 2007.

We are optimistic that our August program will include good weather, good wind, and good participation from our fleets. Post race evening festivities will cap what we hope will be three days of competitive racing.

Niantic Bay Yacht Club's dominance in recent years places them in position to tie Cedar Point for the most National Championships won by sailors representing each club, at 22. This friendly inter-club rivalry will surely kick the competition up a notch for these 79th Nationals.

If you have any questions, or wish to participate and/or support our Nationals, please contact Kerry Dawson, Regatta Chairman, at (203) 852-9877 or [kerrydawson@optonline.net](mailto:kerrydawson@optonline.net).

We look forward to making new and renewing old friendships later this summer.

### Inside this issue:

<i>New Boat Pricing</i>	2
<i>Annual Dinner</i>	3
<i>Officers &amp; Rules Committee Contacts</i>	4
<i>Boat Yard Wisdom</i>	5
<i>Longer Life for Main Sail?</i>	7
<i>Boats For Sale</i>	8
<i>Web Site Update</i>	8
<i>Dues Reminder</i>	8
<i>A-62 in Puget Sound</i>	9
<i>Atlantic 1/2 Models</i>	9
<i>08' Nationals</i>	10
<i>Need a Trailer?</i>	10
<i>Fleet Rosters</i>	11
<i>Harken Ad</i>	12

### Special points of interest:

- Owner wanted for new-est Atlantic #149
- Amy Moriarty wins first Olson Award
- Goodwin Family Awarded "Annie"
- Beware of hose thieves at NBYC
- 3 Used Boats For Sale
- 157 Youth Experience the Great Atlantic
- CPYC Largest Fleet with 23 boats; KYC second with 19 and NBYC and CSH each have 11



## Atlantic New Boat Price Sheet

Atlantic #149 white hull, grey deck, blue waterline	\$32,424.00
Includes deadwood & keel installed, mast step assembly, bulkheads, hatches & latches, tiller, rudder & hardware, bottom faired & primed (the above is what the class has reserved)	
Install teak trim & basic hardware	6,076.00
Adjustable jib downhaul hardware (deck fitting installed, bulkhead fitting loose)	350.00
Edson Bilge pump 18 w/thru hull discharge	1,170.00
Tiller Extension installed on tiller (telescoping & removable)	126.00
Baltoplate sprayed Bottom	1500.00

Trailer & other parts pricing available upon request

Cape Cod Shipbuilding Co.

7 Narrows Rd. P.O. Box 152 Wareham, MA 02571-0152

phone#508-295-3550 fax#508-295-3551 [www.capecodshipbuilding.com](http://www.capecodshipbuilding.com)



Norm Peck III & Gordon Goodwin inside the mold of A149



Inspecting the Keel and Deadwood



A149 Keel & Deadwood



A149 out of the mold



## Amy Moriarty Awarded First Olson Trophy at Annual Dinner

The Annual Meeting of the Atlantic Class Association was held on Thursday, January 25, 2007 at the Cobb's Mill Inn in Weston, CT. Sixty-two people attended the event and enjoyed the company of old friends, good food and drink and a well delivered Awards Ceremony by Class Chairman Chris Wittstock.

The Niantic Bay Yacht Club and specifically the teams of Peck Jr, Peck III and Adam Walsh walked away with most of the "silver". Sweeping the top three places at the 2006 Nationals and winning all the perpetuals for Nationals races 1- 6, NBYC continues to be the teams to beat.

Norm Peck III captured the Harry Williams Trophy (again) for sailing the most races during the 2006 season. His 54 races during 2006 was just two ahead of fellow NBYC skippers Brian Carey who sailed 52 and Dick Morris who sailed 51 (note: NBYC sails on weekends from Memorial Day to Labor Day weather permitting and tries to complete two races each day, one long and one short. They also sail one race on Wednesday nights.).

