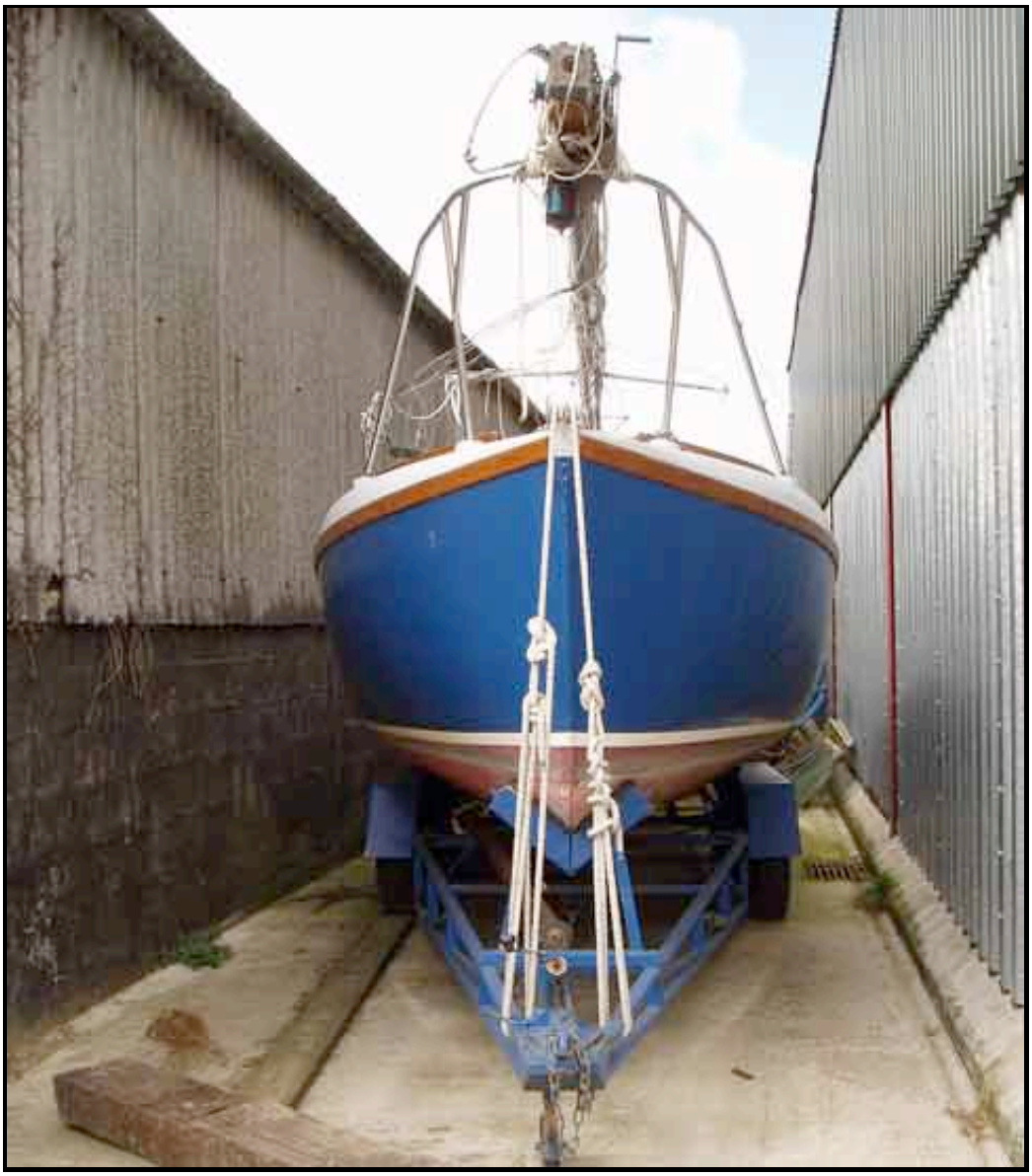
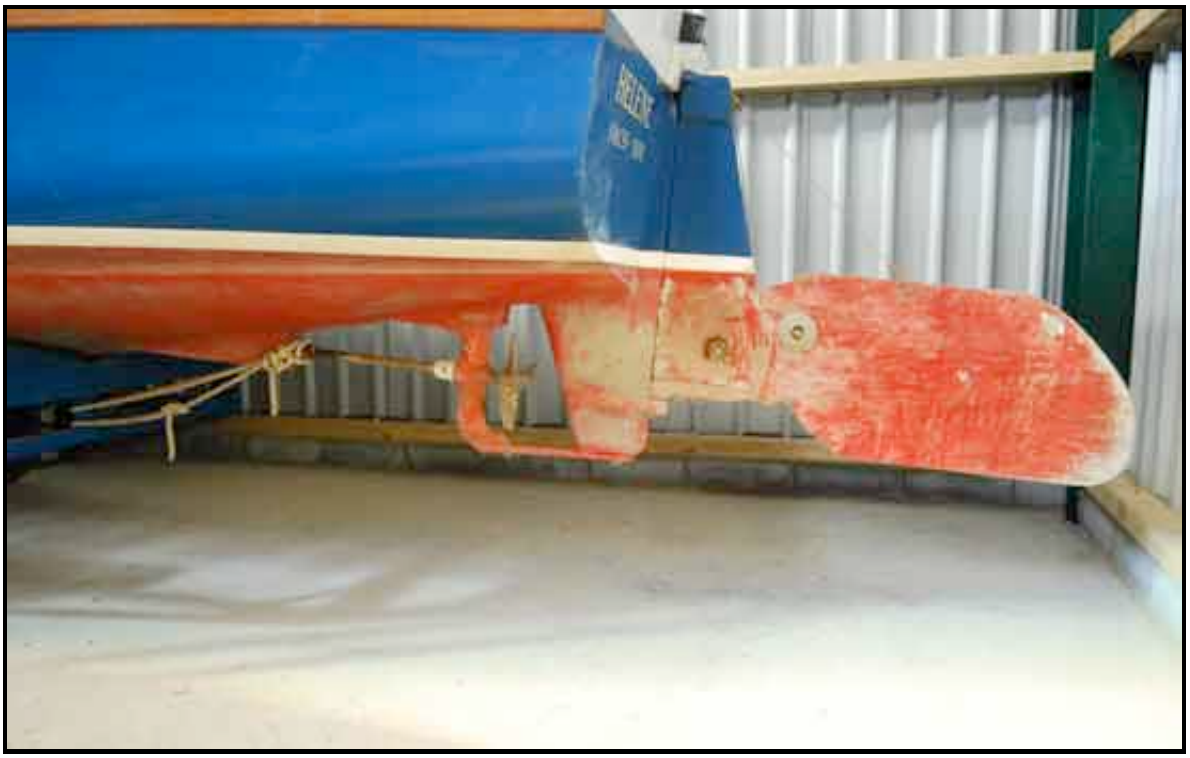
# "Helene", Fairey Marine Atalanta 26 Lying Essex

## Specifications





Helene is a Fairey Atalanta designed by Uffa Fox and built by Fairey Marine in 1960. Construction of hull and superstructure is hot moulded Agba. Windows are Perspex.



