

WILLIAM GARDNER 3-MASTED 185 FT TOPSAIL GAFF SCHOONER 2010



Specification

ATLANTIC

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Designer	William Gardner	Length waterline	135 ft 0 in / 41.15 m	Gross Tonnage	268 Tons
Builder	Van der Graaf, Netherlands	Beam	29 ft 0 in / 8.84 m	Engine	Yanmar 6AYM-ETE 555 kW
Date	2010	Draft	16 ft 3 in / 4.95 m	Location	Mediterranean
Length overall	216 ft 0 in / 65.84 m	Displacement	310 Tonnes	Price	POA
Length deck	185 ft 0 in / 56.39 m	Construction	Steel hull		

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

ATLANTIC was the ultimate classic yacht - winner of everything that was worth winning in her day. This wonderful re-creation by Ed Kastelein is the crowning glory of three such projects he has undertaken. Chartered for the last three years by an important shipping magnate, she is now for sale. This is an absolutely outstanding yacht.



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CAPTAIN'S COMMENTS

ATLANTIC has been world cruising since 2014 under Captain Jim Thom. Among countless amazing experiences, he recalls some special moments when her charms and abilities shone through to even the most experienced of captains...

"An impression that really stands out was one I and the crew of ATLANTIC had when sailing back directly from New Zealand to Panama: 7000 miles in 31 days. We left in April and sailed south of Easter Island between 35 and 39 degrees, piggy-backing and skirting the low pressure systems as they swept across the South Pacific - a lot of reaching and broad reaching. We weren't racing by any stretch; we were actually sailing very conservatively. At one stage we even had to heave-to for 36 hours because there was no wind: we just parked the boat, 2000 miles from New Zealand and 2000 miles from Easter Island. The albatross that had been following us for the past couple of days also just landed and sat in the water next to us till the breeze came back!

"When it did come we really took off, averaging 12 knots for 16 days and that included sailing into the trade winds where they aren't so strong. What ATLANTIC showed us was that with her long, narrow, easily driven hull shape she would just hurtle along. There were days when we were doing 14-15 knots all day. I would come up on deck to see if everything was OK, check the weather, the size of the waves and if the crew were alright. They were a young bunch and I would find them simply chatting away as they steered, talking over their shoulders while driving along. I would say, 'Please just look in the right direction'. But that was the level of confidence they had in this boat. I told them they didn't know how good this was: 'I know you are enjoying yourselves, but this is the sail of my life and the sail of your life as well; you just don't know it yet!'

"I went down below to see how everyone was getting on. At this point we were hurtling along in fairly good sized waves, but the guys in the crew mess were watching TV or reading books as if they were home. The boat felt completely solid. That trip to me epitomised what ATLANTIC is. She has these incredibly long legs and this very good sea-keeping hull shape with a beautiful fine entry. She just ate up the miles relentlessly without straining any muscles. That was our strongest feeling of her.

"The other abiding sensation of the yacht was of strength. Strength of the hull and strength of the rig. When we had the rig serviced in New Zealand the riggers were amazed at the strength and the redundancy in the rigging. They said the masts were so strong they didn't need shrouds! That they would never come down. And that was our feeling as well when we were sailing. It was all so rock solid. She gives this great sensation of strength and ability, and mile-eating speed, and comfort when you are under sail."

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HISTORY NOTES ON THE ORIGINAL ATLANTIC

Commissioned by New York Yacht Club member Wilson Marshall, ATLANTIC was launched in 1903. She was designed by William Gardner, one of America's foremost designers of large yachts.

From the moment ATLANTIC went to sea, it was clear that she was an exceptionally fast and beautiful schooner. When a yacht in 1903 hits twenty knots during her sea trials, she is a promising yacht, but even then nobody could imagine two years later this yacht would set a record that would stand unmatched for almost a century.

Nevertheless, whilst Wilson Marshall wanted ATLANTIC to be the fastest schooner on the water, he felt there was no reason to compromise on comfort. Unlike contemporary racing schooners, ATLANTIC was equipped with every imaginable luxury. Fitted out with the finest mahogany panelling, she had two steam driven generators to power electric lights, refrigerators and a large galley. On deck her halyard winches and primary sheet winches were also steam driven. She had two double and three single staterooms, a lobby, a large full beam saloon, a dining room, a chart & gunroom, three large bathrooms and in the deckhouse there was a comfortable observation

ATLANTIC's story continued for another seventy-seven years with ownership passing through the likes of Cornelius van der Bilt and Gerald Lambert. She was used as a mother ship for other racing yachts like Vanity, for America's Cup defenders and the J-Class Yankee on her voyage to England. Her guest book included the rich and famous of the world. Simply put, she is the most famous and beloved racing schooner of all time.

