



# THE GREAT ATLANTIC

DECEMBER 2009



## 81st Atlantic Nationals at CPYC, August 27-29, 2009

By Charlie Langalis, A-2

The Atlantic Class Association opened its ninth decade of championship sailing with Cedar Point YC hosting the 81st Atlantic Nationals Series August 27-29. This year's regatta will be reflected upon as a series of contrasts. Weather and sailing conditions, participation, on- and off-water activities, and results, all delivered the ingredients, poignancies, and subtle and not-so-subtle human dramas were evocative of the classic opening montage of a Wide World of Sports installment spliced with a Fellini movie. In all, we'll be talking about this one for a long time . . . and not for the usual reasons either.

Steve Benjamin and Adam Walsh, co-owners, and skipper and tactician, respectively, of A-128, Cassidy, of Seawanhaka Corinthian Yacht Club, sailed within two points of a perfect series to clinch top honors at this year's event. Boasting finishes of 1-1-1-2-2, for a total of seven points, 'Benji,' Adam and crew put on a racing workshop in conditions ranging from dead calm to near-gear buster to emerge victorious for their second Nationals title.

The field consisted of boats helmed or crewed by six former Nationals champions. If the sailing world elsewhere seemed listless to you those days, it was because of the concentration of one-design DNA in the middle of Long Island Sound off of Westport.

Consisting of 20 boats, this year's field was significantly compact compared with last year's "80th," where 34 boats crowded the line. But with the muscular Long Island Sound easterlies that greeted racers during the second and third days, enough body hair sprouted to garnish the chests of the last three year's worth of Nationals crews combined, not to mention the Portuguese navy.

Five clubs were represented at this year's event with the usual suspects from the 'Sound clubs being complemented by this year's champions as well as a lone entry from last year's Nationals host, Kollegewidwok YC. Sailed by her youthful Blue Hill, Maine crew - sailors who also comprise the core of the Tufts University Sailing Team in Boston - the lads not only won the long-distance attendance award, they also absolved themselves very well with an 8th place finish overall. Had a lower shroud not parted in the last race, forcing retirement, a top five finish overall was within their reach.

Attendance by boats visiting from afar was facilitated by the Club's new hoist, thus adding a new dimension to CPYC-hosted regattas which will hopefully yield enhanced participation. In scant minutes, two Atlantics were plucked off their trailers and splashed in to the water allowing crews to proceed in short order with stepping masts and getting their boats race-ready. Given the prominence of

trailered Atlantics, the Club's new lifting capacity could very well make 30+ boat National regattas de rigueur in Westport.

The sunny first day's races were dispatched in light and very light, respectively, easterlies, the threat of hurricane conditions for the second day forcing RC to milk, with two hands even, all they could out of marginal conditions in order to log two sets of finishes. With boats making more leeway than headway in the outgoing tide and daylight rapidly fading, a late arriving northwesterly - prompted by the day's setting sun - saw the blossoming of spinnakers allowing

boats to reach or run swiftly to the finish where their sail numbers were read by flashlight-wielding RC members barely moments before the time limit expired.

Day Two opened to a low cloud ceiling, drizzle interrupted by spitting rain, and seas in the early stage of being worked up by strengthening easterly winds fetching down 90 uninterrupted miles of Long Island Sound. Compared to the previous day's zephyrs, a gale would have been welcome, though with oscillating wind strength, boats encountered the often-frustrating conditions where the seas seemed disproportionately choppier

than what the wind-strength implied, making for a wet ride. Alert crews recognizing the need for asymmetric main-sheet/traveler settings upwind, kept their boats flat, and zoomed away as if they were pleasure boating.

Day Three saw brightening skies; however, an only-slightly diminished wind which had been blowing all night from the east meant even steeper seas for the final two races. Some of the less intrepid who ventured out deemed conditions sufficiently unfriendly to warrant returning before the first warning, thus shrinking the field to those vying for silver and those approaching sailing senility, i.e. the rest of us. Boats opting for harder sails for the second day of 'weather' sailing enjoyed a distinct advantage; witness home team Chris Wittstock's A-25 bullet and 3rd place finish in exchange for leaving the softer canvas on the dock that day.

