

**Highlights**

- Atlantic Nationals 2002
- Comments from the Top 4
- 32nd Janeway Regatta
- News from the Fleets

**Inside**

- 4 Nationals Results
- 5 Comments from the Top 4
- 7 Janeway 2002
- 8 News from the Fleets
- 9 A Profile: Starling Burgess
- 10 Update: Mast & Gooseneck
- 10 Update: Boat Weights
- 11 Update: New Boats

# The Great Atlantic

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## Reichhelm Wins 10<sup>th</sup> Nationals Title by Charlie Langais



**The Winning Team: A-142 Shucks Dave Christopher, Kristin Stoehr, George & Scott Reichhelm**

The 2002 Atlantic Nationals will be remembered by all those participating as a series that delivered the best of championship sailboat racing: a large field of entries of all abilities including several former Nationals champions as well as a whole slew of dark horses vying for the silver; steady breezes that enabled us to race all six races planned; a variety of wind/sea conditions that kept crews busy adjusting sail shape as well as sail trim; alert race committees; minimal controversy; a couple of fender benders; hearty and wholesome meals; lively entertainment; and a surprise ending that produced a statistical tie for first place that was ultimately decided by a Class rule. When you spike this mix of ingredients with the drama of long-standing inter-club rivalries, the result was one of the more gratifying Nationals experiences we can recall.

Thirty on the line was the goal of this year's regatta organizers. Were it not for the absence of a few boats we've counted on in the past when the series has been hosted by Cedar Point, we would've hit that number. Still, the field of 27 boats was noticeably larger than last year's 19 making for exciting starts, even more exciting mark-roundings, and overall close racing. Back onshore, the sizeable number of visiting boats along with the home team contenders swelled the crowd at the bar and the dining hall making it feel that, yes, for three days, we were the center of the universe.

It's been two years since we gave you an account of each race. With apologies to Tom Kantor, here goes a gallant attempt to replicate his vivid prose.

First light Thursday saw overcast skies with the wind ranging 16-18 knots out of the southwest. Little did we know as we sailed past the bagpiper serenading us on our departure that morning just how much we were going to need the previous night's sumptuous lasagna dinner until a course with a two mile beat was posted. One general recall later to settle our nerves and we

were off. Cedar Point's John Foster led the way at the first windward mark as he would at each subsequent mark followed by a pack consisting of Joe Olson, Hank Mergenthaler, and both Norm Pecks. While Foster looked like a runaway in the early stages of the race, Joe Olson showing his years of skill would narrow the interval to just seconds. On the last beat, Olson initiated a tacking duel with Foster, reaching deep into his bag of tricks and pulling a fake tack on John. Able to gain separation from the leader, Joe closed the gap at their next meeting, gained an edge and won with Foster second, Peck III third, Peck Jr. fourth and Mergenthaler fifth. The Reichhelm boat was buried down in 12<sup>th</sup> position.

After downing our lunches on the easy ride back to the starting line, we were ready for Race 2 where the wind had backed a bit to the south and had freshened some under now sunny skies. Sensing what could turn out to be a sprint, Race Committee opted to keep us stretched out by keeping the legs at two miles. Halfway up the first beat, a leftward shift rewarded boats that had gone for the pin end of the starting line. No one was further leveraged to that side than the Reichhelms. With an ever shifting gang in hot pursuit, George and Scott covered their pursuers to the finish for a win followed by Peck Jr. second, Peck III third, Chris Judson fourth and Hank Mergenthaler fifth. Olson, the morning's winner, was on the lifted side of the shift and finished 7<sup>th</sup> after climbing back from being down deep.

As protest hearings resulting from a few bumper-boat incidents in the second race wound down, the masses chewed to their heart's content on barbecued chicken and ribs while being serenaded by the folksy music of Wild Bill Corney, Cape Cod's version of Jimmy Buffett. If folks ever wondered what they'd get if you crossed Arvid Brandstrom with an acoustic guitar and a Hawaiian shirt, that night they got their answer. We retired early in anticipation of the next day's predicted aggressive weather with the leader board showing the two Pecks tied with six points apiece, followed by Foster and Olson, each with eight points, and Mergenthaler fifth with 10 points.

Friday's 14-16 knot northeasterly had just enough east in it to work up a rolling sea as it fetched down the Sound. With outhauls, travelers, and backstays being worked furiously to keep boats flat and fast, crews had their work cut out for them over the two mile beat. This time the right side paid off first time up. While the fleet headed left toward shore to evade a foul tide, Chris Wittstock rolled the dice and tacked for the middle of the Sound. A major rightward shift left him able to cross the fleet and round the top mark first followed by most of the usual suspects. Ah, but what Lady Luck gives only makes other boats mad at you and this case was no exception as the Reichhelms were the first among others to catch Chris. Ultimately, A-142's lead was eclipsed by Peck III who got the bullet followed by the Reichhelms, Foster, and Peck Jr. in second, third and fourth, respectively. Wittstock, after sinking to eighth, got mad himself salvaging fifth place for the race.

By now, inquiring minds were starting to ask, "When is Peck the elder going to win one?" With the host club challengers coming on strong, it was starting to look like Norm III was the real threat to extending Niantic's hold on the Nationals trophy. With three races to go, wise heads new it was way too early to start handicapping any boat.