A new trophy, the Best New Comer Award, was commissioned by the Rules Committee in honor of the late Joseph C. Olson. Joe's interest in perpetuating the Class and its long history was apparent as he tended to and encouraged our newcomers in years past. We hope this spirit will live and be remembered each year with a presentation of a perpetual keeper trophy to the new comer with the best finish at the Nationals. This year the award was presented to NBYC's Amy Moriarty who skippered Chris Judson's A-141. Amy was not present to accept the award but upon hearing that Amy had been selected to receive it, Judson wrote to us as follows:

*That is truly an honor that the class has bestowed upon Amy. Having served with Joe on the Rules Committee for a number of years I know how very deeply he felt about the Class and all its members so this means a great deal to me. Joe was always the first to welcome me back to Cedar Point year after year and never failed to ask about my family and crew, a true gentleman.*

*This award should serve to encourage Amy in future Nationals. While she may have initially been disappointed in her overall finish, she and the crew enjoyed the event a great deal. She has a better understanding now of just how hard it is to do well in a Championship Series and will set realistic goals for her next attempt. Though I might never steer Faith in a Nationals again I know now from the enthusiasm and effort that Amy and company displayed in 2006 that the right choice was made in selecting a helmswoman who feels as deeply as I do for the boat, her team and the class.*

Peck III also collected his 3<sup>rd</sup> Janeway trophy. Borrowing Cathy Casalicchio's A-35 (CSH), he sailed a beautiful series with finishes of two firsts and a second. Upon acceptance of the large Janeway trophy, Norm presented it to crew member Jim Barone who was able to "fish" the outhaul line from the boom slot which was lost just before the first race began in a 15-20 knot Southwesterly, proving once again that a good crew is the secret to success!

And finally, the coveted "Annie" Award, which was a gift to the Class from the Mystic Seaport acknowledging our support of the 'A-23 Triple Threat' exhibit, was presented to the Goodwin Family of Cape Cod Shipbuilding. The Atlantic Class presents the print annually to one who has rendered extraordinary service during the year(s). The Goodwin's service, dedication and friendship over the last 50 years has provided many of us with fond memories of trips to Cape Cod Shipbuilding Company during our efforts in building and perpetuating the class. Gordon Goodwin accepted the award for the family and was speechless. They later wrote in a letter dated January 30:

*Dear All:*

*Congratulations on the success of another racing season and annual meeting. It is a joy for us to be included in your annual meeting and to be up to date with the goings on of the class association.*

*We were in shock to hear Cape Cod Shipbuilding Co called to receive the lovely Annie Trophy! We feel privileged and proud to be the 2006 recipients. It's a beautiful award which is currently displayed prominently in our office for all to enjoy. Even better is the significance of the award for the extraordinary service to the class and its list of past recipients.*

*What an honor has been bestowed upon us with the Annie Trophy! Thank you all very much for the recognition. We'll do our best to continue promoting the Atlantic and getting #149 in the water. Wishing everyone a fantastic 2007 season.*

*Sincerely,  
The Goodwin Family  
Gordon, Wendy & Andrea*





## Atlantic Class Association

### 2007 Officers and Rules Committee

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## Fleet Captains

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## Boat Yard Wisdom

We asked our 2006 Fleet Champions to tell us how they prepare their Atlantics for the new season. Here's what they said:

### Norman Peck III (Niantic Bay Yacht Club)

Boatyard work for me begins when the boat is hauled in the fall. Whenever possible I will take part in cradling; making sure scratches are not made in the hull with sandy lifting straps and that carpet is placed under hull and keel contact points, so there is less work in the spring. Items in the fall include: clean the hull, oil fittings, check the whole boat and rig for any wear and tear, breaks, weld cracks and tears in sails. I try to get as much as possible repaired in the fall so as to avoid the spring rush. I also make a list for next year, as I will usually forget what I might have done right or what needs to be done for the next season. Finally, I dry out the bilge and cover the boat. I use an old fashioned canvas semi-custom cover which with proper care should last 15 – 20 years and a homemade frame that folds up for easy storage.

Regular work starts about April 15 knowing that the boat will be launched the Friday of the weekend prior to Memorial Day weekend. As our racing begins Memorial Day weekend, this gives me a full weekend to clean, rig, oil the teak and have everything ready.

Being that the bottom has already been wet sanded the prior summer, it is usually only in need of a spring scrubbing prior to painting to get whatever film remains.

On my boat the keel takes up a lot of time because, for some reason, water gets in, resulting in cracking and peeling over the winter. I am using West System or a similar product to fare and fill. In the midst of this tedious part of the job it helps if I take a break and walk about the boatyard and find the boat that is in the worst condition in the yard, check it over, perhaps give into temptation and pick a large inviting piece of loose paint off the bottom, and gain an appreciation of how relatively little work I really have to do.