On-shore events following the races were tasteful, elegant and for the most part low-key. The first night's late dinner - due to the postsunset finish of that day's second race - was like the set of a teen zombie movie as sun-drained skippers and crews, unfed since their onwater lunches nine hours earlier, demolished platters of



**2009 National Winners, A-128:**  
Robbie Kane, Jessie Felding, Adam Walsh, Steve Benjamin

81st Atlantic Nationals										Throw		
Sail #	Skipper	Club	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total	-out	Total	Position
Sail #	Steve Benjamin/ Adam Walsh	SCYC	1	1	1	2	2	DNC	28	21	21	1
130	Norm Peck Jr	NBYC	2	3	3	1	7	1	17	7	10	2
137	Norm Peck III	NBYC	6	2	4	10	3	2	27	10	17	3
25	Chris Wittstock	CPYC	5	7	7	7	1	3	30	7	23	4
140	John Foster	CPYC	11	8	2	3	6	6	36	11	25	5
142	George Reichhelm	CPYC	15	11	6	6	4	4	46	15	31	6
102	Jim Doyle	CPYC	4	4	10	5	9	10	42	10	32	7
84	Massimo Soriano	KYC	14	5	5	4	5	DNF	54	21	33	8
148	Stephen Jay	CSHBC	7	6	16	13	10	5	57	16	41	9
139	Hank Mergenthaler	CPYC	3	10	8	9	DNF	DNF	72	21	51	10
147	Brian Carey	NBYC	12	15	12	8	8	11	66	15	51	11
144	Ron Marsilio	CPYC	9	12	14	11	11	12	69	14	55	12
108	Mike Virr	CPYC	10	9	11	20	16	13	79	20	59	13
104	Mike O'Neill	CPYC	20	14	9	19	12	9	83	20	63	14
145	Richard Morris	NBYC	16	17	20	17	14	8	92	20	72	15
2	Charlie Langalis	CPYC	19	18	15	12	13	14	91	19	72	16
136	Hal Peatfield	NBYC	18	DNF	17	16	15	7	94	21	73	17
129	Marty Silbersweig	CPYC	8	13	13	18	DNF	DNF	94	21	73	18
9	Arvid Branstrom	CPYC	13	DNF	18	14	DNF	DNF	108	21	87	19
146	Kerry Dawson	CPYC	17	16	19	15	DNF	DNF	109	21	88	20

barbecue sandwiches and grilled chicken. Conversation was subdued and we were all polite to each other just long enough to wolf our meals and retire for the evening.

Friday's dinner setting enjoyed the charged atmosphere of crews inspired by racing in aggressive conditions (where every boat was 'first to the windward mark'), cocktails with oysters and cherrystones on the half shell, a steak and salmon dinner, and the foot-tapping tunes of a satisfying yet suitably restrained pop combo. While our aching muscles abided extra glasses of wine, the friskier set headed to the local saloons from which stories of crews dancing on bars circulated the following morning while folding spinnakers.

Following Saturday's award ceremony, a lingering assembly of the faithful supped on Carole Reichhelm's wonderfully baked herbed chicken while enjoying deeper conversations with old racing friends. Reflecting on the three days of racing just ended, the familiar mix of emotions of wishing it weren't over coupled with the resignation our bodies would not have abided a fourth day of pulling strings in trying conditions signaled the regatta was just the right length and had reached its intended endpoint.

Race Committee Chair, whoops, I mean PRO (damn acronyms!) Harrison Gill and Committee answered the call in the most challenging conditions only Long Island Sound easterlies can deliver. Harrison, Josh Goldman, Deirdre Kantor, & Co. kept us honest with occasional General Recalls; however, the equally heavy lifting came in keeping the course fair by performing numerous heading changes involving mark boats issuing new instructions in timely fashion from swell-tossed launches. Hats off to local gals Denise Latour and Mary Margaret Poster, who showed us who to call if you want the job done right.

Following this year's victors, results showed 15-time Nationals Champion Norm Peck Jr. of Niantic Bay YC in second overall with finishes of 2-3-3-1-1. Chasing him in third was son Norm Peck III tallying finishes of 6-2-4-3-2. CPYC's highest placing boats were Chris Wittstock in fourth place overall notching finishes of 5-7-7-1-3, while John Foster with 8-2-3-6-6 rounded out the top five.

Defending Champion George Reichhelm was sixth while CPYC's Jim Doyle and Hank Mergenthaler placed seventh and tenth, respectively. In retrospect, consistency was the key to finishing well as the top home team boats needed the first couple of races, albeit in very light conditions, to find their mojo. In the end, their sluggish starts were the margin by which visiting boats prevailed, advancing to the top slots.



Finally, racing excitement, human dramas and off-water merriment aside, this year's event will be remembered for A-128 co-owner Adam Walsh contributing to his boat's achieving top honors scant days before deploying to Afghanistan to serve in our nation's armed forces for 10 months. Walsh, a reservist in Navy Intelligence, shipped off the week following the Nationals to Kuwait from where he will continue to an undisclosed location in the war theater.

Walsh was recognized with vigorous applause at the regatta's opening and concluding ceremonies and received many gestures of warm praise from skippers and crews alike over the three-day event. In view of the length of his tour, we pray for his safe return and look forward to his having A-128 on the line at next year's series. Perhaps this time, the "A" emblem on his boat's mainsail stood for something more than Atlantic.