With the wind holding steady at 60-61 degrees and with a stronger tide, Friday's second race posed challenges of keeping boats dry and upright as well as in contention. Again, a general recall was needed to calm the wild horses in us and off we went. Foster found the afterburner and the advantaged left corner first as he often does in easterlies to power up the port tack layline into first place, a lead he would hold to the finish. Playing leapfrog behind him for the duration were Mergenthaler second, the Reichhelms third, Peck Jr. fourth and Sean O'Connor and Stephen Fisk co-skippering A-133 in fifth. Peck III would turn in his worst finish of the series, a sixth.

That evening we were treated to some of the sweetest lobsters we can recall in Nationals clambake history. And if you hadn't gotten enough rocking and rolling on the water, the sounds of the Doug Latour Band gave us ample dance music to get up and stretch muscles that had been in crouching positions for two days. As the revelers danced the night away, the standings showed Foster leading with 12 points, Peck III with 13 points, Peck Jr. 14 points, followed by Mergenthaler and the Reichhelms at 18 points apiece. With two races to go and a possible throw-out, nobody was walking away with this year's title.

Saturday morning saw the wind almost dead east and still strong enough to keep things generally soggy and the bailing buckets active. Mercifully Race Committee shaved the legs to 1.5 miles in length, still a drain for crews already weary from two grueling days of racing. Foster wasted no time in establishing his lead early holding on for the win with Peck Jr. second, Peck III third, the Reichhelms fourth, and Olson fifth. With ample time and wind for another race, all in the running realized that the throw-out was going to perform its voodoo in influencing the outcome of the series. At the end of five races, Foster was ahead with 13 points, the two Pecks at 16 points apiece, then the Reichhelms with 22 points but a big 12 points to throw-out from their first race finish. That was it; it was a four-boat race, no one else was close. End it now and Foster wins; go a sixth race and watch the fireworks.

Now, on an easterly with an incoming tide, who would've thought that a committee-boat start would advantage the Reichhelms? Who would've thought that Foster, having perfected converting two pin-end starts into bullets, would try again and fail, finishing three boats behind that race's winner? Who would've thought that after not having won one of the first five races, Norm Jr. would finally get the lead and then relinquish it? Who would've thought that it was Steven Jay's and Charlie Langalis's birthday that day?

Nobody!!! The picture was clear: regardless of throw-out distortions, each of the top four boats had to win the last race in order to win the series.

The Reichhelms ultimately prevailed after clawing their way up from third, needing the first three legs to grind down Wittstock and overtake Peck Jr. who finished second. Finishing third was Peck III followed by Foster in fourth and Mergenthaler fifth. At the end of the day and the series, the Reichhelms and Foster were tied following their tossing out of a 12<sup>th</sup> and 6<sup>th</sup> place finish respectively. In an outcome no bookmaker would have given odds on, each boat had two wins, a second, a third and a fourth. But with A-142 having finished the last race ahead of A-140, George and Scott won the tiebreaker. As 2002 Champions, they take their 10<sup>th</sup> Nationals win, their third in the last five years.

## VIGNETTES

1) Man, were those starting lines crowded! Twenty-seven boats in this year's field—nine more than last year—kept our hands full trying to remain calm in heavy traffic. A couple of general recalls were proof of more than a few frisky skippers in our midst.

2) Can't ever remember the Race Committee work being better or easier. While the man upstairs sent the wind, Ted Fontelieu and Paul Iffland, joined by Charline Fontelieu and Dee Kantor gave us six, count 'em, six races with square lines and fair headings. This will have been the first of many Nationals to come where marks and pins were set with liberal use of the GPS-equipped committee boats.

3) Veteran chase boat driver Bernie Dorogusker had some interesting company helping him set marks this year. Patty Jackson, former owner of A-127 with hubby Bob Jackson, won the long distance award trekking up from the Deep South to be in on the action.

4) How about those 2 mile legs?!! See what kind of fun we can have with steady breeze over three days?!! When it was over, competitors had sailed 52.5 half miles over six days to reach to the finish. Given the conditions, minimal breakdowns over the duration attested to how well we've been maintaining our boats.

5) After an idle 2001, protest committees worked overtime this year to resolve several "bumper boat" incidents, mostly at mark roundings and laylines and all due more to our eagerness and willingness to risk it rather than misjudging strong tides or tricky currents. Ahhhh, the rites of summer.

6) Nice to see Cold Spring boats back on the line again. A-56, Tara, helmed by Doug May, made her first appearance in several years along with a former CPYC boat A-63 skippered by Drew Mendelsohn. Familiar faces Ward Campbell and Gerald Diduck were missed; hope to see them for the 75th.

7) Though we had two Cold Spring boats in the field, we had a third Cold Spring skipper with us as Steven Jay, helmsman of the popular A-22, Veuve Cliquot, crewed for the home team's Arvid Brandstrom on A-9, a boat with an equally difficult name to pronounce.

8) This year's fleet sported three lady drivers. Cedar Point's troika of Billie Lauricella, Georgie Silk and Kerry Dawson showed speed, poise and competitive resolve in all sea and wind conditions. We've been talking about this so long, it doesn't hurt to get 'beat by a girl' anymore. Out there, we're all sailors.

9) Master skipper and Class statesman, Joe Olson, added another Nationals triumph to his collection by winning the first race after stalking the youngster, John Foster, on the final beat. Crew Kim Stevens and Ed Whitney help Joe, 89, push his A-128 "Three Belles" to fifth place overall, another impressive accomplishment in a lifetime of achievement.