The bottom paint used is just a brushed-on thin coat of Pettit Unipoxy. At the end of the summer after sanding with 320, then 400, it's pretty nice. The front of the keel is painted white so kelp may be spotted easily.

My mahogany coaming needs a lot of time sanding and at least 3 coats of varnish.

I clean the white rub rail with acetone which works very well.

Just before the boat goes in, a little grease is placed at the rudder post contact points. I wax or Starbrite the top and sides and do a light 320 grit sanding of the bottom and keel

just to knock off the little specks.

Once the boat and mast are in, I clean the deck, cockpit and bilge, rig, tune, tape everything sharp to protect fingers and spinnakers, WD-40 everything, grease winches every few years, Zemko stain teak, and make sure dock lines are in good shape.

The last thing is to take a pipe wrench and crank my dock hose connection onto the water spigot real tight (almost to the breaking point of the spigot), then tape it with a lot of duct tape, WD-40 the tape so it turns to goo in the sun, then tie a line from the hose around the spigot stanchion. I do the same crank and tape routine for the nozzle. This discourages dock thieves and they go on to the next guy's hose. Anything to reduce aggravation helps.

I like to make the boat look as nice as I can. It makes me feel good. Stuart Walker said, "If you feel good, you sail good" so I'll try anything.

A couple of spots on the boat need a particularly watchful eye, such as the spreader sockets, for example. The welds sometimes crack. I have used a magnifying glass and found hairline cracks. I either re-weld or replace the socket. Often, welding can be done without removing the socket from the mast.

Another spot is the gooseneck. Careful inspection of all the parts, especially in the sliding type, is a good idea.

Check spinnakers for small tears so they do not become big ones. With my older chutes I like to use pink or off-color patches to repair holes, so as to remind the crew of their carelessness during a previous take down. Actually, I got a good deal on a role of odd ball colored Dacron repair material from a local sail maker.

When replacing lines, sometimes the new ones are slippery from the finish used on the rope. If the crew complains or just lets go of the spinnaker sheet in protest of my new purchase, I dunk the line in some Lestoil/water and scrub it with a scrub pad to eliminate that coating.

Also noticeable is the life expectancy of the strap type shackles (standard with harken blocks). After 15 years mine started to break. I replaced many with the cast (round body) type.

The rounded boom bail for the Vang is another possible trouble spot. The shape is not the best design. A more V shape with the 'point' leading to the block attachment point appears stronger since it would be pre-bent to take the anticipated pressure on that point.

Regarding rolling vs. stuffing the chute, my crew prefers to stuff so I tell them to stuff it; whatever they want to do. Using the older chutes with the smooth coating worn off, the roll method has resulted in the chutes binding in a lovely knot, especially when wet, so we stuff.

That's about it. As you can see #137 is far from a state of the art program but a relatively inexpensive one. It works for us.

I look forward to doing it all again.

**John Foster (Cedar Point Yacht Club)**

We see preparation for a new season with A-140

“THISTLE” in four segments.

(1) Last Season—We develop a list of improvements needed someday soon by writing down various suggestions, comments, complaints and ideas from all sources. We photograph some good go fast layouts from other boats. A crew member new to the boat can have good ideas since we tend to get used to the old ways. My son Mark, who does not sail with us often, gives me a list of his complaints whenever he does join us. I always write down the several rigging dimensions and tensions before the boat comes out of the water in the Fall and then think about last season’s list during the Winter.

(2) Winter at Home—I try to check all the lines, rigging, mast and boom when putting things away for the winter. I found a crack in a mast fitting recently and some needed welding on the gooseneck. We replaced all of stays after about 10 years use even as we rinse and check them each year.

(3) Spring Before Launching – In addition to the usual Spring cleanup, we do one major repair project each year, replacing toe rails, painting inside the hull, stripping down bright work, repairing air tank leaks, etc. We paint the bottom about once every 4 years.

(4) Pre-season in the Water – We set up the rig the same as we finished last season and take several days to find everything, remember all the details and check our notes. We use the same sails that we finished with last year in order to start from a known base. We would never use new sails early in the season.

I find that getting the boat ready for the new season to be a lot of fun and cherish those days “messing around in boats”.

**David Noyes (Cold Spring Harbor Beach Club)**

When I thought about the subject (how to commission an Atlantic and win the first race) it was early January with temperatures in the sixties. Now it’s late January and winter has finally arrived – nine degrees outside. Now one can truly think about spring.