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# Atlantic 143, Alive and Well in Wyoming

By Albert V. Metz, A-143

Some may wonder how an Atlantic ended up with its home waters a western fresh water lake. In 1993, while perusing sailboat literature, I opened an oversized brochure entitled The Great Atlantic, containing black and white photographs by George Silk, and was immediately seduced by the boat's fine lines, low topsides and long overhangs from an era past. The dream of owning one was born and a year or so later prompted a trip to the Niantic Yacht Club, where Norm Peck invited me aboard "Miss April" and then to take the tiller while he and Tom served as crew. For their gracious hospitality I remain most appreciative. I decided then and there to have built the most beautiful Atlantic ever, to pay homage to this timeless design, as well as one unique in other respects. Gordon Goodwin at Cape Cod Shipbuilding fortunately was receptive to my ideas and encouraged the project throughout the many months of design work and construction by his dedicated and skilled staff; special acknowledgement goes to Andy, the chief carpenter. Modifications to the stock boat would fall basically into three categories: additions of a purely aesthetic nature, changes in construction of the hull and spars, and sail control devices to facilitate singlehanded sailing, so that time on the water would not be limited by crew availability.

The dark green hull was constructed with a foam core for increased stiffness and quietness when underway. The deck was overlaid with teak, as were the forward bulkhead and transom. Added for guest comfort are custom designed teak bench seats that slide and fold up under the side decks. The name "Gracile" (slender, graceful) was applied in gold leaf to both rear quarters. All spars are painted black. Its stunning appearance on the water turns heads and brings out the cameras.

A somewhat loftier sail plan was chosen because of the reduced air density at our altitude in excess of one mile above sea level. The mast was extended three feet, stiffened by the addition of upper spreaders and a jumper stay and the crane was lengthened to accommodate increased mainsail roach. The boom was raised slightly for comfort and safety, shortened one foot and supported by a rigid vang. The mainsail is made of Spectra (chosen for its high tech properties while retaining a classic white appearance) and is fully battened (Battslide system), ensuring good sail shape in all wind conditions and promoting sail longevity. The rigid vang and a custom lazy jack system combine to support the boom and mainsail—very helpful when docking singlehanded.

The self tending jib, also of Spectra, is club footed. Its single sheet passes through a traveler block, enters the boom interior and---along with the jib outhaul---passes forward within the boom, then below deck and back to the cockpit. The two traveler control lines are led below to an owner designed and built system of tracks, slide cars, lines and shock cord to a single line out to the cockpit. This single line adjusts the limit of traveler car excursion from the midline, which is then automatically duplicated on the opposite tack. With the jib angle of attack thus determined and sail shape fixed by sheet tension and outhaul position, tacking duels are reduced to simply moving the tiller---the jib takes care of itself just as the mainsail does and with the same degree of control to match wind

conditions. The jib boom also facilitates running wing-and-wing. A shock cord-loaded downhaul relieves the necessity of making a trip to the foredeck when docking.



Gracie on Alcova Lake

The boom vang and mainsail traveler lines are led below the cockpit floor to the base of the teak barney post, atop which sits the usual mainsheet swivel block and cam cleat. This close grouping of all mainsail controls and the simplified three line jib control system forward in the cockpit are a great help when sailing solo or shorthanded. "Gracile" has been described by others as a "Porsche," not only because of her good looks but also because of her performance. The close sheeting jib and the unflappable fully battened mainsail permit this Atlantic to point higher than any other sailboat on our lake and to romp unruffled with full sails in heavy conditions that cause others to reef or even drop a sail. I couldn't be happier with the decisions made over a dozen years ago that have added immeasurably to my pride of ownership and to my joy of sailing.

## About our Website: [www.atlanticclass.org](http://www.atlanticclass.org)

As many of you know the website has been out of commission for much of this year. We are in the midst of building a new website. Stay tuned!

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## Atlantic Skipper Profile: David C. Noyes, Jr.

### Accomplished Yachtsman, Winner of the 1950 Atlantic National Championship

By Alfred F. Loomis, II



Skipper Noyes as RC at 2009 Janeway

David Noyes' start in sailing in the late 1920s coincides with the Great Atlantic's own beginnings. One of Dave's earliest sailing memories is crewing at age six for Marshall Hornblower, age ten, aboard the dinghy *Whistletoot*. The two were sailing in Cold Spring Harbor with the Beach Club junior sailing program and before long they capsized. They were quickly rescued by Ralph Arato in the trusty *Captain Peckham*. Noyes quickly returned to the water and the junior sailing program. There, out on the water that summer, was the new one design class, the East Coast Atlantic One Design, an inspiration for all the young tars.

Junior sailing programs started at yacht clubs in the 1920s. The Junior Sailing Program Director for the Beach Club was Bill Miller, Sr. (father of Billie Miller). Bill and his instructors taught Dave, Stanley Rumbough, Jimmie Hurd, brothers Stillie and Walter Taylor and other CSHBC juniors to sail and race on dinghies. As the juniors grew older they started crewing for the One Design classes resident at CSHBC. The two most popular classes in the 1930s were the Atlantics and the Herreshoff Fish (16' WL), a larger sister of the Herreshoff 12½.