She has twin swing ballast keels and a self draining cockpit.

## Approximate Dimensions

| | | |
|---|---|---|
| Length Overall | 26ft | 9.25m |
| Waterline Length | 25ft | 7.62m |
| Beam | 7ft 9ins | 2.36m |
| Draft Max | 5ft 9ins | 1.75m |
| Draft Keels Up | 1ft 6ins | 0.46m |
| Displacement | 2 Tons | 2032kg |
| Ballast | 950 lbs | 430kg |

## Rig, Sails and Spars

- Bermudan sloop rig

- Wood mast
- Aluminium alloy boom
- Wood boom also available
- Stainless steel standing rigging (1991)
- Mainsail - Jeckells ~2000 - excellent
- Slab reefing on mainsail
- Genoa - Jeckells ~2000 - excellent
- Jib - Jeckells ~2000 - excellent
- Storm jib - probably original
- Sheet winches - new 2000

## Deck Equipment

- Pulpit
- Guardrails
- 15lb CQR Bower anchor + 40m 6mm chain
- Delta 20lb Kedge anchor on 50m 10mm Nylon warp
- Plastimo Contest steering compass
- Deck mop
- Boat hook
- Fenders
- Warps
- Anchor light

## General Equipment

- Gimballed Origo 3000 alcohol 2 - burner cooker
- Pots
- Pans
- Cutlery
- Jabsco sea toilet
- Manual pumped fresh water system

## Engine

- Yanmar 1GM 10 single cylinder diesel.
- Conventional stainless steel shaft drive via Aquadrive coupling to three-bladed bronze propeller

## Tankage

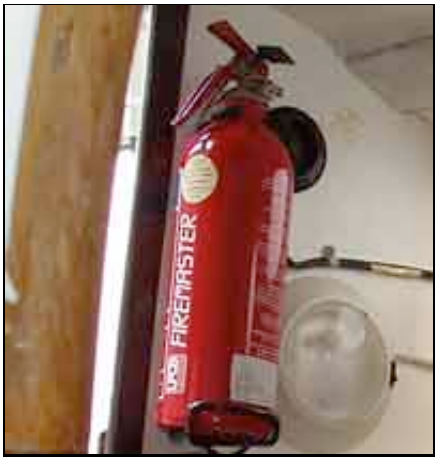
- Diesel Polythene 25 litres
- Water Plastic approx 50 litres

## Electrics / Electronics

- Raymarine Bi-Data Depth sounder and Log
- Navico VHF Radio telephone
- Furuno GPS
- Navigation lights
- Interior lights