10) The new boats and their skippers, Ron Marsilio and Dick Morris on A-144 and A-145 respectively, showed their stuff with Ron taking 15th in his first Nationals outing and Dick, 18th, a notable improvement from his days with A-109.

11) Food, food, glorious food! No complaints here with the plump sandwiches by day and the tasty and gracious offerings by night. Red and white wines to wash it all down were a nice touch by event organizers.

12) We liked the recognition of race winners each night. Harken and The Boat Locker's keeper "bullet awards" were a welcome change from the boxes of glassware CPYC achievers have collected.

13) The big screen video was high tech's contribution to the entertainment agenda keeping diners entranced Thursday night. We're not sure how Wild Bill Corney feels about that but at least you had your choice of audio or video that night.

14) Friday night, the rocking sounds of the Doug Latour band let revelers leave scorch marks on the dance floor. Racers take note, three of the band members were also crew. Mark Foster, Dave Foster and Greg Titsworth showed extraordinary stamina playing into the night then popping up the next day to pull strings on A-140, A-102 and A-133 respectively----all top ten finishers!!!!

15) It seems that one secret to going fast is to bring your family aboard. Three of the top five finishers, including the champion and runner up, sailed with at least one family member aboard. The other two boats in the top five sailed with such long-time crew, they might as well have been family. Given the progeny of the up and comers, looks like things could be crowded at the top in a few years-----and we can't wait.

16) If you've ever questioned the utility of the throw-out provision, this year's outcome shows the unintended flaw of the rule. George Reichhelm is correct, had it not been for the throw-out, John Foster instead of he would be champion after having sailed to identical finishes otherwise. Let's give the Rules Committee something to think about this winter.

17) And as long as we're talking about statistical curiosities, how about Norm Peck III, taking 3rd overall for the second consecutive year, with the same number of points, 13.

18) Finally, just when you think you've seen it all, along come the Reichhelms' and Foster in a flat-footed tie that wasn't decided until the final race. It will be quite awhile before we again see the top two boats with two firsts, a second, a third and a fourth. Yet, this is why we race and why we keep coming back year after year.

## 2002 Atlantic National Results

Place	Sail#	Skipper	Club	Boat Name	R1	R2	R3	R4	R5	R6	Tot
1	142	George Reichhelm	CPYC	Shucks	-12	1	2	3	4	1	11
2	140	John Foster	CPYC	Thistle	2	-6	3	1	1	4	11
3	137	Norman Peck III	NBYC	Nonesuch	3	3	1	-6	3	3	13
4	130	Norman Peck, Jr.	NBYC	Miss April	-4	2	4	4	2	2	14
5	128	Joseph Olson	CPYC	Three Belles	1	7	10	8	5	-20	31
6	133	Sean O'Connor	CPYC	Spirit	7	8	-9	5	9	8	37
7	141	Chris Judson	NBYC	Faith	10	4	7	11	7	-12	39
8	139	Hank Mergenthaler	CPYC	Nevermore	5	5	-6	2	28\DNE	5	45
9	16	David Polsky	CPYC	Savvy 3.0	13	9	8	-26	11	7	48
10	102	James Doyle	CPYC	Rival	-16	10	13	14	6	9	52
11	25	Chris Wittstock	CPYC	Carin 3	-8	28\DNE	5	7	8	6	54
12	136	Hal Peatfield	NBYC	Au Revoir	6	-18	12	9	18	16	61
13	110	Georgie Silk Liggett	CPYC	Bucephalus	11	-17	11	12	17	11	62
14	9	Arvid Brandstrom	CPYC	Helan Gar	9	16	14	13	14	-18	66
15	144	Ron Marsilio	CPYC	Patriot	14	15	17	-19	12	13	71
16	108	Alec Wilbanks	CPYC	Dragon	17	12	(28\DNS)	10	20	14	73
17	2	Charles Langalis	CPYC	Brute	15	14	16	18	16	-25	79
18	145	Dickie Morris	NBYC	Liberty	-21	19	15	21	10	15	80
19	96	Malcolm Robinson III	CPYC	Excalibur	19	13	-21	15	19	17	83
20	38	Billie Lauricella	CPYC	Allegro	-24	24	20	20	13	10	87
21	29	Richard Child	CPYC	Ghost	22	22	22	16	15	-23	97
22	56	Doug May	CSHBC	Tara	-25	21	19	23	22	19	104
23	129	Marty Silbersweig	CPYC	Elan	20	25	23	17	23	-26	108
24	115	David Wyllie	NBYC	Raider	18	20	-25	24	24	24	110
25	104	Michael O'Neill	CPYC	Yoda	-27	23	18	22	25	22	110
26	63	Drew Mendelsohn	CSHBC	Double Helix	-26	26	24	25	21	21	117
27	111	Kerry Dawson	CPYC	Cybele II	23	11	(28\DNS)	28\DNS	28\DNS	28\DNS	118

## Comments from the Top 4

A glance at the results tells the story of the 2002 Nationals - one of the closest series ever. In points, a tie for first, 3<sup>rd</sup> place only two points from first and 4<sup>th</sup> place just three points from first. The top four finishers share their thoughts below on the regatta and other important issues facing the Class.

### 1. What was the formula for success at this year's Nationals?

**George:** A lot of luck and the throw out (which I am dead set against, forever!!)

**John:** Get a clear start, move the boat in the slop and sail the shifts. Keep out of trouble and cover, cover, cover (we forgot this in Race 1).

