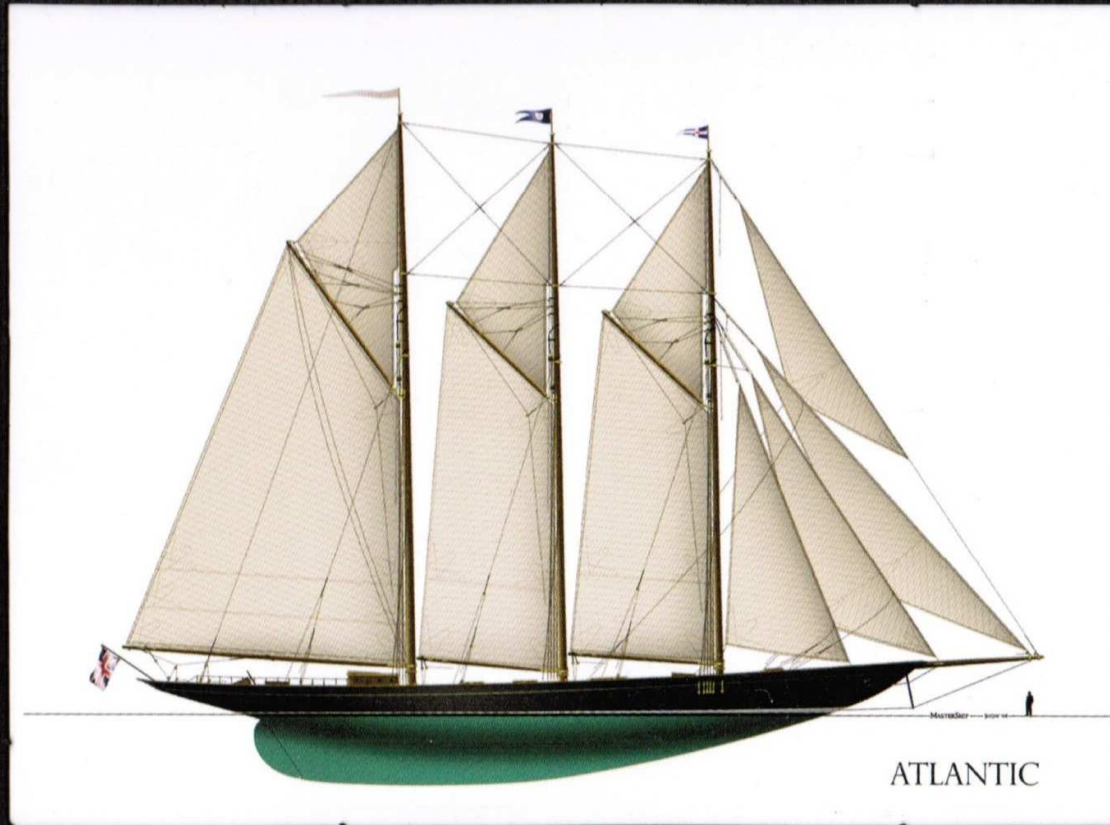


ATLANTIC



Replica of the famous schooner Atlantic designed by Gardner & Cox 1903

Builder: Van Der Graaf BV, Hardinxveld Giessendam Netherlands

Type: Three-masted topsail gaff schooner

Year: Delivery Spring 2010

Flag: British – IoM

GRT: 268

Displacement: +/- 310 tons

Dimensions: LOA: 215' (64.5m),
LOD: 185' (56.39m),
LWL: 135' (41.15m),
Beam: 29.02' (8.85m),
Draft: 16.39' (5m)

Capacity: 12 000 l Diesel Oil
12 000 l Water
+watermaker (360 l/h)



Construction:

Steel Hull, Teak decks and superstructure
Vessel built to class Bureau Veritas
notation 1 \boxtimes charteryacht/s.mach1
+ MCA compliance

Naval Architect Consultant

Doug Peterson

Interior Design by Kastelein Sophie

Spar & Rigging: Aluminium mast
Steel bowsprit, Booms and gaffs Hollow
spars of varnished Sitka spruce by Ventis
(NL)