## Safety Gear

- Lifebelt
- Jackstays
- Boarding Ladder




- Fire Blanket
- Manual bilge pump

## Shore Gear

- Road trailer - rebuilt / serviced 2005/6

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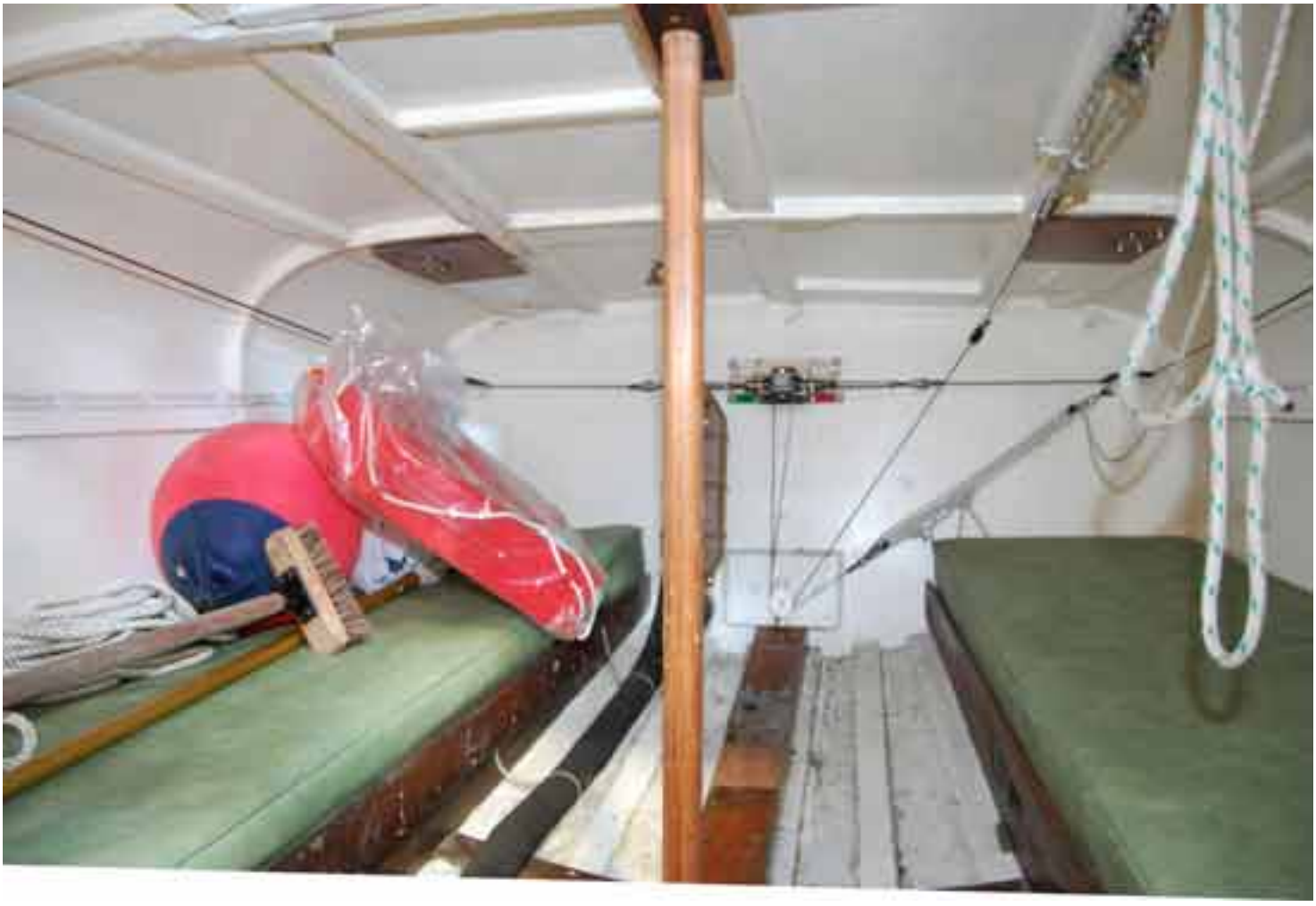
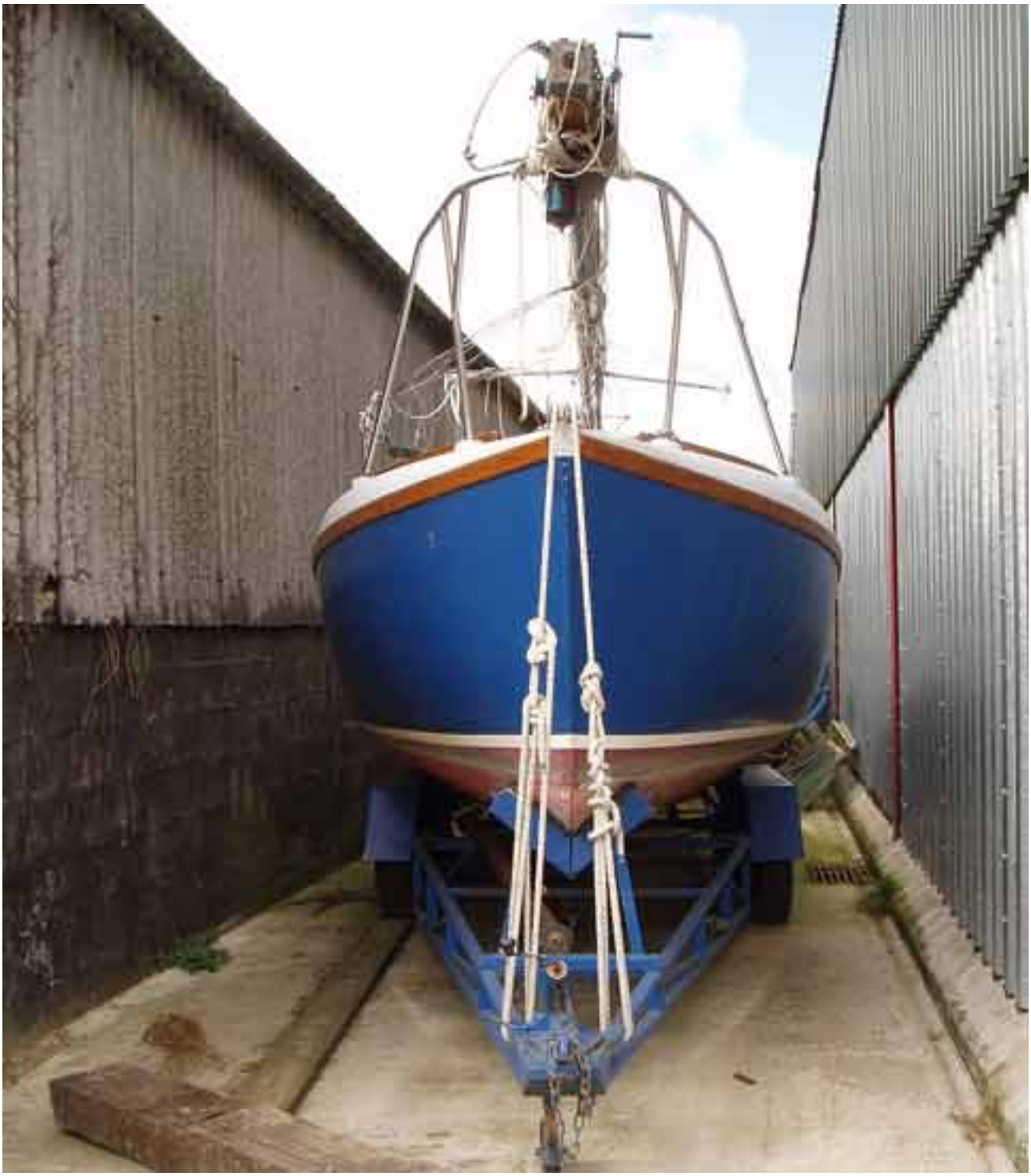