**Norm III:** Great crew, stiff breezes, boat prep, sail/tuning combo finally on target, great wife.

**Norm Jr.:** I don't know whether 4<sup>th</sup> place is success but three points out of 1<sup>st</sup> is. We'll spend the next year thinking more about what we could've, should've done than what we did. Why did we tack away from 142 when leading the last race? Because there was more wind on the left the last time up and down. I guess we should have stayed with 142.

### 2. How, if at all, did your strategy overall strategy change throughout the series?

**George:** Strategy did not change; it was always: try to be first, try to be first, try to be first.

**John:** The first day was different with the wind out of the southwest and we sailed it looking for a port tack lift on the left side. The next two days with shifty northeast wind was quite different. We looked for more wind outside and sailed the lifts.

**Norm III:** No change.

**Norm Jr.:** No, we continued to try to win right up to the very end.

### 3. Any comments/advice as to your strategy on the starting line throughout the regatta?

**George:** Fight for clear air; if it's not available at the favored end, fight for the middle.

**John:** We avoided the ends in most races to find a clear spot nearer the boat end of the line.

**Norm III:** No change; went for clear air anywhere.

**Norm Jr.:** Front line at start with boat speed puts us racing against 10 boats instead of 27, is a suggestion.

### 4. Please comment on the sea and wind conditions at this year's Nationals. Can you offer any advice as to how to maintain maximum boat speed in the lumpy conditions encountered? Advice on how to deal with the 10-30+ degree shifts?

**George:** Wind conditions were higher than I like, but we seemed to do well in them. As to maintaining maximum speed, traveler, traveler, traveler. As to ten-thirty degree wind shifts, I didn't see many - tack on headers!

**John:** We powered up into the slop, jib car forward, eased the foot of the main a bit then shifted settings on starboard to flatten the sails. The wind shifts were critical in this series, more so than I have seen in that direction. We talked about direction all the time.

**Norm III:** Sail fat on the lumpy tack, check wind before the race and keep tactician awake.

**Norm Jr.:** The best way to sail in bumps is don't bump. Try and use the wave to push you to weather then try to angle the entry of the next wave to slide on the backside of it. I think this is one of the rare series that have had six races without wind delay accompanied by 6-12 knots, very nice.

### 5. Teamwork is extremely important. Explain how your crew operates during a race.

**George:** Scott tells me what to do and I do it. If you've got a good girl to fly the spinnaker, you're in good shape

**John:** Thurston (Hartford) ran the front end & made the spinnaker decisions. Mark (Foster) handled the mainsheet & was tactician. Ed (Rickard) did the foredeck & helped with everything to make things work. We together worked very well.

**Norm III:** All crew interchangeable (each can do any job). Main sheet man does traveler and is second one to hike. Skipper does back stay. Foredeck man does jib, cleanup, set up, pre-race jokes, first to hike. Tactician does jib, gathers shute, talks a lot, last one to hike, boom-vang, out-haul, cunningham and jib lead.

**Norm Jr.:** Teamwork is the name of the game on 130. The crew has been together almost 20 years and work in their sleep. They are highly paid, all know what to do and want to win. They keep trying even when way down in position.

### 6. Did you purchase new sails this year? If so, from who? How often do you purchase new sails? Comments on performance?

**George:** Yes, we bought a new main from North at the beginning of the season. Performance seems to be Ok.

**John:** A new jib just before the Nationals and a new spinnaker last fall. We replace jibs every year or two, mains every 3 years and spinnakers 3 to 4 years. All our sails are from North. I could not ask for better sails, but I always ask!!

**Norm III:** No new sails. Used 1987 spinnakers, 2000 jib and a 1998 main.

**Norm Jr.:** A 130 had no new sails this year, we bought a jib 2 years ago and a main and spinnaker last year. After we know how the new sails perform we save them for the Nationals, working with old sails during the season. A mainsail can be competitive 3-6 years if used only for major events and taken care of.

**7. What is your opinion of the throw out race?**

**George:** The throw out race is for amateurs.

**John:** We should eliminate the throw-race, RETROACTIVELY.

**Norm III:** Good overall in case (for example) \$500 entry fee, 70 mile trip, preparation, time off etc., and the first day your brand new main halyard breaks or other major occurrence out of your control happens to ruin chances of success.

**Norm Jr.:** A throw out race is very important. The Atlantic Class is limited in numbers as is the ability to travel to more than one major event which we all look forward to as the pinnacle of the season. One uncontrollable mistake by an outside source could ruin a year of effort. Examples might be: a 30 to 50 degree wind shift occurring half way up the first leg, the Race Committee does nothing and half the fleet is dead; an unfortunate break down occurs, fixable in time for the next race; fouled by an un-alert competitor causing a race delay; misplaced or drifting marks; unfair racing conditions not recognized by the Race Committee, to mention a few.

An option would be to have two major events, July & August and the average of the 2 decides the winner of the championship, no throw outs. 12 races, minimum 6.

It's my understanding that if there were no throw outs, my son David would have won the 2002 Lightning North Americans. In spite of this, he and I still feel a throw-out is needed especially in the Atlantic Class.

**8. Do you have any ideas that might improve the hull, spars or sails?**

**George:** The hulls and spars are perfect. I would like to go back to soft cloth sails.

**John:** Leave the mast and sails alone, but take steps to make the hulls one-design which might mean phasing out some hulls. We must take care that new boats conform and we need to tighten up the rules in several places.