Winches: by Harken

Accommodation: Up to 12 guests in 6
cabins+Crew (12)

Machinery:

Yanmar 6AYM-ETE 555 kW
at 1840 Rpm driving variable pitch
propeller West Mekan (Norway) type
100 EHWS 340, 4 Blade



John H. Johnson

ARTIST'S PROOF
15/60

An Atlantic Passino

W. H. Murray

Atlantic was commissioned 1903 by New York Yacht Club member Wilson Marshal. Designed by William Gardner, she soon proved an extraordinary beautiful and fast yacht. Although she won all races she entered in her first season, it was her astonishing record crossing during the 1905 Transatlantic Race that would make her the probably most celebrated schooner of the 20th Century. Under Captain Charlie Barr, Atlantic set a record that would stand for close to a century, the longest standing speed record in the history of any sport. Atlantic was however not a typical flat out racing yacht, on the contrary, she was built with all possible luxury for the owner and guests to enjoy cruising and racing in maximum comfort. The fact that during her first 40 years she merely had 3 owners, (Marshal, Vanderbilt and Lambert) goes to show that she offered anything and all to the most demanding yachtsmen.

on the east coast of America, often in cycles of neglect and care. It was her mythical status that kept her afloat and attracted dreamers who hoped that one day she would set sail again. Despite so many well meant efforts, it was not to be and in November 1982 she was finally broken up. However, soon after, the first initiatives to reconstruct this legendary yacht surfaced, however non of them seemed to have the combination of means and knowledge to make it happen, that was until Ed Kastelein came along. It was in 2003 during the crossing from Brazil to France on board his much celebrated schooner Eleonora that he disclosed his plans to build Atlantic as his ultimate masterpiece. During the following three years exhaustive research revealed all plans and photos needed to reconstruct Atlantic so the actual preparations could start.

Naval architect Doug Peterson was among the first to join the team,

Atlantic had to be the way she was and so it happened. The keel for the steel hull was laid in spring 2007 at the van der Graaf shipyard near Rotterdam and meanwhile a small furniture factory was built in the south of France where the team of carpenters studied plans and original photos to replicate the deck structures and skylights. Under the watchful eye and management of yacht builder and captain Ed Kastelein a team of dedicated craftsman worked for the best of three years to recreate what once was the most loved schooner of her time.

Her maiden voyage was a two month leisurely cruise from Rotterdam to Cannes. She exceeded all expectations, sailing fast at every point of sail with amazing ease and comfort. Her motion in seaway being gentle and smooth, even in high winds and seas she moves with what the British once referred to as Majestic urgency.

