Dave Noyes favored the Atlantics, and keen to skipper one himself, he eventually convinced his dad to buy A-90 *Sea Fever* from Ogden Mills. They painted her hull dark green, and Dave and his father raced her at the Beach Club in the late 1930s. *Sea Fever* soon became a club champion. If you find yourself at the Ted Janeway Memorial Invitational Series on a September weekend, you will see Dave's name on the plaques hanging on the walls inside the CSHBC clubhouse.

Larchmont Yacht Club started Larchmont Race Week in 1898. The Junior Championship Series became part of Larchmont Race Week in the late 1920s, first in Stars and then in the 1930s in Atlantics. Thirty or more Atlantics would compete at Race Week in either the Junior Championships or One Design regattas. The Atlantics raced around

the buoys, with Mattinick Point and Execution Rock as common turning points. The Atlantics and other One Designs would tie at moorings or anchor at Larchmont and American Yacht Clubs. At one regatta in the 1940s, Dave and his crew slept onboard *Sea Fever* under the tent cover. Pequot sailor Rusty Everdell and her family, who raced a NY32 and an Atlantic at Race Week, were aboard a powerboat anchored near *Sea Fever*. She took pity on the ragamuffins sleeping in their Atlantic and invited them over for a warm dinner. A trip ashore always included a visit to the men's room, which -being near the bar- meant a pass through the barroom and a quick swipe from the peanut bowls.

In 1940, Dave enrolled at Harvard Engineering School. While at school, he would travel on weekends to race International 12 Dinghies in intercollegiate regattas against the likes of Bus Mosbacher (Dartmouth), Arthur Besse (Yale), and Trevor Pardee (Princeton). The regattas would be hosted by MIT, Brown and Yale, and MIT sponsored many of the boats. Dave remembers racing in the Charles River Basin and playing the puffs coming off the Massachusetts Avenue Bridge. World War II brought a temporary halt to Dave's racing career. He graduated a year early in 1943, enlisted in the Navy and shipped out in 1944 on the aircraft carrier CV-20 *Bennington*, built at the Brooklyn Navy Yard and a sister ship of CV-11 *Intrepid*. Before shipping out, he married his wife Betty.

Mr. Noyes returned from the war in 1946 and he quickly returned to Atlantic racing. With junior sailor, Ted Bilkie, Jr. and other CSHBC sailors, he raced *Sea Fever* in the late 1940s and early 1950s. In 1950 he won the Nationals championship, closely beating Briggs Cunningham of Pequot. He regretfully sold *Sea Fever* in 1954, owing to the demands of his growing family, to a sailor from Mamaroneck who moored her at American Yacht Club. Sadly, *Sea Fever* was lost in a storm in 1955 that put her on the rocks at the entrance to Mamaroneck Harbor.

Atlantic sailors active at the Beach Club before and after the war were Walter and Jane Page (parents of Mark Page), Nan Wood, Frank Lee, Charlie Ames, George Lindsay (father of George Jr.), Ward Campbell (my uncle), Walter Earle (my grandfather), Rufus Barringer, and Jimmy Rousmaniere (father of John Rousmaniere), along with his fellow junior sailors mentioned above. The Pages raced A-73 and Nan Wood raced A-95. His friend, Jim McCurdy of McCurdy-Rhodes in Cold Spring Harbor designed the new Atlantic aluminum mast. In other fleets, Dave knew and raced with Joe Olson and Dick Childs from CPYC, and Charlie Stetson, Hoyt Perry and his sister Charlotte 'Charlie' Perry from Pequot. The Perrys raced A-6 and when Charlie married Rufus Barringer, she brought A-6 to CSHBC.

The trusty *Captain Peckham* was a constant presence to the CSHBC Atlantics. She was built in 1932 and named for a former boathouse manager. She performed multiple duties for the club, but excelled as towboat for the Atlantics. The *Peckham* would tow them to regattas and National Championships up and down Long Island Sound. Dave remembers racing A-73 in one regatta when a spreader parted in a stiff breeze and she lost her mast. As they drifted closer and closer to the Larchmont harbor breakwater, the *Peckham*, piloted by Ralph

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(father of CSHBC boathouse manager, Steve Arato), once again came to their rescue. She remained in service at the club until the 1980s.