**Norm III:** No.

**Norm Jr.:** Longer battens in main and jib would help sails last longer.

**9. Assuming the #1 issue facing the Class is promotion, what can we do to sell more boats?**

**George:** Build them.

**John:** Current plans to finance two new boats is great. We should advertise availability and make each of us a salesman.

**Norm III:** Get more people in the boats, have good parties, and keep building boats on spec. Also we might line up some boat finishers to install hardware etc.

**Norm Jr.:** George Reichhelm has taken the bull by the horns and has done what the Rules Committee needed to do. Keep an inventory of boats available. No one wants to wait 2 years for delivery after deciding to buy an Atlantic. Members of other classes take a prospect by the ear and push their face in the cockpit until they buy. We don't need anymore rules, we need owners. Instead of a rules meeting, the members should take prospects over to Cape Cod and show the new boats under construction.



2<sup>nd</sup> Place John & Mark Foster, Thurston Hartford & Ed Rickard



3<sup>rd</sup> Place: Norm Peck III, Dave Samson, Rob Wyllie & Don Landers



4<sup>th</sup> Place: Norm, Diane, Tom & David Peck



5<sup>th</sup> Place: Ed Whitney, Kim Stevens & Joe Olson

## The 32nd Janeway Regatta

by Ward Campbell

The Cold Spring Harbor Beach Club's annual three race invitational series for the Ted Janeway Trophy was held on the weekend of September 28/29 with two races sailed in fresh to strong northerly breeze, and the last in a fickle easterly. Unfortunately, the fleet consisted of six guests from Cedar Point Yacht Club, and seven from the host fleet, and as any clear headed triskadecaphobe could tell you, that would lead to trouble.

Dick Eadie came over to set the courses as usual, and with the concurrence of all hands, raced in the harbor which was wide open to the breeze, and convenient to moorings and clubhouse after the finish. The first race was concluded rather abruptly, due to a bit of failure in the GPS department. The five legs being shorter than a mile each resulted in some intimate mark roundings for most of the group.

Charlie Langalis, fast in last year's really heavy going, showed he still likes it by leading all the way, with Dave Noyes and Doug May in hot pursuit. Brian Swiggett's HOUND, and Dave Polsky in A 16 rounded out the first four.

The folly of racing a class of thirteen boats was brought home in the second, considerably longer race, when TARA was dismasted by a port tackler who failed to clear her stern, and HOUND suffered exactly the same fate on the third beat. This was a clear reminder of the reason for releasing the main sheet when dipping a right of way boat's stern in a breeze. BRUTE avoided such hazards by taking and holding the lead for her second win, with Polsky in second, and Malcolm Robinson third ahead of Drew Mendelsohn. But Dick Child added to the collection of sheared aluminum tubing when he limped home with a fractured main boom.

At the traditional evening banquet, it was agreed that circumstances made it appropriate for the injured boats' crews to be granted Redress, and further they should be permitted to sail borrowed boats in the final race. Noyes and Co. adapted so well to the idiosyncrasies of FLYING CLOUD, (whose skipper was beached by a minor physical impairment) that they were able to beat out George Lindsay in a photo finish for first. Brian Swiggett transferred HOUND's sails to the CSH Laboratory's A 97 and scored his second third place finish, again just ahead of Dave Polsky. Previously untouchable Langalis got a full dose of the jinx in this one, falling victim to the 720° turns rule in a starting confrontation, and never solving the vagaries of the faltering easterly breeze thereafter.

Somehow, every year produces what seems to be a more memorable Janeway than ever, but some things do tend to stay the same. For instance, VEUVE CLICQUOT was manned once again, on the breezy day, by just Stephen and Paul Jay. They found a distinct advantage in their short-handed condition when, on the runs of the short first race, they eschewed a spinnaker and passed several boats who were doing the manful thing, to their detriment. And then, there's TARA, repeat champion by virtue of consistently good sailing in trying conditions. No one seems able to stop that fine crew.

We can only guess what strange things will happen next year, but rest assured we will not tempt fate by starting a thirteen boat fleet, mustn't risk more damage, or injury.

<u>Results</u>		
<u>Place</u>	<u>Boat #</u>	<u>Skipper</u>
1	56	Noyes
2	43	Swiggett
3	16	Polsky
4	2	Langalis
5	22	Jay
6	73	Lindsay
7	9	Brandstrom
8	96	Robinson
9	63	Mendelsohn
10	35	Murray
11	29	Child
12	104	O'Neill
13	1	Morgan

## Atlantic Class Website

Our webmaster, Loralyn Helms, continues to ensure that our web site contains the most up to date information on the Atlantic Class. Visit [www.atlanticclass.net](http://www.atlanticclass.net) for more details and pictures on Class activities including new boat construction.

## News from the Fleets

### Cedar Point Yacht Club by Charlie Langalis

This year, Cedar Point's Atlantic Fleet enjoyed one its liveliest racing seasons ever. Of a scheduled 45 races from Memorial Day through Labor Day, only 8 were lost due to poor conditions making for a fabulous calendar of 37 races. Twenty one of our twenty two boats made it to the line with the number of competitors per race ranging from 5 to 15 boats and an average of 11 boats per race.