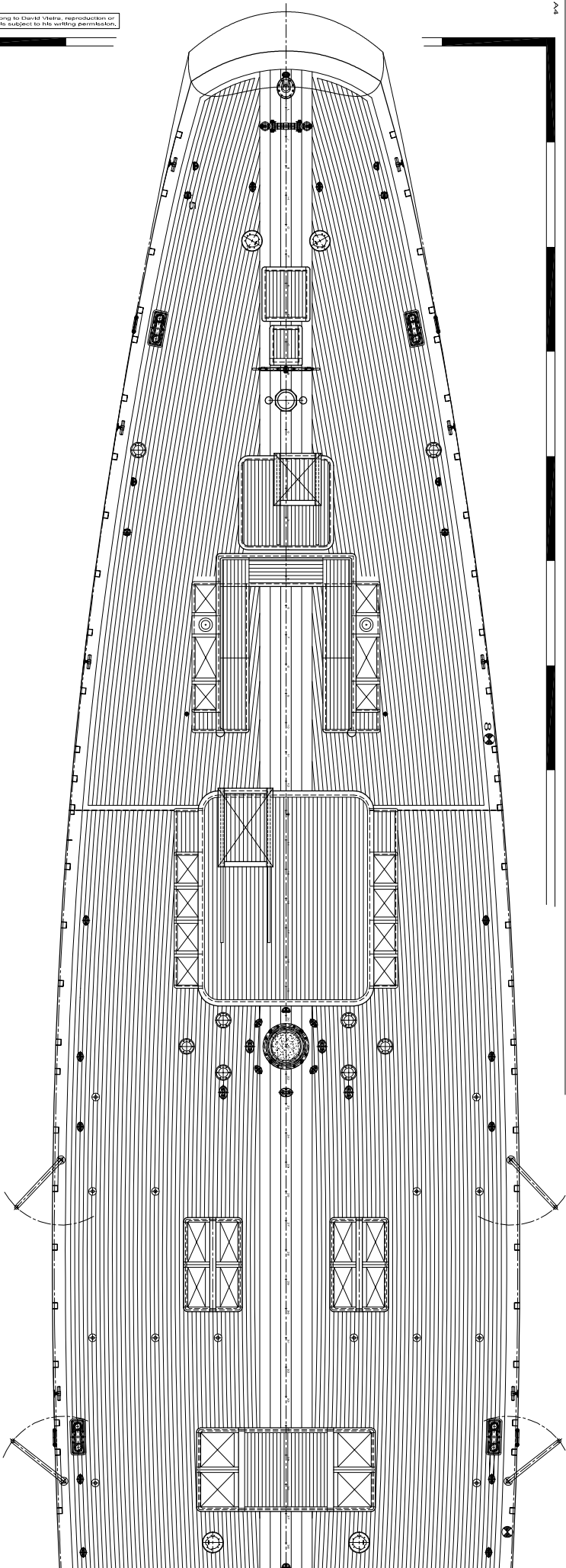


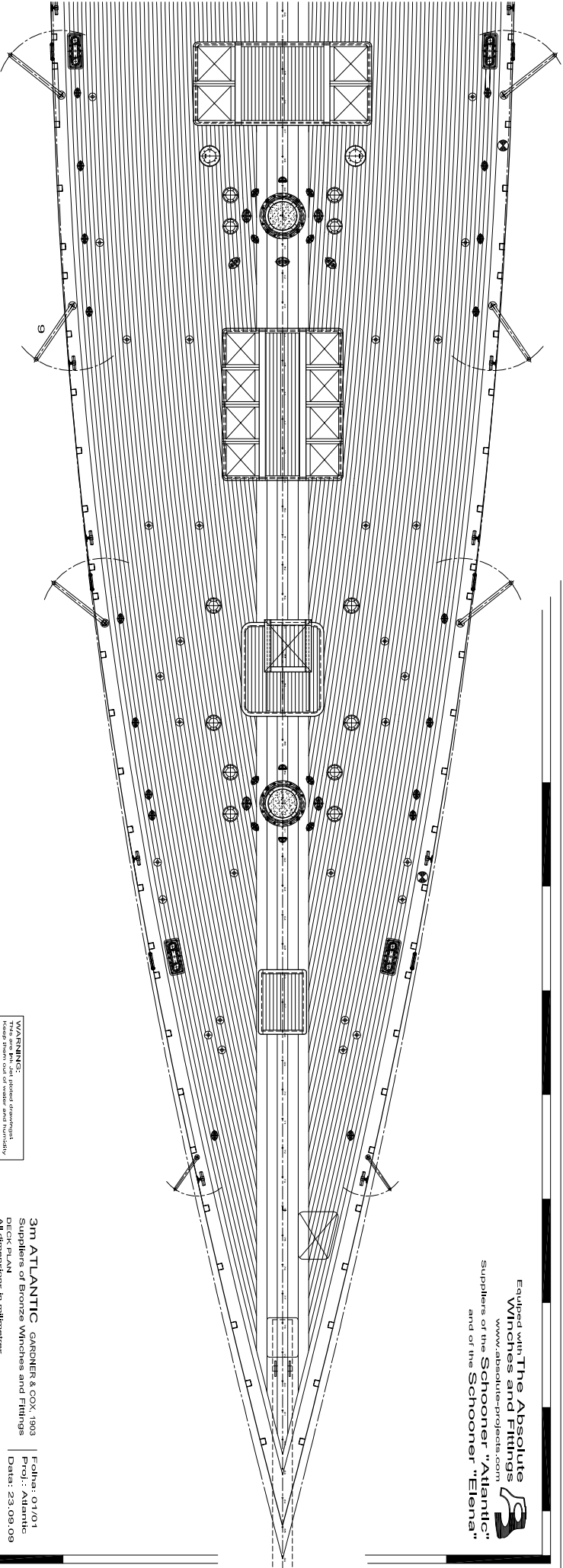




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" ATLANTIC ", Designed by GARI





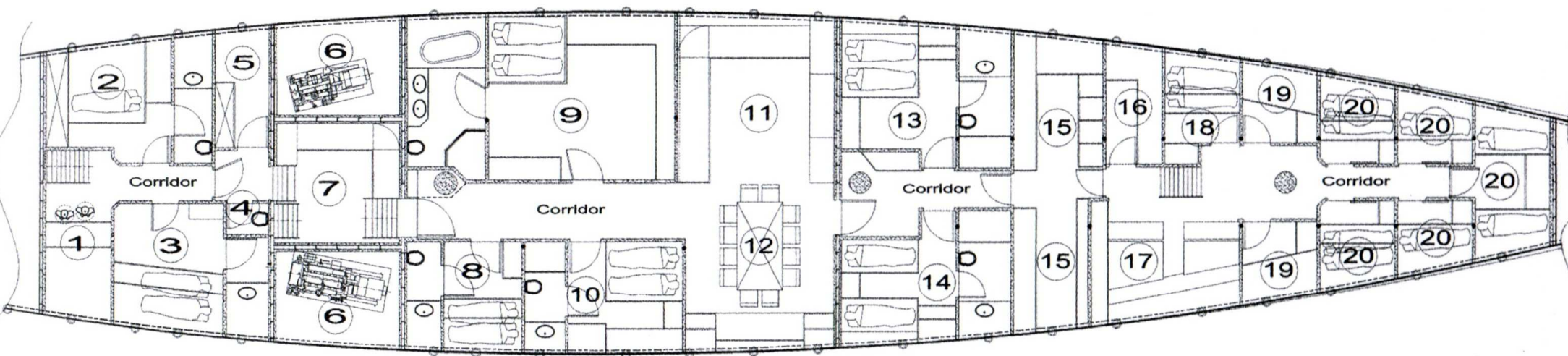
Y GARDNER & COX, 1903

Equipped with **The Absolute**
Winches and Fittings
www.absolute-projects.com
 Suppliers of the Schooner "Atlantica"
 and of the Schooner "Elena"

NOTES:
 This is a plan of the deck structure
 taking them out of water and horizontally

3m ATLANTIC - GARDNER & COX - 1903 | Folha: 07/01
 Suppliers of Bronze Winches and Fittings | Proj.: Atlantic
 DECK PLAN | Data: 23.09.09
 All dimensions in millimeters
6 E15 8 K1 N7 S9 S44 J1 Z3 A4 K23 9AU728 10P1 12E2
ABSOLUTE PROJECTS - David Vieira 2009 - Lisbon, PORTUGAL

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



- | | | | |
|--------------------|----------------|-------------------------------|--|
| ① Navigation area | ⑥ Engine room | ⑪ Main salon | ⑯ Laundry (also acess to machlnery sub-deck) |
| ② Captain's cabin | ⑦ Deck house | ⑫ Dinning Table for 12 guests | ⑰ Crew's mess |
| ③ Guest cabin | ⑧ Guest cabin | ⑬ Guest cabin | ⑱ Crew's toilet |
| ④ Day toilet | ⑨ Master cabin | ⑭ Guest cabin | ⑲ Navigator's cabin |
| ⑤ Electricity Room | ⑩ Guest cabin | ⑮ Galley | ⑳ Crew's cabins |