As many as fourteen Yacht Clubs have hosted Atlantic fleets since 1929. Two of today's clubs have had Atlantics since the beginning: Cold Spring Harbor and Kollegewidgwok. Cedar Point and Niantic Bay joined the Atlantic class in the 1950s and dominate the class today. In between are ten other yacht clubs: American, Black Rock, Indian Harbor, Knickerbocker, Larchmont, Manhasset Bay, Norwalk, Pequot, Sea Cliff and Warwick. Cold Spring Harbor and Manhasset Bay had the two largest original fleets with 12 or more boats. Pequot dominated the class from 1940 to 1960, winning the championship 19 times and hosting it 16 times; Briggs Cunningham in A-12 *Spindrift* won five of those championships in 1952, 1953, 1955, 1960 and 1961. Cold Spring Harbor won the championship three times and has hosted the championship 9 times; Henry Platt in A-97 *Lantana* won for CSHBC in 1957 and 1958. Larchmont hosted the championships in 1932 and during the war years of 1943 and 1944 hosted the championship concurrently with Larchmont Race Week.

At eighty years old, the Atlantic is a hardy and venerable One Design class. Dave recalls the original running rigging on some boats: Double-ended mainsheets led to two blocks, port and starboard, on the aft deck in place of a traveler. One end of the mainsheet would lead to a cleat on the cockpit sole for hand over hand trim and the other to a 4:1 block and tackle in the cockpit for fine-tune trim. The jib sheets were trimmed with hurdy-gurdy winches on the deck. On the foredeck was a wooden jib boom with a high-cut loose-footed jib and a self-trimming jib traveler. The mast was a hollow wooden construction with two spreaders and jumpers. The backstay was fixed as the mast would crack if stretched too tightly. They were well designed lightly built boats ideal for afternoon racing.

In comparison to today's designs, the Atlantic may seem outmoded, but the class has demonstrated an enduring vitality in adapting successive generations of sailing technology: Starting with

lightweight mahogany plank on oak frame construction, modern hull underbodies, and innovative Marconi rigging, the class has evolved to fiberglass hulls (a necessity given the rapid deterioration of the wooden hulls), aluminum spars, adjustable backstays, mainsail travelers and countless fine-tunes! What would W. Starling Burgess say if he saw his Atlantic today?

When asked what he likes about racing Atlantics, Dave replied they taught him how to handle and sail big boats on the race course and in heavy weather: "Strap in the jib, ease the main, drop the traveler, and tighten the backstay". After *Sea Fever*, he raced in the 1950s and 1960s with Charles 'Bubbles' F. Havermeyer on *Apache*, a S&S Loki yawl and H. Irving Pratt on *Caper*, a P. L. Rhodes designed 56' sloop and in the 1970s, 1980s and 1990s with his own *Elixir*, an Ohlsen 38' yawl. *Caper* was active on the racing circuit including Newport-Bermuda, Annapolis-Newport and Fastnet; *Elixir* frequently won or placed in the Bermuda, Block Island and Vineyard races. The 1990s were arguably David's most successful racing years!

#### A Few Notable Wins of David C. Noyes, Jr.

- *Sea Fever*, 1<sup>st</sup> 1950 Atlantic Nationals,
- *Elixir*, 2<sup>nd</sup> Overall, 1980 Bermuda Race
- *Elixir*, 1<sup>st</sup> in Class, 1982 Bermuda Race
- *Elixir*, Overall Winner, 1996 Block Island Race
- *Elixir*, Vineyard Trophy, 1991, 1994, 1995, 1997

While David's record is extraordinary, his modesty would not allow him to boast about it, and I doubt he would want to talk about it for long. David retired in the late 1990s from Jakobson Shipyard and sold *Elixir* in 2000. He and Betty moved to Greenport, NY soon after. However he is not out of racing as he retains an interest in A-56 *Tara* with Doug May, and tries to get to CSHBC as much as he can, including Race Committee duties for the 2009 Janeway. So, if you happen to run into David, be sure to ask him about his Great Atlantic.

**Editor's note:** Noyes is committed to developing sailors. He has raised generations of young crew members into competitive skippers, aboard Atlantics and *Elixir*. In recent history, he and Ward Campbell instituted Wednesday evening **clinics** for CSH Lab sailors and newcomers to the class. Cathy Casalicchio kept this tradition alive this summer. A great way to grow and develop the Class.

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## Letter from the Class President

*By Hank Mergenthaler, A-139*

Not long ago, I was in Budapest. A local there said that, because of the many times the country has been invaded and overrun, when you ask a native: "How are you?" it is likely that he will answer: "I'm here". The same can be said for our Atlantic Class. Despite all the problems of newer designs, changing family work patterns, the recession, etc, we're still here and even on Facebook. No, we haven't seen much growth in the Class in the past few years but the remaining fleets are holding their own and a few new boats have been acquired.

What can we do to encourage strength and growth? It is my opinion that we must take a hard look at what we have. It is a beautiful, fast, sea kindly, user-friendly day sailor which can be competitively raced with family members for crew. It is not an Etchells or a Dragon which require "gorillas" and a different attitude. Aspiring Olympians or professional racers are not the target market for Atlantic ownership. Occasionally, a pro will race with us and demonstrate the skill gap between them and our own top sailors.