George and Scott Reichhelm repeated as season winners collecting 15 bullets on the way. Jumping up from fifth place last year to take second was Joe Olson with 7 first place finishes. Nationals runner up John Foster ranked third also with 7 bullets while Hank Mergenthaler slid to fourth from second place last year. Sean O'Connor rounded out the top five slipping one notch from the previous season. While the top finishing positions of each race showed a concentration among a handful of the same boats, we're pleased to report that for the season, all but three of our 21 contenders had at least one top five finish in a race with nine or more boats.

Highlights for this year included the return of Billie Lauricella and her beautifully refurbished A-38 Allegro as well as the arrival of the first of two new hulls molded by Cape Cod Shipbuilding. In his debut season as skipper, Ron Marsilio lived for the water as he put A-144 on the line for 32 of the season's 37 races, two of them for first place finishes. And, showing that the newer boats ain't got nothin' on the lower numbered hulls, this reporter was rewarded for his sixteen years of patience skippering A-2 Brute with his first bullet.

The 2003 season holds great promise for further growth and achievement. We are pleased to announce that Kerry Dawson intends to purchase one of the next pair of Atlantics to be built and delivered in the spring. We also hope to welcome back Dave Solway and Tom Phillips whose respective A-107 and A-85 were on sabbatical this year. Their return would push Cedar Point's fleet to an even two dozen. Finally, planning by the Cedar Point fleet has already begun for the 75<sup>th</sup> Atlantic Nationals, a privilege claimed by very few one-design classes, and one to which we hope every skipper reading this note will strive to attend.

### Cold Spring Harbor by Ward Campbell

The Cold Spring Harbor Beach Club fleet has, as this is written, almost completed the racing scheduled for the 2002 season. Final statistical reporting is therefore not possible, but the essence of the year can be described. Again, all nine of our boats participated to a greater or lesser degree, it is likely that over-all participation increased a trifle, and races unsailed or abandoned for reasons of weather were very few.

The season produced excellent competition, which could only have been improved by finding a solution to the everlasting problem of insufficient crew availability in the second half of the year. No one really objects too strongly to racing a half dozen boats with just twelve people manning them, as happened more than once, but there are obvious shortcomings in such a condition, even though it is fun at the time.

Not surprisingly, the skipper who was better organized with respect to lining up crew was also the one who will take home most of the marbles. In fact, he was flexible enough to sail other peoples' boats against his own, when the circumstances warranted. That winning skipper is of course Dave Noyes, who has forgotten very little about winning races in Atlantics since he started doing it in 1937. His sailing partner in TARA, Doug May, while unable to race as consistently often as Dave, makes a significant contribution to the overwhelming success of the team. It is almost true to say, as it was to Queen Victoria after AMERICA won a race around the Isle of Wight in 1851, "There is no second". Our second places have been won by as many different boats as series have been scored, to date.

We are all trying hard, and having a good time doing it.

### Kollegewidgwok Yacht Club by Matt Newton

During the month of August, KYC runs an Atlantic series that consists of 16 races (two races on eight days). The scoring allows for two throw outs. Each year there are five to six boats bunched up in the front with one or two points separating the leaders. This creates some intense excitement during the last race day at the very end of August. Kay Guinness was able to hold off the perennial favorites of Ben Wells and sons by a half point. The next six boats were within hailing distance but out of contention after the first race that day. All in all it was a very competitive series sailed in consistently variable conditions which rewarded tactics and boat handling.

KYC also sponsors three other races that involve the Atlantics. The first is the Founders Cup that is raced in honor of Dr. Seth Milliken who founded the Club back in the early 1920's. The race committee has some fun with the course and throws some long reaches into the normal windward leeward set up. This year, in fluky winds, the first three boats coasted across the line within inches of each other. Somehow the race committee declared Mad Cap, sailed by Dana Leonard the winner.

The second Cup race is The KYC Cup that is sailed over a windward leeward course with a downwind finish. In a fluky west wind all 14 boats struggled to find the favored side as the wind was oscillating through 60 degrees. In the end, Sean Guinness took home the silver with a come-from-behind downwind victory over Tim Britton and Matt Newton.

The final Atlantic racing of the summer is an event called the Red Gauntlet. This tradition started about ten years ago as a challenge to the Northeast Harbor Fleet that race a large fleet of IOD's. Each year three teams from each club "team" race in the host clubs boats, alternating venues each year. This year we raced in the Atlantics and the visitors were soundly defeated. They seemed to have a hard time shifting gears with the bigger mains and finding the speed lanes on our course. Over the years, each club has won one time while sailing the hosts' boats in their home waters proving that home field advantage is huge. It is great fun and interesting to hear these talented sailors compare the qualities of these two venerable one designs.

#### Niantic Bay Yacht Club by Norm Peck III

On behalf of the Niantic Fleet, I wish to thank the Cedar Point Yacht Club for a great Nationals. All six teams from Niantic thoroughly enjoyed ourselves on and off the water.

The fleet has added another boat (#30) which has been purchased by Kevin Dowd, whose family goes back to the 40's in their ownership of Atlantics #18 and 45.

The Dick Morris team won the Wednesday Night Series and Norm Peck III and crew took the Season Series.

Dick & Debbi Morris hosted the first annual NBYC Atlantic Fleet family party. Considering their performance at the 2000 and 2001 Nationals, you can imagine the spread! Hopefully we'll see them back in action for the 2004 Nationals.