Although after World War II ATLANTIC would never sail again, she refused to give up her existence. Somehow she was saved from the scrap yard on three different occasions, broke loose from her moorings, to sail back to sea without a man aboard and ended up used as a houseboat, a restaurant and a floating dock at a fuel station. Finally, on 30th of January 1982, she was broken up at Newport News Boat Harbor, Virginia.

room. She had retractable chimneys, so while under sail the below deck steam heating, lighting and refrigeration systems could keep running. ATLANTIC's fo'c'sle accommodated her thirty-nine strong crew and officers, who would live aboard throughout the year.

During her first season ATLANTIC proved fast, winning both the Brenton Reef and the Cape May Cup hands down, but it was only in 1905 she made the headlines by winning the Kaiser's Cup, a Transatlantic race from Sandy Hook to the Lizard. Referred to as "The last Great race of Princes", the entries for this race included all the yachts that the rich and powerful from Britain and America could send to sea. The legendary Captain Charlie Barr, who had already successfully defended the America's Cup three times, was hired to skipper ATLANTIC. Charlie Barr's determination to win was as legendary as his skills for driving the largest of yachts to the very limit. And win, he did, sailing 3006 miles in 12 days, 4 hours, 1 minute and 19 seconds. ATLANTIC's 24-hour record was 341 miles, an average speed of 14,1 knots. Uncountable attempts were made to break this record but it would hold firm until 1998, the longest standing speed record in the history of yachting.

Specification

CONSTRUCTION

- | | |
|--|-------------------------|
| - Hull by Van Der Graaf BV, Hardinxveld Giessendam, Holland | - Gross tonnage: 268 |
| - Classification: Built to Class BV | - Welded steel hull |
| - Compliance: 1 1 charteryacht/s.mach1 + charteryacht/s.mach + MCA | - Teak superstructure |
| | - Teak deck and caprail |

Specification

DECK EQUIPMENT AND GROUND TACKLE

- | | |
|---|---|
| - All custom deck hardware by Absolute Projects, Lisbon, Portugal | - 4 x B1111.3PTBBB EL 3-speed, plain top, electric 400v |
| - All Harken all bronze winches | - Windlass Thomas Reid R2262 400V 4-speed with warp capstans |
| - 6 x B74.3STBBB 3-speed, self-tailing, manual | - 2 x 600 Kg custom traditional style anchors, 2 x 100 m 24 mm chain and stoppers |
| - 2 x B74.2STBBB 2-speed, self-tailing, manual | |
| - 10 x B980.2STBBB 2-speed, self-tailing, manual | |
| - 4 x B980.3PTBBB EL 3-speed, plain top, electric 400v | |

Specification

ACCOMMODATION AND DOMESTIC EQUIPMENT

- | | |
|--|---|
| General | To starboard |
| - Teak and mahogany joinery | - 1 x Guest cabin en suite with upper and lower berths |
| - Accommodation for up to 12 guests | - 1 x Guest cabin en suite with two single berths |
| - 3 x Double and 3 x twin en-suite staterooms | |
| - Mavé air-conditioning system with 2 x 98 k BTU 400V chillers, fan coils with individual temp and speed controls throughout | - Main saloon, full beam |
| - Crew accommodation for up to 12 | - 2 x Double en suite guest cabins with two single berths |
| | |
| From aft | Crew space forward |
| - Access from deck to double captain's en suite cabin to port | - Full beam, modern, professional galley |
| - Twin guest cabin en suite with upper and lower berths | - Ironing/laundry/stowage for linen to port |
| - Access via raised deck saloon to guest accommodation | - Crew mess to starboard |
| To port | - Six crew cabins sharing two bathrooms. |
| - Large owner's double bed cabin to port en suite with bathtub | |
| | - Siemens galley appliances |
| | - All electric, includes 8 rings, two ovens, refrigerators and freezers |
| | - Rhima commercial dishwasher |

Specification

RIG, SPARS AND SAILS

- | | |
|---|-----------------|
| Masts and spars | Running rigging |
| - Nedal BV custom aluminium masts finished in cream Awlgrip | |

- Steel bowsprit finished in cream Awlgrip
- Hollow laminated Alaskan sitka spruce booms and gaffs by Ventis