One task that can be started no matter how cold is to vacuum out the bilges. This may not be a problem at Cedar Point or Niantic, but with our CSHBC boats on moorings, the seagulls manage to leave sand shells and more on the deck in the fall, much of which gets into the bilge. No matter how well we drape strings over the boat, this &#1\* seems to collect and will affect any bilge pump when it is first needed. Be sure the drain hole in the mast step is clear.

We are all aware of the importance of a “fast” bottom. I always arrange to sand the old paint very heavily, particularly the front half of the bottom, and leading edge of the

keel. A boot-tape certainly adds to the appearance of a boat but it is important that no ridges are left when it is painted. After the bottom paint is applied, before the boat is launched, it certainly pays to wet sand, bronze wool, or even nail down the bottom with “rug” material. This helps to psyche out the opposition in the parking lot and eliminate any of your own lame excuses during the racing season for a poor finish.

Before the mast is stepped, a very detailed inspection of each stay, halyard, tang, etc should be done. Look at the swages of every wire, especially at the bottom for signs of corrosion, cracks or broken wire. Some people use a red dye rack detector but a good eye usually works well enough. Salt, which works its way into the joint, is the villain and after a number of years the shrouds should be replaced. Check the halyards, especially the top of the main halyard. Check the shivs for cracks or sharp edges which can damage a rope halyard. Clean the main sail slot. Finally, make sure the windex is properly aligned before the mast is stepped. Be sure there is an open drain hole in the bottom of the mast.

After the mast is in the boat, we all have to take the time to tension the shrouds. On “Tara” we follow the instructions that North Sails put out. The upper shroud should

be attached to the after deck tang, they should be wired to the spreader tips and then covered with protective tape. We always block the mast at the partners as far forward as the mast will go, holding the teak wedge in place with hose clamps around the mast. Side wedges should be held in place with the same hose clamp. If possible, cover the whole area with tape or a cover to keep water out. Don’t forget to tie up “woolies” on the shrouds and the backstay. They are quite useful on medium to light days.

Before going sailing, don’t forget to lubricate everything. The traveler, the main sheet blocks, turning back both ends of the spinnaker pole. It is amazing how much salt has to be washed out. We use “Sail Kote Team McLube”.

Ok let’s go racing!



It is required that each boat owner carry a minimum of \$300,000 liability insurance protection to race in the Nationals.



## Extend the Life of Your Main Sail?

At its March meeting, the Atlantic Class Rules Committee voted to give Norman Peck, the elder, the okay to begin testing the effect of longer battens in two or three of the lower pockets in the main sail. The testing will be conducted during club racing or match testing only. Peck will be using an old main sail to see how it looks and if the life of the sail can be extended for racing.

Asked to comment on longer battens for the Atlantic main-sail, Ched Proctor of North Sails says "It probably makes sense in light of present batten technology that the Atlantic main should have longer battens; longer battens will tend to make the sail smoother for longer as it ages and in general improve the appearance of the sail. Since older sails can have longer batten pockets installed at reasonable cost it does not really obsolete existing sails.



Norm Peck Jr accepts Founders Day Trophy at  
2007 Annual Dinner



2007 Nationals Regatta  
Chairman Kerry Dawson



2007 Rules Committee Chairman Dick  
Morris relaxes at 2006 Nationals



2007 Atlantic Class Chairman  
Hank Mergenthaler



The Morgans: Harry, Roger & Sue at 2007 Annual Dinner



Tom Peck & Amy Moriarty (2003 Nationals)



## Boats For Sale

At this time we are aware of three 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. I'm planning on launching this year, so come for a test sail, perhaps you'll want to race it in 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 out-haul, 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

Email: [rverron@ni-teijinshoji.com](mailto:rverron@ni-teijinshoji.com)

### **A38**

Completely refurbished in 2001 by Cape Cod Shipbuilding. Excellent condition. Sail inventory includes 1 main, 2 jibs (one brand new) and 3 spinnakers. Boat cradle included. Price: \$17,000. Contact: Billie Lauricella phone: 203-375-2823 or email: [wlauricella@snet.net](mailto:wlauricella@snet.net) or see the boat in Seymour, CT at Tom's Toy Box (TomsToyBox1@aol.com).