Norm Peck Jr. made his annual trip to Blue Hill, ME, sailing on #84 with Joyce Ferris and reported back on the great times the folks up there have on these boats.

We look forward to next summer and doing it all over again.



Norm Peck III, Joe Olson & Norm Peck Jr. at 2002 Nationals

## A Profile: Starling Burgess

Excerpted from John Rousmaniere, America's Cup Book, 1851-1983 (New York: W. W. Norton, 1983), with the permission of the author.

"The man who drew the Atlantic's lines (in 1928) was no newcomer to the field of yacht design. His father, Edward Burgess, designed three America's Cup defenders – *Puritan* (1885), *Mayflower* (1886) and *Volunteer* (1887). In the same year that he designed the Atlantic, Starling Burgess created a speedy, rule-breaking schooner named *Nina* that won the 1928 Race to Spain and the Fastnet Race. This venerable design also won the Bermuda Race overall 34 years after her launching.

In the late 1920's Burgess got involved with Harold Vanderbilt and designed *Enterprise*, the first of his great J boats. One of the reasons for *Enterprise's* selection was her lightweight duralium mast, which was engineered by Burgess' brother Charles. Vanderbilt and Burgess teamed up again in 1934 and produced the 127-foot *Rainbow*. Soon after that successful defense, Burgess began tank-testing with young Olin Stephens; together they came up with one of the most famous and fastest America's Cup boats ever – *Ranger*.

Starling Burgess' notable achievements reached far beyond yacht design. He dropped out of Harvard during the Spanish-American War to serve as a gunner's mate, and before returning to college invented and patented a new type of machine gun. He wrote three books of poetry while at Harvard, opened a shipyard in Marblehead, MA in 1905, and then, like many dreamer technicians, was swept up in the new wave of aviation. In 1910, he built the first plane to fly in New England; one year later, under contract from the Wright brothers, he opened the first licensed Aircraft Company in America. He built the first seaplane to take off and land on water and worked with Buckminster Fuller on a futuristic three-wheeled automobile called the Dymaxion, which looked like an egg on wheels."



W. Starling Burgess

## Update: Mast & Gooseneck

by Ward Campbell

The Dwyer Aluminum Mast Co., our authorized spar builder, is producing an order to replenish the inventory that the Class carries so that new masts are immediately available when needed. It may be hard to believe that this will bring to twenty the number of masts produced since 1992.

Last spring, the Class voted approval of a rule amendment to permit a fixed gooseneck arrangement to replace the original sliding fixture which dates back to the days, pre Cunningham, when you hoisted your cotton mainsail, and then pulled the boom down by its down-haul to get the draft forward. Dacron sail cloth and the Cunningham have long since made the sliding feature obsolete, as was confirmed by the 38 to one tally in favor of the amendment.

Accordingly, the new masts are being fitted with a newly designed fixture which will connect to the swivel fitting on the boom at precisely the same point as the slide unit does in combination with the track on which it is mounted. In other words, when the boom is pulled down, by down-haul or the effect of the Cunningham, to its lowest permissible position, it will be set at exactly the same place as if mounted on the new unit. As was pointed out in the information circulated with the ballots for the vote on the amendment, masts with the original track and slide equipment are just as legal as the next generation of masts will be, and by the same token, just as effective in every respect. There is no benefit to be gained by removing the mast track in order to mount the new fitting, and it can be said that doing so requires drilling extra holes, which is never a good idea in aluminum tubes.

## Important Dates for 2003

### Annual Meeting & Awards Banquet

Thursday, January 30  
The Inn at Long Shore  
Westport, CT

### 75<sup>th</sup> Atlantic National Championship

August 7-9  
Cedar Point Yacht Club  
Westport, CT

## Update: Boat Weights

by Chris Wittstock – Rules Committee Chairman

For several seasons now, we have been weighing boats at spring launch and fall hoist at Cedar Point Yacht Club. This has been an interesting data collection exercise as we try to converge on hull weights. The closer our boats are in weight and shape, the more one design we remain.

The Rules Committee is concerned that the variance between high and low weights across our fleet has become somewhat wide as a percentage of the boats' weight. It is possible to equalize these weights more closely by weighing the boats as accurately as possible, and using that data to make adjustments to the lead ballast. This seems most relevant to some of the older boats, which have required structural work in order to remain competitive but added weight in the process.

The approach we have taken is to focus on the relative weights of the boats with respect to their peers as opposed to the absolute weight. This is because the scales used differ from year to year, and the calibration may vary. We know what the new boats weigh each time, and we can compare to those as a benchmark. We can also compare each boat relative to the mean.

While one cannot claim that this program has been executed to perfection so far, and there are some erroneous readings, it has been helpful to get into the same ballpark. The high to low range has been about 600 pounds, roughly 12% of the boat's weight. To some, this might feel like sailing with a crew of 7 or 8. But it's not on the rail in the heavy stuff, and it probably doesn't help in light conditions.

We have allowed boats that have consistently weighed in heavy, to remove lead ballast to bring them down to about 5000 lbs., where the average has been about 4900. Boats that have removed some ballast include A-25, A-111 and A-133 after being contacted by the Rules Committee.

With future weighing, we hope to be able to refine the process and drive a narrower convergence. Ultimately this will require some boats that seem very light to come up as well. We may acquire our own class scale, to help hone in on exact weights. We also hope to see other fleets participate at their own launches and haul-outs so that it becomes a class wide exercise.