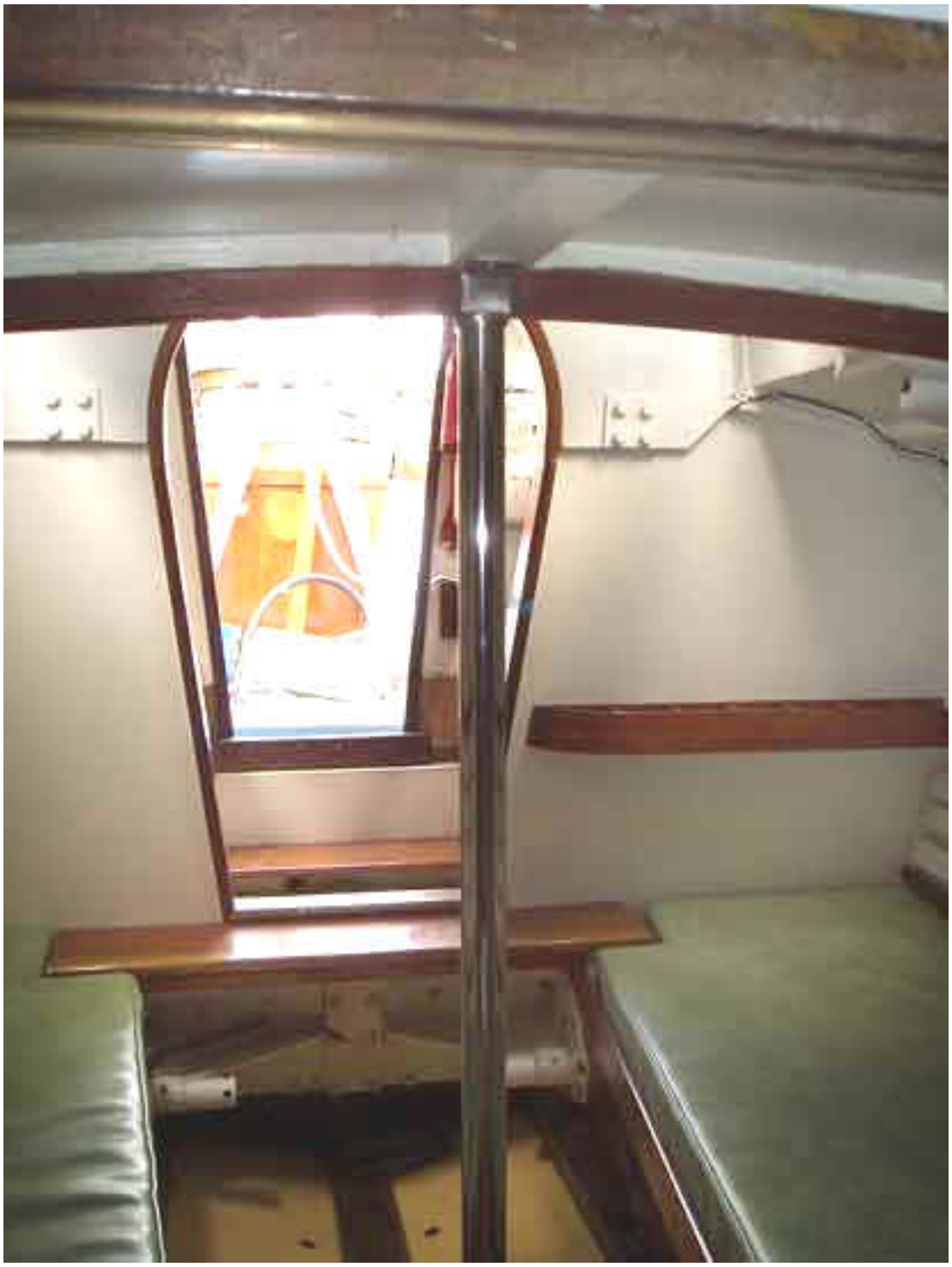
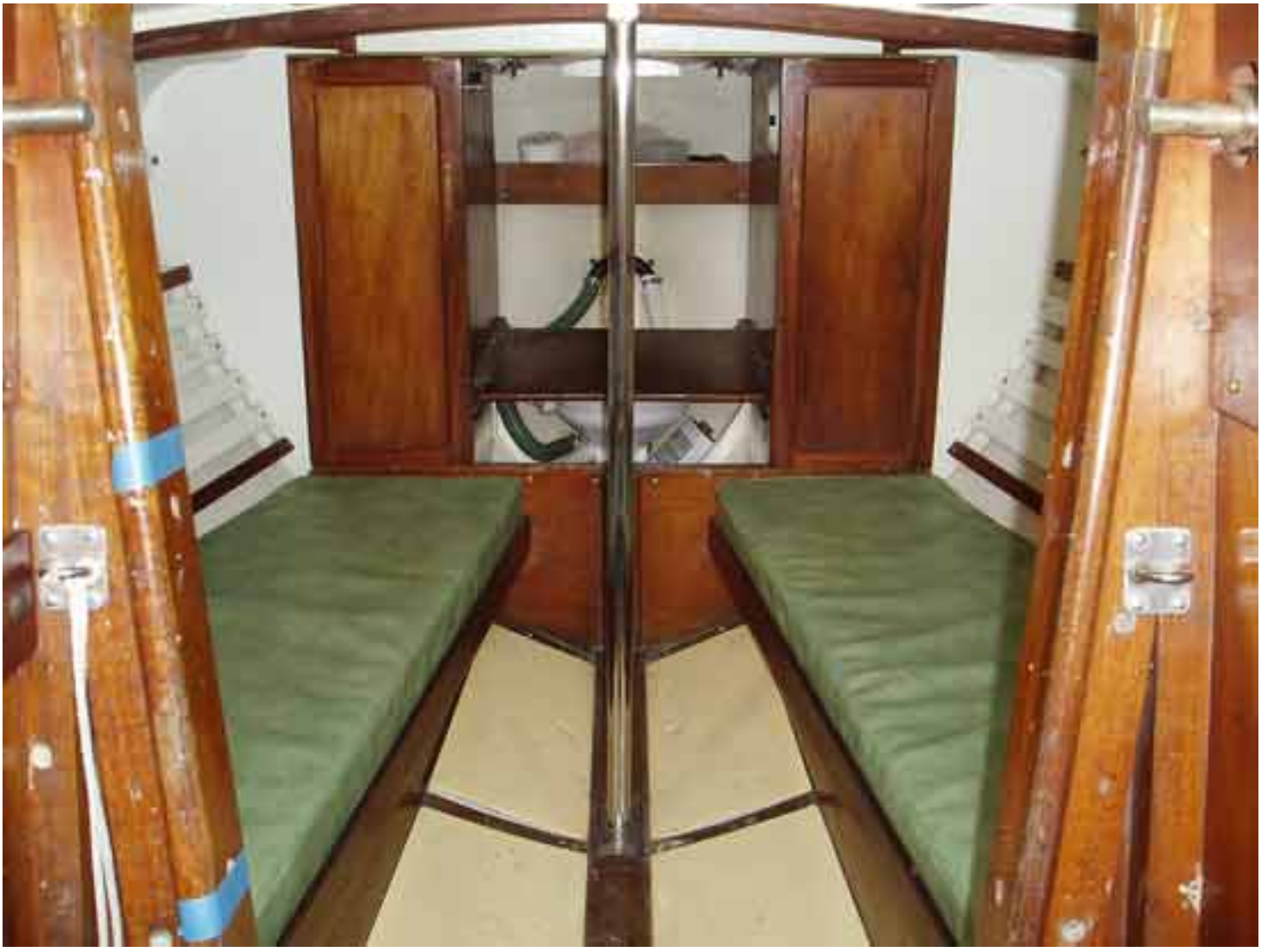
[ Helene Home ] [ Sails and Deck Gear ] [ Cockpit ] [ Main Cabin ] [ Galley ] [ Nav Station ] [ Aft cabin ] [ Engine ] [ Specifications ] [ Comments ] [ Reviews ] [ Survey ]