Standing rigging

- 7x7 galvanised steel by De Ruiter

- by Lancelin, France

Sails by Baltic Sails

- Fore and fore-topsail
- Main and main-topsail
- Mizzen and Mizzen topsail
- Staysail
- Jib - outer ijb - jib top

Specification

MECHANICAL ELECTRICAL AND TANKAGE

Propulsion

- Yanmar 20l Diesel main engine 6AYM-ETE 555 kW at 1,840 rpm
- Consumption approx 94 kg per hour at rated load
- Yanmar reduction gear YXH 240-1, i=3.03
- Vulcan elastic coupling; Polyflex mounts
- West Mekan 4 blade variable pitch propeller, 100 EHWS 340
- Halyard wet exhaust system
- Technische Bureau Meyer custom hydraulic steering
- Veth electric bowthruster VT-80 50Kw

Tanks

- 2 x Diesel bunker tanks integrated, total 12,000 litres
- 2 x Diesel day tanks integrated, total 1,000 litres
- Emiliana Serbatoi 24V Diesel lift pump & manual pump
- 2 x Fresh water tanks integrated, total 12,000 litres
- A.M.F.A. fresh water pump, Duo A95 24 – 400V & 24V
- 5 x Thermor ACI water heaters 400V 150l storage type

Water systems

- Desalator watermaker D200/400 2 total 480 l/hour
- 2 x Black water tanks: integrated, total 4,000 litres
- 2 x Grey water tanks: integrated, total 4,000 litres
- 3 x Integrated grey water sump tanks, total 600 litres

Electrical/pumps

- AC 230/400 V 50Hz with distributed neutral IT - European Standard
- Genset 1: Yanmar 6HAL2-Nx, Stamford UCM274F2 alternator, 115kVA
- Genset 2: Yanmar 6CHL-TNx, Stamford UCM224F2 alternator, 50 kVA

- Trafotek shore power isolating transformer 3PUK300/330 – 400V 62.5kVA (limited 63A)
- Forani & Pecorari bronze centrifugal bilge pump, CM50 400V 5.5kW
- Forani & Pecorari engine mounted bronze centrifugal clutch bilge pump, CM50 400V 5.5kW
- G&R black & grey water pigtail pumps, MV64 400V
- A.M.F.A. Duo A95 24 fresh water pump, 400V & 12/24V DC isolated from hull
- Prestolite 24 V 140 A service alternator with Balmar MC624 regulator and isolator
- Victron Atlas 24 V 100 A 3-phase service charger with isolator
- 2 x Victron Multi+ 24 V inverter chargers, output totalling 120A
- 24V 2000 Ah lead-acid traction service (house) battery, est. autonomy 8 hrs
- Victron Skylla safety charger 24V 30A
- 24 V225 Ah Sealed Lead Acid safety battery, est. autonomy 8 hrs
- 24 V 25 Ah sealed lead acid radio battery est. autonomy 8 hrs
- Kentec independent addressable fire alarm system (IMO) throughout
- Eaton-Moeller bilge alarm system incorporating tank alarms and WTD indicators
- A.M.F.A. Marina ZZ 30mm 24V diaphragm sump pumps
- 9 x Actana 24V electric toilets with ceramic bowls, fresh water flush

Specification

NAVIGATION, COMMUNICATIONS AND ELECTRONICS

- Simrad RA 80 (IMO) colour radar, 6kW
- Simrad MX510 (IMO) GPS with MX575A DGPS compass
- McMurdo Nav7 GMDSS 3 band Navtex receiver
- Simrad Mini-C TT3000 GMDSS Inmarsat (telex/printer/reserve battery)
- KVH Trakphone FB250 Inmarsat (tel/fax/internet)
- Simrad AI50 Class B AIS
- Simrad VHF, RS87, EXB: DSC-D/ATIS (2 station)
- Icom water resistant handheld VHF

- Simrad IS20 networked indicators, wind, rudder, depth and speed
- PC Based chart plotter to compliment Admiralty paper charts
- Norselight NLC48 nav lights, backed-up supply, control and alarm
- Panasonic KXT616 PABX intercom, extensions throughout vessel
- Brother MFC9440 networked laser colour copier/scanner/printer/fax

Specification

SAFETY

- 3 x Zodiac 12 person automatic release life rafts
- Sillinger 6.5 m RIB with Mercury 115 HP
- 2 x Entel HT649 GMDSS VHF portable
- Simrad EC50 AUTO GMDSS EPIRB with built-in GPS

- ACR Pathfinder 3 SART
- Fixed fire extinguishing in the engine room including 52l Novec ozone-friendly agent
- WD40 50m³/ hour mobile diesel crash pump, couplings and hoses

Disclaimer

These particulars have been prepared from information provided by the vendors and are intended as a general guide. The purchaser should confirm details of concern to them by survey or engineers inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they wish to rely.