## It Shall Return!

The new Atlantic Class Web Site will be up and running for the 2007 sailing season. The web site address will change to:

**[www.atlanticclass.org](http://www.atlanticclass.org)**

Keep checking....it will be available soon.



Class Secretary/Treasurer  
George Lindsay Jr

## Have You Paid Your Dues?

If you haven't already done so, we hope that you will support the Class in 2007 with your payment of dues. Among other things, your dues will allow us to keep Cape Cod Shipbuilding busy making new Atlantics!

### **Active Member \$85**

Carries voting privileges and is required to race a boat in Class sanctioned regattas.

### **Sustaining Member \$50**

For co-owners and former owners who have a continuing interest in the Class and wish to receive the Class newsletter and other Class notices.

### **Associate Member \$25**

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

Make check payable to:

**Atlantic Class Association**

Mail to: George Lindsay

145 West Main St.

Oyster Bay, NY 11771-2228

(Include your name, address, phone #, email address, boat name and number and Yacht Club)





## A-62 Graces Washington State

By Bruce Haulman & Ted Kutscher

This past summer Quartermaster Yacht Club and Vashon Park District jointly sponsored a Summer Youth Sailing Program that taught 157 island youth the basics of sailing. The 45 Beginning Sailors 7-9 years old, learned to sail in 8 foot El Toro Dinghies; and the 112 Junior Sailors, 10 - 18 years old, sailed in 15 foot JY-15s.

In addition to learning dinghy sailing, this last summer, each youth sailor had an opportunity to experience sailing on a larger keel boat courtesy of the Kutscher family, owners of Atlantic # 62 which must be one of the few Atlantics on the West Coast.

Atlantic #62 was purchased by Joan and Lou Kutscher and their children John, Ted and Anne in 1977 when they lived in Southport, Connecticut. Although the Kutschers had crewed on other Atlantics out of Pequot Yacht Club in the 70's, the Kutschers mostly used the boat, then re-named *Meerschaum*, for cruising in Long Island Sound. Shortly before Lou and Joan moved west in the early 90's, the family trailed the boat across the country (on Interstate 90) to Washington State's Puget Sound. *Meerschaum* has sailed the waters around Vashon Island, and when the Summer Youth Sailing Program was looking for a boat to give young sailors a taste of sailing on a larger keel boat,

Ted was quick to volunteer *Meerschaum*.

The Yacht Club is interested in ultimately finding another Atlantic 30 to join *Meerschaum* so young sailors can learn to match race!



## Atlantic 1/2 Models: The Perfect Gift or Trophy

Trident Studio/The Half Model Company of Newport, RI offers half models of the Great Atlantic. Their most recent Atlantic creation was a model of A-130 which was awarded to Norm Peck Jr for his 14<sup>th</sup> National Championship victory in 2006 (see photo below).

All half models are solid and molded from a high density urethane mixed with micro-balloons to last several lifetimes and then painted with Awl Grip to the owner's specifications. Unless otherwise stated, the models are 1:24 scale, that is, 1 inch equals 2 feet. All come mounted on a satin varnished, cherry backboard. Custom graphics such as the name of the boat or a logo can also be added. A brass plaque with the boat's name and other information is available for a nice finishing touch.

An Atlantic model can be created in as little as 6 weeks since Trident has the Atlantic mold used to make A-130.

### 2007 Prices

Model: \$400

Brass Plaque: \$20 each plus 20 cents per character

Custom Graphics: \$70 per color (You will need to pro-

vide a high quality, straight-on photograph showing the graphics and how they are placed. All photographs will be returned with the completed model.)

Shipping & Handling: \$25 via UPS Ground

Payment may be made either by check or credit card.

For more info, contact

Andrew Burton

Trident Studio / The Half Model Co

61 W Narragansett Ave

Newport, RI 02840 USA

Phone 401-846-9505

Andrew@tridentstudio.com

www.tridentstudio.com





## O8' Nationals In Maine?

In 2005, the Class rescheduled the Atlantic Nationals to September to accommodate entrants from Maine, and four boats and crews shipped to Cedar Point YC to participate. It was a terrific regatta, 28 boats on the line and for the first time, boats from all four active Atlantic fleets participated in the Nationals. The skippers and crews from Maine experienced first hand a heavy dose of the challenging conditions of Long Island Sound racing. Now, the sailors from Maine think everyone should experience the pleasures of racing there.