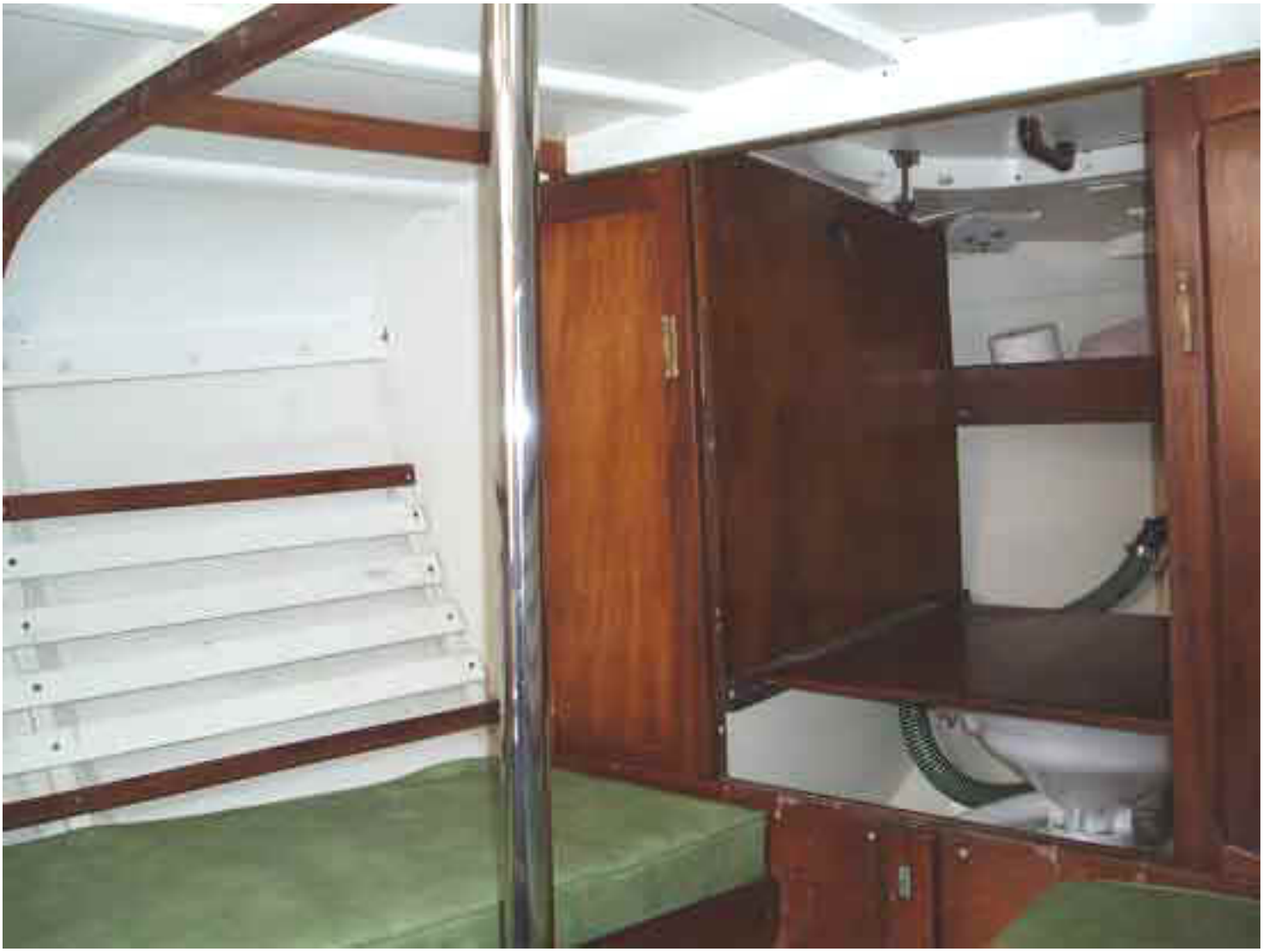
For further details or to arrange to view, please contact Adrian Espin at: - Astonbury Marine Services
19 Colne Road, Brightlingsea, Essex, CO7 0DL Tel: 01206 305 996 or +44 1206 305 996
or email to: adrian@EasternYachts.com