This year we have received Regional (Wind Check) and even National (Sailing World) publicity which was great and we hope for more in the future. However, we have not received any serious inquiries from this press. So now what? I think we need to increase local publicity and target people in our 4 communities. Local reporting of race results and special events with photos in the town newspapers has been successful in the past. Additionally, we need to continue to attract new crew within our own YCs and simply promote Atlantic's with our sailing and non-sailing friends. I would encourage each fleet to do significant brainstorming on these important issues.

In addition, to publicity the Rules Committee is going to review some safety issues this winter. Two agenda items are possibly allowing the shortening of courses during Nationals and **requiring** hand held radios. If you have any insight for the Rules Committee please contact Dick Morris.

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# In Memory of Larry Davis

*By Brian Swiggett, A-43*

Sadly, the Atlantic Class recently lost another stalwart member this past year. At the age of 79, Larry Davis passed away in early August. At the Janeway Series dinner this Fall, we took a few moments to remember Larry as a great friend, mentor and fellow competitor.

Larry was active in the Atlantic Class for more than 45 years locally at the Cold Spring Harbor Beach Club, and served in a variety of roles at the national Class level through the years. Larry joined the Atlantic fleet in 1957 with the purchase of A43 Hound, one of the original wooden hulls built in 1929. In 1966, the keel was transferred to a new fiberglass hull built by Cape Cod Shipbuilding, and at the time Larry formed a partnership with Lucy and George Cutting to jointly campaign Hound over the next several decades. As the Cuttings began to spend more time in Alaska in the summers, Larry saw an opportunity to expand the fleet roster and encouraged Chip Adams and Harry Lee to join the fun as co-owners during the 1980's. When Harry and Chip both moved away, Larry set out to draw another sailor into the Atlantic Class, and I had the fortune to be the target of his ambition. After a long, subtle, but persistent multi-year courtship, he convinced me to come aboard as co-owner of Hound beginning in 1997. I had the distinct pleasure of sailing with Larry as both skipper and crew for the next five years until his on-going battle with Parkinson's disease finally forced him to give up the tiller.

As most of you know, the tight quarters of an Atlantic cockpit afford the opportunity to really get to know someone well. When I began to think of Larry a few words came to mind:

**Determined:** Larry never let the progression of his Parkinson's get in the way, and in fact he was never calmer than with the tiller in his hand.

**Passionate:** Larry never missed an opportunity to spread the gospel about the Atlantic fleet and welcomed anyone aboard whether they were first-time sailors or former Olympians.

**Competitive:** Make no mistake, Larry wanted to win every race he sailed, and on many occasions showed me the value of persistence, especially with the vagaries of a mid-summer Cold Spring Harbor breeze!

**Frugal:** Larry was a great partner because he never wanted to spend any money. ☺ Nothing was ever thrown away, and twenty-five year old hardware that still functioned was perfectly fine. He even fashioned an elaborate full boat cover from an old mainsail that provided excellent seagull protection in the late Fall.

But, above all, Larry was:

**Kind:** In all of the years that I had the pleasure of sailing with Larry he never once raised his voice when someone aboard screwed up, a record that I regrettably cannot claim as well. He genuinely loved sharing the experience of being on the water with all who stepped aboard Hound through the years.

Larry was a gentle man, a fierce competitor, a wonderful friend, and a great ambassador for the Atlantic Class. We will all miss him.

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## Cold Spring Harbor Beach Club

*By Harry Morgan, A-4 & Cathy Casalicchio, A-34*



Through the rain in the first half of the summer and the doldrums in the second half, the CSHBC Atlantic fleet managed to get in 31 races. Many of the races were very hotly contested, with the lead changing often, and close 1-2-3 finishes. The skippers, crew, and boats are more competitive than at any time in recent memory, which bodes well for the future of the class.

Harry Morgan in A4 came out of the box fast and won the opening Memorial Day Series. Doug May and David Noyes in A-56 came on strong over the 4th of July winning the three race Page Trophy. A-56 continued her winnings ways in the Ames and Nichols Series and, not surprisingly won the season trophy.

The usually popular, fall sailing was not very well attended this year. George Lindsay came back from world traveling to win the Labor Day series. Drew Mendelson, who skippered A-148, won the end of the season Columbus Day series.

The Ted Janeway Memorial Series this September attracted only one visiting boat. However, several sailors from across the Sound made the drive around for dinner and the camaraderie was first rate at the well attended dinner in the Club house on Saturday night. Charlie

Langalis was the awarded the Ward Campbell Cup. When the Race Committee chairman Dave Noyes totaled up the scores after Sunday's race, A-148, Stephen Jay and Francois Bogrand, with crew Mark Feck and Julia Knowlton, had won, followed by Doug May in A-56 and our visitor, Charlie Langalis in A-2, a boat that was once part of our fleet. We look forward to 2010 for another great season.