The Rules Committee has been asked to consider scheduling the 2008 Atlantic Nationals at the Kollegewidwok Yacht Club ("KYC") in Blue Hill, Maine. The racing conditions in Blue Hill Bay in August are usually a pleasure. Although there is a large tide (9 – 12 feet), it is not a significant factor; there is neither current nor sea; there is very little transient boat traffic on the race course; the prevailing wind (12 – 18 SW) is fairly reliable; and there is no kelp. Or in the words of Norm Peck III when asked how he liked sailing in Blue Hill a few years ago, "you guys are spoiled". And after sailing in the '05 Nationals at CPYC, I agree with him.

The suggested schedule would be sometime in the latter half of August 2008, and although the date seems far away, it is not that far and neither is Blue Hill; from Niantic it is 350 miles, approximately 6 hours drive time; Westport 400 miles, 7 hours; and CSH 470 miles 8 -9 hours.

So start thinking about coming to Maine in 2008!

## Need a Trailer? Contact Triad!

Triad Trailers of New Milford, CT offers a trailer for the Atlantic. Their custom built trailer comes equipped with tandem (2) 3,500 pound capacity axles. Typically it takes between 6 and 8 weeks to produce a trailer from the date the trailer is ordered.

Triad offers either 4 wheel hydraulic surge or electric brakes. Tie Down Engineering is the manufacturer of the hydraulic surge brakes and the hydraulic surge brake actuator and describes the system as such: *Hydraulic surge brakes work by the "surge" or "push" of the trailer toward the tow vehicle. This automatically synchronizes the trailer brakes with the tow vehicle axle brakes. When the trailer pushes against the tow vehicle, the actuator telescopes together and applies the force to the master cylinder, supplying hydraulic pressure to the brakes. The built in dampening shock absorber retards the telescoping shock against the hitch ball by depending on the brake fluid in the master cylinder. Low levels of brake fluid will signal the tow vehicle operator to add brake fluid via hitch ball knocking.* Triad feels that the hydraulic surge brakes are convenient because surge brakes do

not require the tow vehicle to have an internal brake controller installed in the tow vehicle to operate the brake system.

An electric brake system will require the tow vehicle to have an electronic brake controller installed inside the tow vehicle. This brake controller will be tied into the cold side of the wire that illuminates the tow vehicle brake lights when the brake pedal is pressed. Once the tow vehicle's brake pedal is pushed electricity travels to the electronic brake controller which in return activates the trailer brakes. Triad feels that if an owner has one dedicated tow vehicle for the boat and trailer, an electric brake system is a much more reliable and responsive brake system because the operator of the tow vehicle essentially has control of the braking power. If multiple tow vehicles will be used to tow the boat then hydraulic surge brakes would be best. Triad does not install brake controllers or do any work on the tow vehicles. This work can be done by a hitch installer such as U-Haul.

A Lift On/Off trailer with tandem (2) 3,500 pound capacity axles with 4 wheel electric brakes currently costs: \$5,180.00 (does not include brake controller or brake controller installation).

A Lift On/Off trailer with tandem (2) 3,500 pound capacity axles with 4 wheel hydraulic surge brakes currently costs: \$4,905.00

A spare tire and trailer mount installed on the trailer will cost \$165.00

Customers may also choose to purchase 2 rear stabilizing jacks which are mounted behind the trailer axles for \$150.00. These rear stabilizing jacks are used to stabilize the trailer when it is parked or in long term storage. When the boat is not on the trailer an owner can use the rear stabilizing jacks to lift the trailer tires off the road surface so brake adjustments can be performed.

Triad does offer a Special Float-Off Package option. The base cost of this package is \$6,690.00. Boats the size and shape of the Atlantic are not typically ramp launched here on the east coast. Ramp launching would be more common on the inland lakes where they do not have the accessibility of marinas as we do on the east coast.

Triad would like to show their appreciation for the support that they have received from the Atlantic class. Simply let them know you are ordering a trailer in response to this article and they will extend a 5% discount on the total trailer order excluding freight.