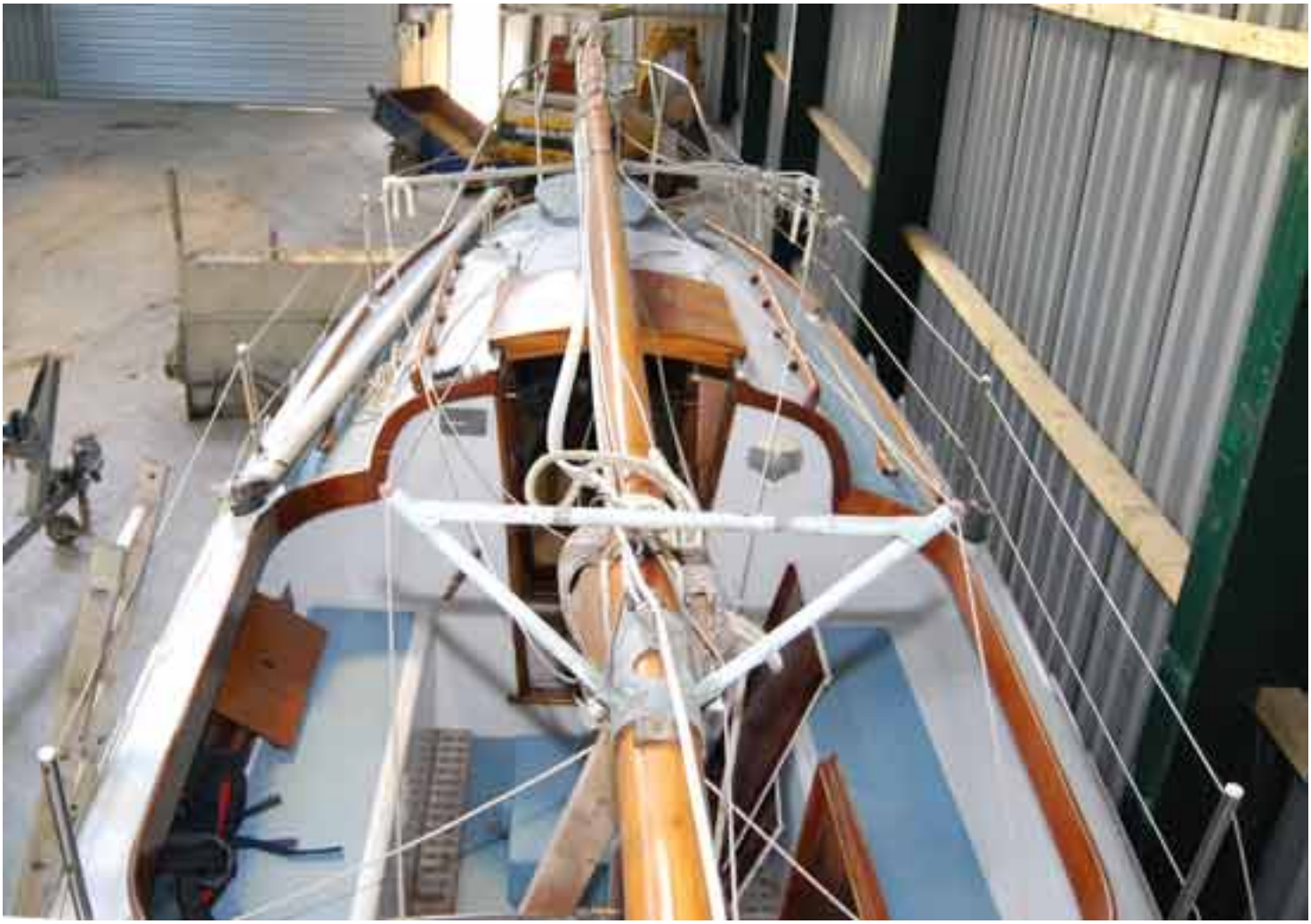


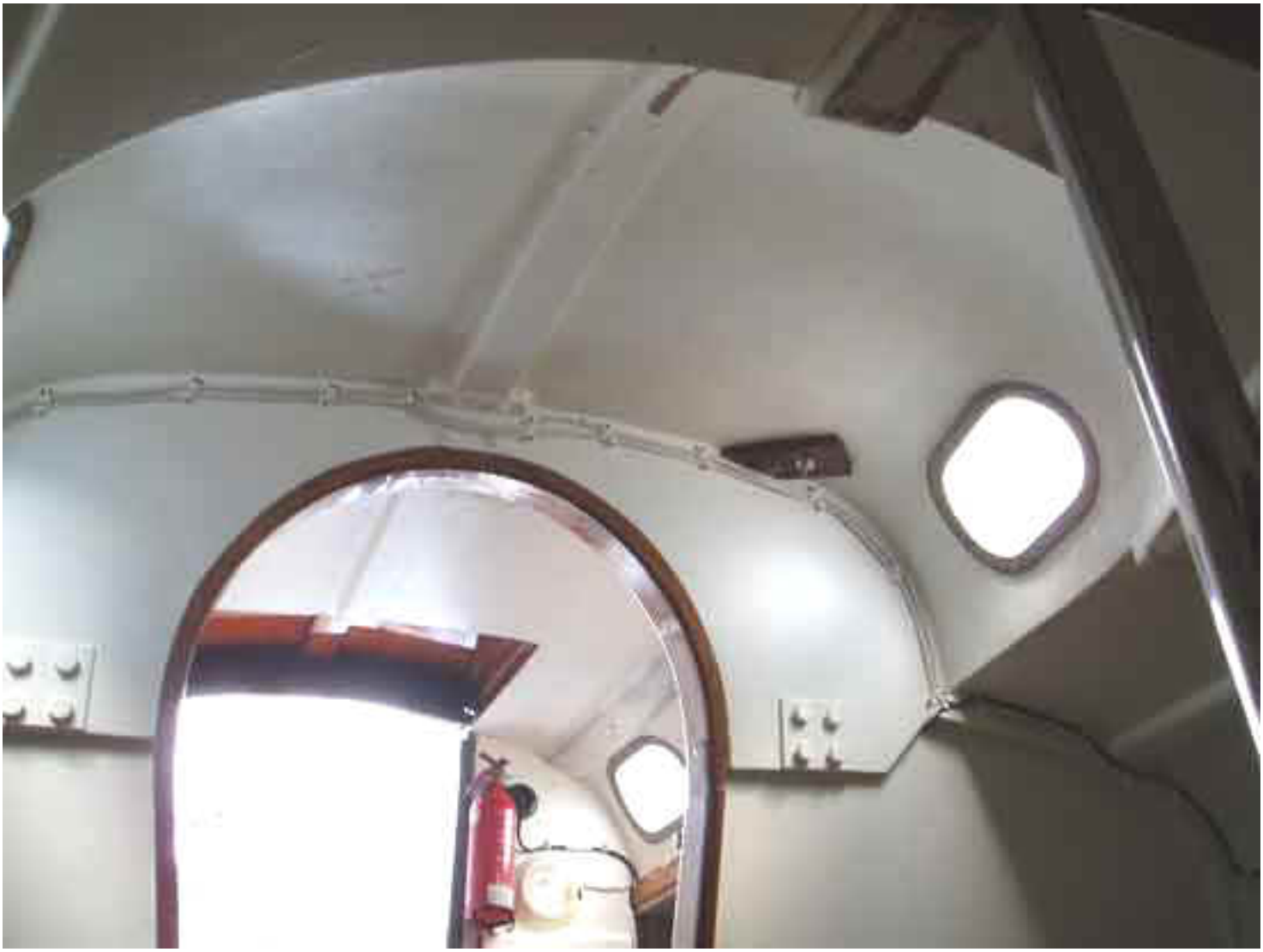