Doug May (right) 2008 Janeway Winner awards trophy to Stephen Jay (left) and Francoise Bogrand (center)

## Cedar Point Yacht Club



CPYC had a great season with a lot of racing and lot of new faces on the boats, thanks to the hard work of Fleet Captain, Ron Marsilio. 44 races were held with Mike O'Neill and Hank Mergenthaler on the line most often, winning the Joseph C. Olson Participation Trophy.

John Foster with his dedicated crew, Sharon Bernd, Thurston Hartford and Ed Rickard did it again winning the season and the William Snaith Trophy.



Nationals 2007: John Foster, Norm Peck Jr (NBYC), George Reichhelm

### Season Series 8 Qualifiers

- 1<sup>st</sup> – A-140 Thistle, John Foster
- 2<sup>nd</sup> – A-25 Carin III, Chris Wittstock
- 3<sup>rd</sup> – A-142 Shucks, George Reichhelm
- 4<sup>th</sup> – A-144 Patriot, Ron Marsilio

### Vice Commodore's Cup (Memorial Day Wknd)

- 1<sup>st</sup> – A-129 Elan, Marty Silbersweig
- 2<sup>nd</sup> – A-144 Patriot, Ron Marsilio
- 3<sup>rd</sup> – A-103 Rival, Jim Doyle

### Commodore's Cup (July 4<sup>th</sup> Wknd)

- 1<sup>st</sup> – A-140 Thistle, John Foster
- 2<sup>nd</sup> – A-25 Carin III, Chris Wittstock
- 3<sup>rd</sup> – A-142 Shucks, George Reichhelm

### Rear Commodore's Cup (Labor Day Wknd)

- 1<sup>st</sup> – A-139 Nevermore, Hank Mergenthaler
- 2<sup>nd</sup> – A-144 Patriot, Ron Marsilio
- 3<sup>rd</sup> – A-140 Thistle, John Foster

## Kollegewidgwok Yacht Club

By Chris Guinness



The Blue Hill August series was yet again competitive. With anywhere from 10-14 boats on the line the racing was always close. Lighter and shiftier winds made for interesting racing with more different boats finishing at the top of the fleet than ever before. In the end, Ian Evans #44 won the series with Patrick Wilmerding #135 in second and Tim and Ben Wells #32 in third.



KYC 2009: A-42 and A-84 in Blue Hill Bay in the rain

	Sail#	Boat	Skipper	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	Total
1	44	Try Again	Ian Evans	8	2	2	4	2	4	3	4	1	2	4	5	1	6	34
2	135	Rascal	Patrick Wilmerding	2	4	4	9	1	3	5	2	5	5	5	2	3	3	39
3	32	Questra	Ben & Tim Wells	5	1	6	5	8	8	9	5	2	3	2	1	4	4	46
4	103	Fantome	Ann Luskey	1	7	8	dnc	7	5	1	3	8	1	3	7	5	2	50
5	38	Thea	Terry Britton	3	5	7	1	3	2	8	11	3	7	9	9	2	1	51
6	132	Dancer	K. Guinness	7	3	11	2	4	6	4	8	6	4	1	4	9	5	54
7	84	Redfish	Atwood/Soriano	dnc	dnc	1	3	5	1	10	6	9	6	6	3	7	7	64
8	42	Squall	Carroll Connard	6	6	5	8	6	7	2	1	7	dnc	dnc	dnc	8	9	81
9	6	Silver Fish	Steve White	10	dnc	3	7	9	9	12	12	11	9	7	10	dnc	dnc	113
10	91	Relish	Tom/Joy Richardson	9	10	10	dnc	dnc	dnc	7	7	4	8	dnc	dnc	6	8	117
11	12	Sequoia	Matt/Vicky Newton	13	dnc	dnc	dnc	dnc	dnc	6	10	12	10	10	6	11	11	137
12	113	Ucello	Henry/Mary Clews	dnc	dnc	dnc	dnc	dnc	dnc	11	9	10	11	8	8	10	10	151
13	78	Sangria	Andrew Baldwin	11	9	dnc	6	10	10	dnc	dnc	dnc	dnc	dnc	dnc	dnc	dnc	152
14	49	Transit	Tim Britton	4	8	9	dnc	dnc	dnc	dnc	dnc	dnc	dnc	dnc	dnc	dnc	dnc	159

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# Niantic Bay Yacht Club

By Diane Peck Rothman



The 2009 season at NBYC was swept by Norm Peck III winning Memorial Day, Independence Day, Labor Day, the Season Series and the Wednesday Night series. One of his secrets is his dedicated crew consisting primarily of good friends Rob Wyllie, Don Landers, Dave Samson, Rick Bernstingle and Tom Turner.