Please feel free to contact me if you have questions or suggestions. Raw data is available on request.

## Update: New Boats

Ten-time National Champion George Reichhelm and twelve-time National Champion Norman Peck Jr. are leading the Class both on and off the racecourse. On the racecourse, they remain fierce competitors but off the water, they are working together to ensure that new boat construction and purchase remain the primary focus of the Atlantic Class. Reichhelm recently placed an order with Cape Cod Shipbuilding for two new Atlantics, #146 and #147. #146 has already been sold to Kerry Dawson of Cedar Point Yacht Club, current owner of A-111. #147 is still available and anyone interested should contact George by phone at (203) 227-2418 or by email at shucks@optonline.com.

Wendy Goodwin, Vice President, Cape Cod Shipbuilding has been kind to answer some questions we had about the new boat construction.

### Q: When will the construction begin?

A: We probably will start building small components like the bulkhead covers and rudders in December. We estimate beginning to mold the first hull and deck in January. Once the boats begin to take shape we send photos to the owner so they are well informed of the progress. #146 will be a dark blue hull and #147 is scheduled to be a white hull unless an owner is found before construction begins and upgrades to a colored hull.

### Q: Anticipated delivery date?

A: #146 is promised for spring, #147 is promised for spring/summer. Keep in mind the boats ordered are bare boats. We can supply a list of what the boats will come with, and what the new owner will need to add on afterwards.

### Q: Can you provide an overview of the steps involved in the construction process? How long does each step take?

A: Stage #1 is the fiberglass stage. We make boats the way bakers make chocolate. The color (gelcoat) is sprayed into the mold, the fiberglass is layed in afterwards and the part comes out of the mold whatever color was sprayed in. The hull and deck molds are cleaned and waxed, gelcoat is sprayed in the mold and then the fiberglass is cut (like patterns for making clothes) and then saturated with resin and put in place. The smell people always associate with fiberglass boats is not actually the fiberglass, which is just white glass fibers, the smell actually comes from the resin. While still in the mold the hull and deck are put together and the hull to deck seam is fiberglassed. Other manufacturers will put hulls and decks together with fastenings, but our hulls are glassed together which is one reason why our

boats have a tendency to last longer. The entire assembly is then rolled right side up and the deck mold is removed, revealing the deck. The boat and hull mold are then suspended and the mold is allowed to drop from the hull. Back when my grandfather, Les Goodwin, was building fiberglass boats getting the boat to release was always a chore. The same problem would occur as if you didn't grease and flour the cake pan enough when you make a cake. Parts of the cake (and boat) tend to stick to the mold. Today we are lucky to have better wax, releasing agents and gelcoat. All these things help to make the boat come out of the mold in one piece. Once the hull and deck are released the bulkheads and floor are glassed into place and the boat then moves into the carpentry shop.

Stage #2 is the carpentry stage. The next step for most Atlantics is to install the vinyl rub-rail, steam, bend and install the coamings and install the toe-rail and trim. The hardware and woodwork all go on before the keel, as it is easier for the men to step in and out of the boat. As the trim and hardware are being installed the fiberglass deadwood and keel are going together. The keel is cast with a special form that holds the keel bolts in place while the lead is poured into the mold. The deadwood is made in a fiberglass mold just like the boat. The deadwood is installed on top of the keel, and then the boat is placed on top of the deadwood. The keel bolts hold the keel, deadwood and bilge floor together. Filler material (underwater body filler) is put between the seams so things can be sanded smooth. Then the keel bolts are torqued. A new feature we began a few years ago is the bonding of the deadwood to hull seam with four ply of fiberglass so there is no longer a visible joint. Then primer is sprayed on the bottom. How long each step takes varies on what other projects are going through the shop, how many men are working in each shop etc.

### Q: How can the new owner assist in the process along the way?

A: Part of the satisfaction of building boats for people is that we can be involved with a real fun part of their lives. Most people purchasing a new boat are at a good point in their life where they are making a commitment to do an activity with family and friends. They feel financially secure enough to take on the responsibility of owning a luxury item. We have many people who would like to come down every week to see the progress, but are unable to. Sending progress photos to owners who are far away really helps let them know where their boat is along the way. Getting to know our customers is part of what makes each day different around here. New owners can assist along the way by making good and timely decisions. If decisions are delayed, it holds up our production.

It was wonderful to share the building process of A-145 with Dick Morris and crew. They now understand the complexity and talent that is required to construct an Atlantic.

**Q: If people are interested in observing the process at various points, what do you suggest?**

A: Anyone is welcome to come and see the progress, but please call to set up an appointment. We are here Monday-Friday 8 am-4:30 p.m.

Cape Cod Shipbuilding Co.  
7 Narrows Rd. P.O. Box 152  
Wareham, MA 02571-0152  
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e-mail: wendy@capecodshipbuilding.com

**Q: Anything else you would like to share?**

A: Currently we have 27 new boats of various models on order. This has been the norm for the past few years. For those of you who had the pleasure of knowing my grandfather, you know he saw the company through times where we were headed towards winter without any boats to build. Dad and I are not only pleased that the boatyard is on a more even keel, but that we continue to build boats like the Atlantic. We understand that a good relationship between builder and class association is extremely valuable.



**Our newest Atlantics:**

Left: Ron Marsilio's A-144 Patriot  
Right: Dick Morris's A-145 Liberty



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



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