For more info, please contact:

Michael Orro (President)

Triad Trailers LLC

90 Danbury Road

New Milford, CT 06776

Phone: 860-354-1146 Fax: 860-350-2550

email: triadtrls@aol.com

web site: [www.TRIADTRAILERS.com](http://www.TRIADTRAILERS.com)



## Fleet Rosters

### Cedar Point Yacht Club

*Sailboat Racing at its Best*



Boat #	Boat Name	Owner(s)
2	Brute	Charles Langalis
9	Helan Gar	Arvid Brandstrom
16	Savvy 3.0	Dave Polsky (co-skipper Steve Wexler)
25	Carin III	Chris & Cindy Wittstock
38	Allegro	Wilma E. Lauricella
47	Merlin	Ian Ashby
85	Aphrodite	Dick Eadie & Tom Phillips
96	Excalibur	Malcom Robinson III & Paul Esteve
102	Rival	Jim Doyle
104	Yoda	Michael O'Neill
107	Trouble	Dave Solway & Paul Harris
108	Dragon	Michael & Judy Virr
109		Larry Liggett & Georgiana Silk
110	Bucephalus	Larry Liggett & Georgiana Silk
120	Phoenix	Roger Verron
127	Valcour	Richard Thackaberry, Henry Backe & Greg Taylor
129	Elan	Martin Silbersweig
133	Spirit	Sean O'Connor (co-skipper Glenn Bemus)
139	Nevermore	Hank Mergenthaler
140	Thistle	John Foster
142	Shucks	George & Scott Reichhelm
144	Patriot	Ron Marsilio
146	Inspiration	Kerry Dawson



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

Boat #	Boat Name	Owner(s)
29		John Brousseau
30	Maddie	Kevin Dowd
45		David Houseman
65	Challenger II	Sharon Healy
128	Cassidy	Adam Walsh/Steve Benjamin
130	Miss April	Norman B. Peck Jr
136	Au Revoir	Harold Peatfield
137	Nonesuch	Norman B. Peck III
141	Faith	Chris Judson
145	Liberty	Dick Morris
147	Edie	Brian Carey

### Kollegewidwok Yacht Club BLUE HILL, MAINE



Boat #	Boat Name	Owner(s)
6	Silver Fish	Steve White
12	Sequoia	Matt Newton
21	Mischief	Tom Lesley
32	Questa	Ben and Tim Wells
34	Ann	Jonathan and Ann Moore, Amanda Stanton, Lisa Thors and
42	Squall	Tom Crowe and Carrol Connard
44	Try Again	Spencer Evans (co-skipper Ian Evans)
49	Transit	Tim & Terry Britton
58	Lucero	Henry Becton (skipper Rusty Duym)
68	Madcap	CA, Jeff, Henry and Bitsy Becton
78	Sangria	Andrew Baldwin
84	Red Fish	Joyce Ferris
91	Relish	Tom Richardson
101	Sparhawk	Holbrook Family
103	Fantome	Ann Luskey and Sean Guinness
112	Aurora	John Richardson
113	Ucello	Henry Clews
132	Dancer	William Starkey (skipper K. Guinness)
135	Pizzazz	Will Taylor, Patrick Wilmerding and Terry Moulton

## Cold Spring Harbor



Boat #	Boat Name	Owner(s)
1	Deke	Gerald & Diana Diduck
4	Flying Cloud	Henry Morgan
22	Noweta	William Sheeline Mark Hopkinson Doug Arthur
35	Seabiscuit	Cathy Casalicchio
43	Hound	Brian E. Swiggett
56	Tara	Douglas May David C. Noyes
63	Double Helix	Cold Spring Harbor Laboratory (Skipper Drew Mendelsohn)
73	Ranee	George N. Lindsay, Jr. Mark & Laura Page
97	Transposon	Cold Spring Harbor Laboratory
115	V3	Rudy Halbart
148	Alliance	Stephen Jay Francois Bogrand



**Atlantic Class Association**  
[www.atlanticclass.org](http://www.atlanticclass.org)

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

# A



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### **ATLANTIC CLASS ASSOCIATION**

George Lindsay, Jr., Class Secretary

145 W. Main St., Oyster Bay, NY 11771

[glindsay@optonline.net](mailto:glindsay@optonline.net)   [www.atlanticclass.org](http://www.atlanticclass.org)

LOA .....30'7"  
Beam.....6'6"  
Draft.....4'9"

Dspl.....4,559 lbs.  
SA Main & Jib.....377 sq. ft.  
Spinnaker .....217 sq. ft.