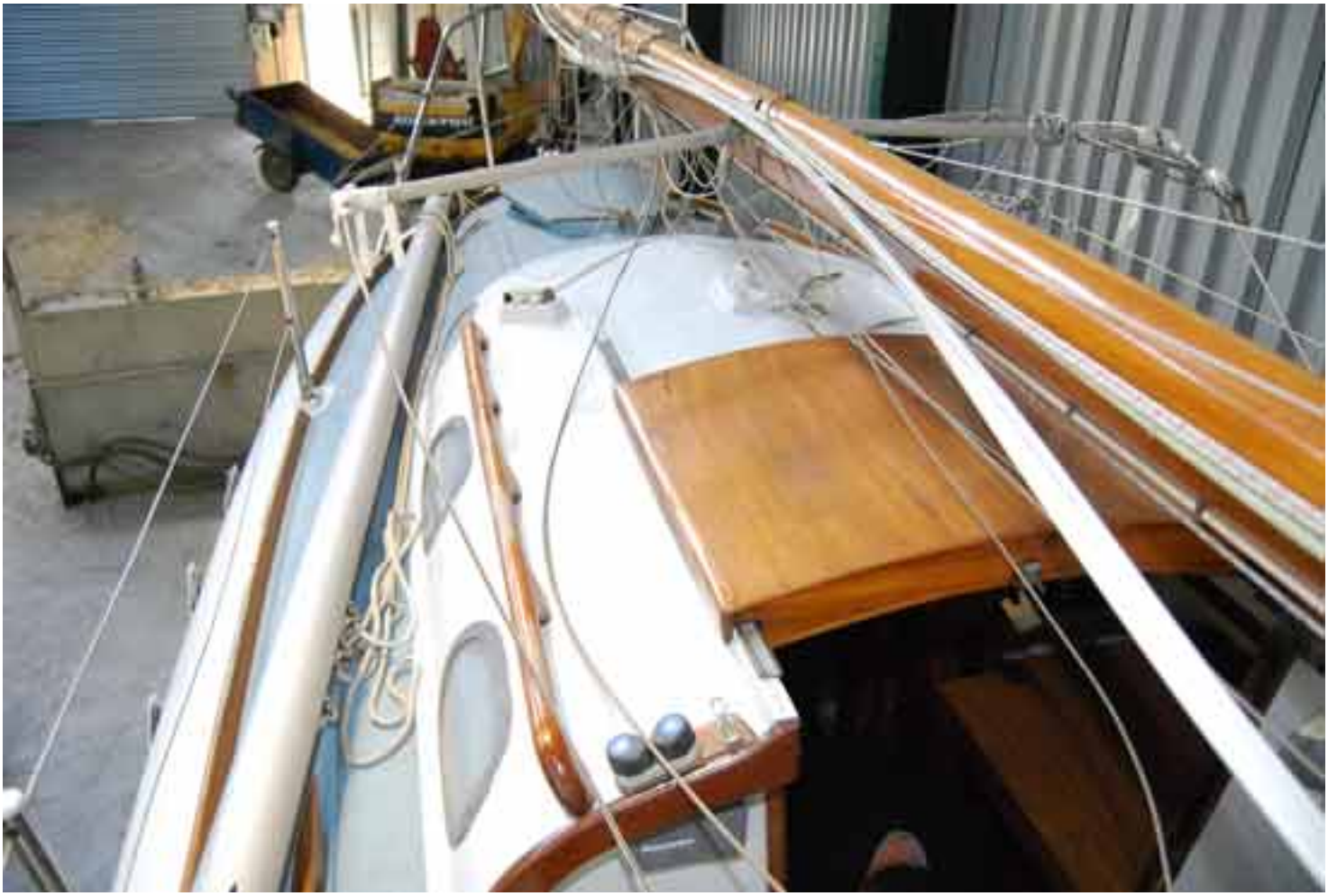


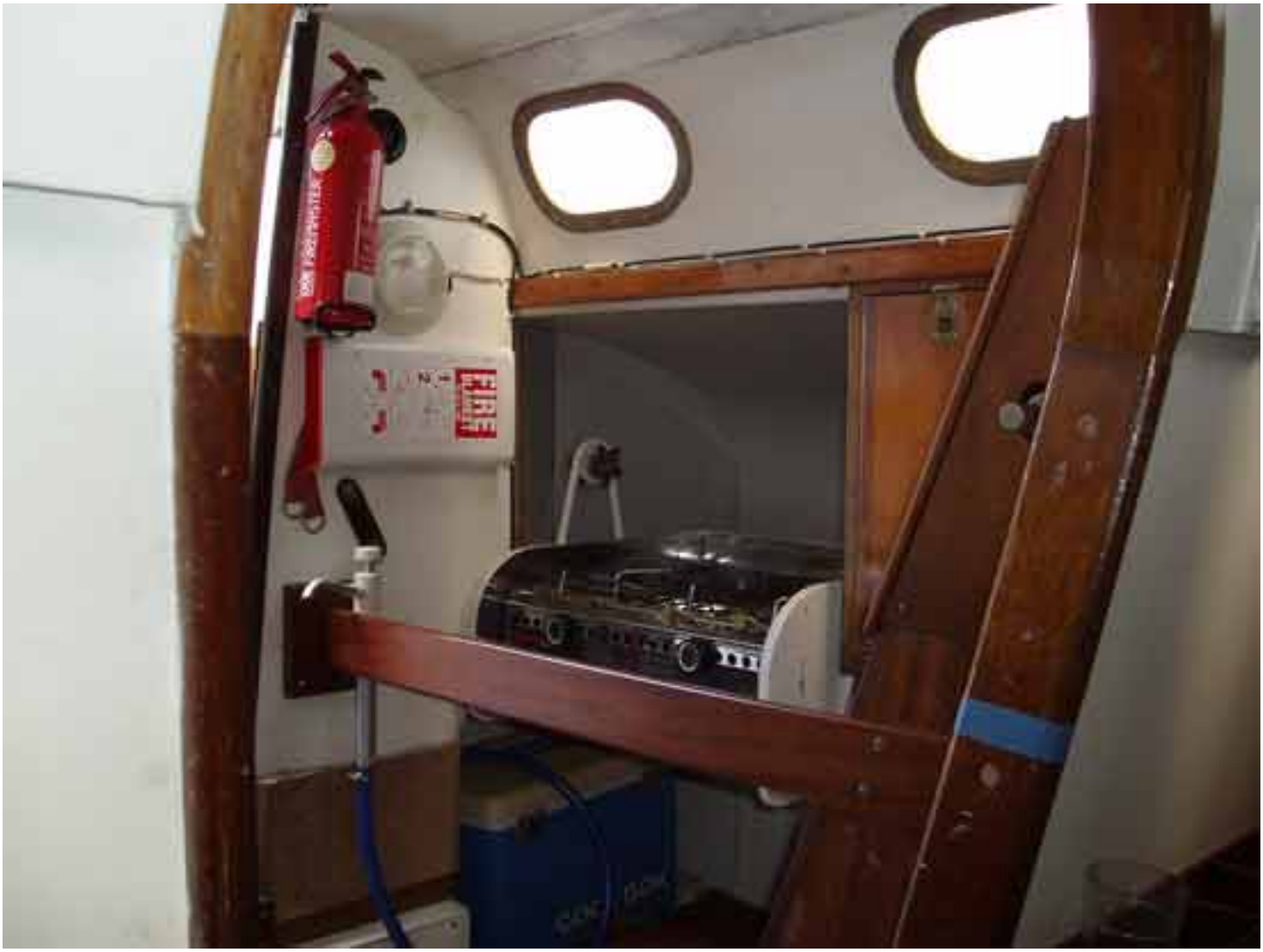








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