Let us not forget the others, however, who work hard every week to try to dethrone Norm and his team:

A-130 Norm Peck Jr – 2<sup>nd</sup> Season, 4<sup>th</sup> Memorial Day, 2<sup>nd</sup> Independence Day, and 3<sup>rd</sup> Labor Day (Note: brother Tom competes on Wednesday nights and finished 4<sup>th</sup>)

A-145 Dick Morris – 3<sup>rd</sup> Season, 3<sup>rd</sup> Memorial Day, 4<sup>th</sup> Independence Day, 4<sup>th</sup> Labor Day and 3<sup>rd</sup> Wednesday Night

A-136 Hal Peatfield – 4<sup>th</sup> Season, 2<sup>nd</sup> Memorial Day, 5<sup>th</sup> Independence Day, 2<sup>nd</sup> Labor Day and 2<sup>nd</sup> Wednesday Night

A-147 Brian Carey – 3<sup>rd</sup> Independence Day

A-65 (Landry/Healy) and A30 (Kevin Dowd) made several appearances on weekends and/or Wednesday Night.

The NBYC fleet is small but mighty!

On August 8, most of the fleet traveled to Watch Hill to show off the boats at the annual Horton Classic One Design Race. As the first leeward mark was missing and Dick Morris was the first to decide to use the "nearby" starting pin to round (just as another class was starting) he took the trophy as the Race Committee recognized that was the only mark at position as posted. Several apologies were accepted and appreciation was expressed by the Watch Hill folks for

our cameo appearance. Sometimes you have to think like a race committee. Norm Peck, Jr. was 2<sup>nd</sup> and Hal Peatfield 3<sup>rd</sup>.

And of course, 5 boats towed to Cedar Point to compete in the 2009 Nationals with Peck, Jr and Peck III finishing 2<sup>nd</sup> and 3<sup>rd</sup> respectively. Thanks to the Cedar Point Fleet for a well run regatta in difficult conditions.

We extend apologies to those who made plans to attend the Sewall Memorial Series in September. It was with mixed emotions that we decided to cancel the event primarily due to the desire to haul boats and put them to bed for the winter. It turns out that the September 19<sup>th</sup>–20<sup>th</sup> weekend would have been a spectacular one for Atlantic racing. We will consider a 2010 series during the regular season.



A-137 Crew, Don Landers, Rob Wyllie, Norm Peck III and Dave Samson



Past and present National winners at the 2009 Nationals

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## Class Candids



2008 Nationals: Patty Kurlansky,  
Diane P. Rothman, Dave Peck, Joyce Ferris



CPYC 2009: Markel Elortegui,  
Mary Margaret Poster, Kerry Dawson



CPYC 2009: Colleen and Meghan O'Neill



2009 Nationals: A-25 following post race procedures perfectly



2008 Janeway: Doug May, Stephen Fog, Tom Carroll, Al Loomis



2008 Nationals Winners, A-142, *Shucks*, in Blue Hill



## Boats for 'Sail'

*See website for more details*

- **A-1, Deke:** \$10,000, Contact Diana Diduck, [dianadiduck@sbcglobal.net](mailto:dianadiduck@sbcglobal.net)
- **A-36, Kim:** \$16,000, Contact Roger Vaughan, [Vaughan.roger@gmail.com](mailto:Vaughan.roger@gmail.com)
- **A-47:** \$9,750, Contact Ian Ashby, 914-403-1202, [akr@bestweb.net](mailto:akr@bestweb.net)
- **A-85, Aphrodite:** \$14,000, Contact Tom Phillips, 203-544-9093, [tomstoybox1@aol.com](mailto:tomstoybox1@aol.com)
- **A-109,** \$10,000, Contact Larry Liggett, 203-226-8265
- **A-120:** \$10,000, Contact Roger Verron, 203-834-0379, [rverron@nj-teijinshoji.com](mailto:rverron@nj-teijinshoji.com)
- **A-127, Scamp:** \$52,500, Contact Henry Brauer, 617-285-2124, [henry@hgbrauer.com](mailto:henry@hgbrauer.com)
- **A-147, Miss Edie,** \$40,000, Contact Brian Carey, 860-443-8337 x128, [bcarey@carlincontracting.com](mailto:bcarey@carlincontracting.com)
- **A-149:** \$32,424, Contact Cape Cod Ship Building, 508-295-3550, [wendy@capecodshipbuilding.com](mailto:wendy@capecodshipbuilding.com)



[Atlantic Class Association]

### Annual Winter Meeting and Awards Dinner

January 28, 2010 in Darien, CT at 6:30 PM

George Lindsay will send out details in early January

This Newsletter will be **emailed** to members in **color** and **posted** on [atlanticclass.org](http://atlanticclass.org) in early 2010

### How to join the Class?

Contact Class Secretary, George Lindsay

[glindsay@optonline.net](mailto:glindsay@optonline.net)

Atlantic Class Association

145 W. Main Street

Oyster Bay, NY 11771

ADDRESS CORRECTION REQUESTED