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GALLERY





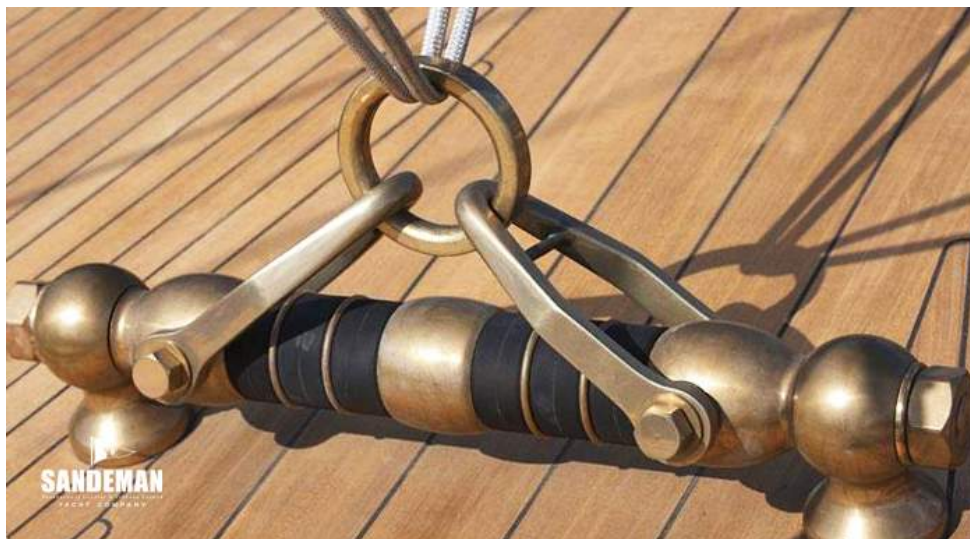












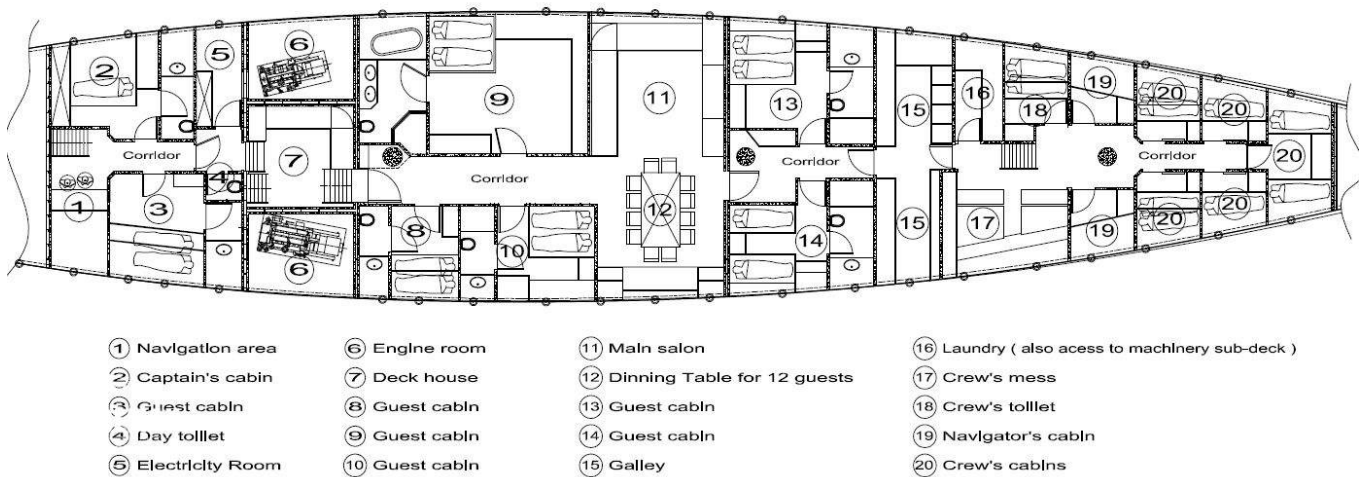








THE 3-MAST SCHOONER " ATLANTIC ", Designed by GARDNER & COX, 1903
Accommodations plan








SANDEMAN
DESIGNERS OF CLASSIC & VINTAGE YACHTS
YACHT COMPANY