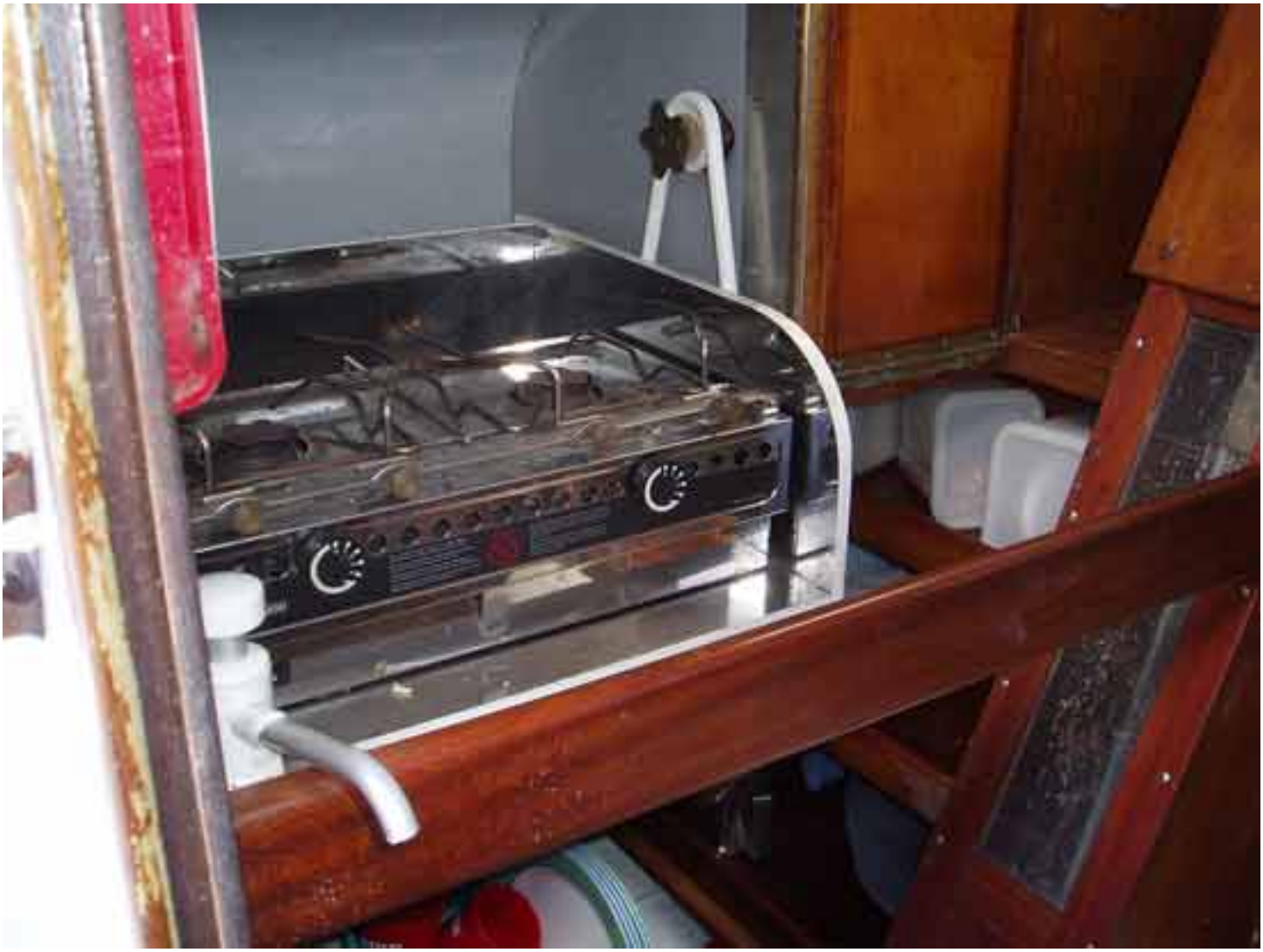

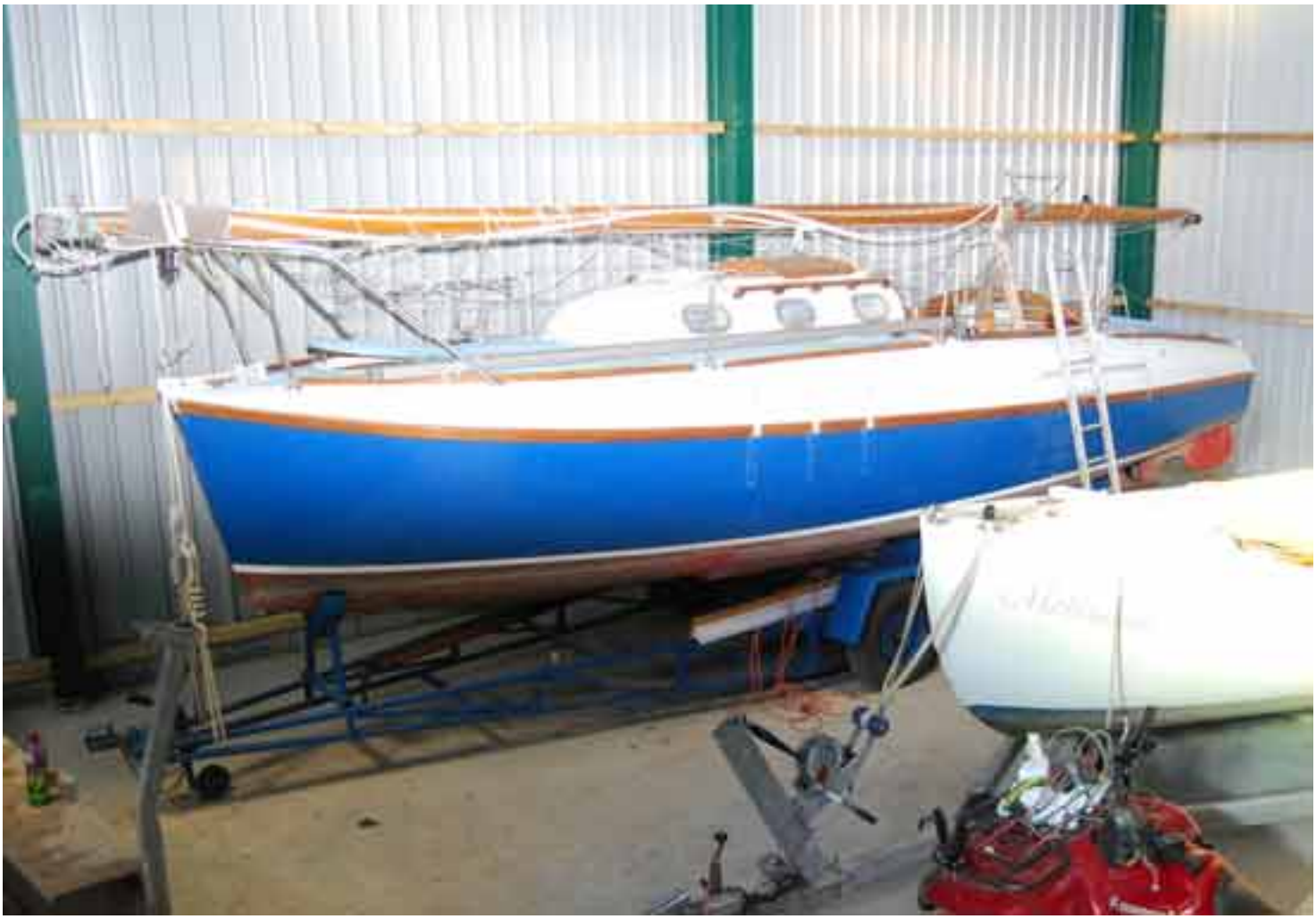

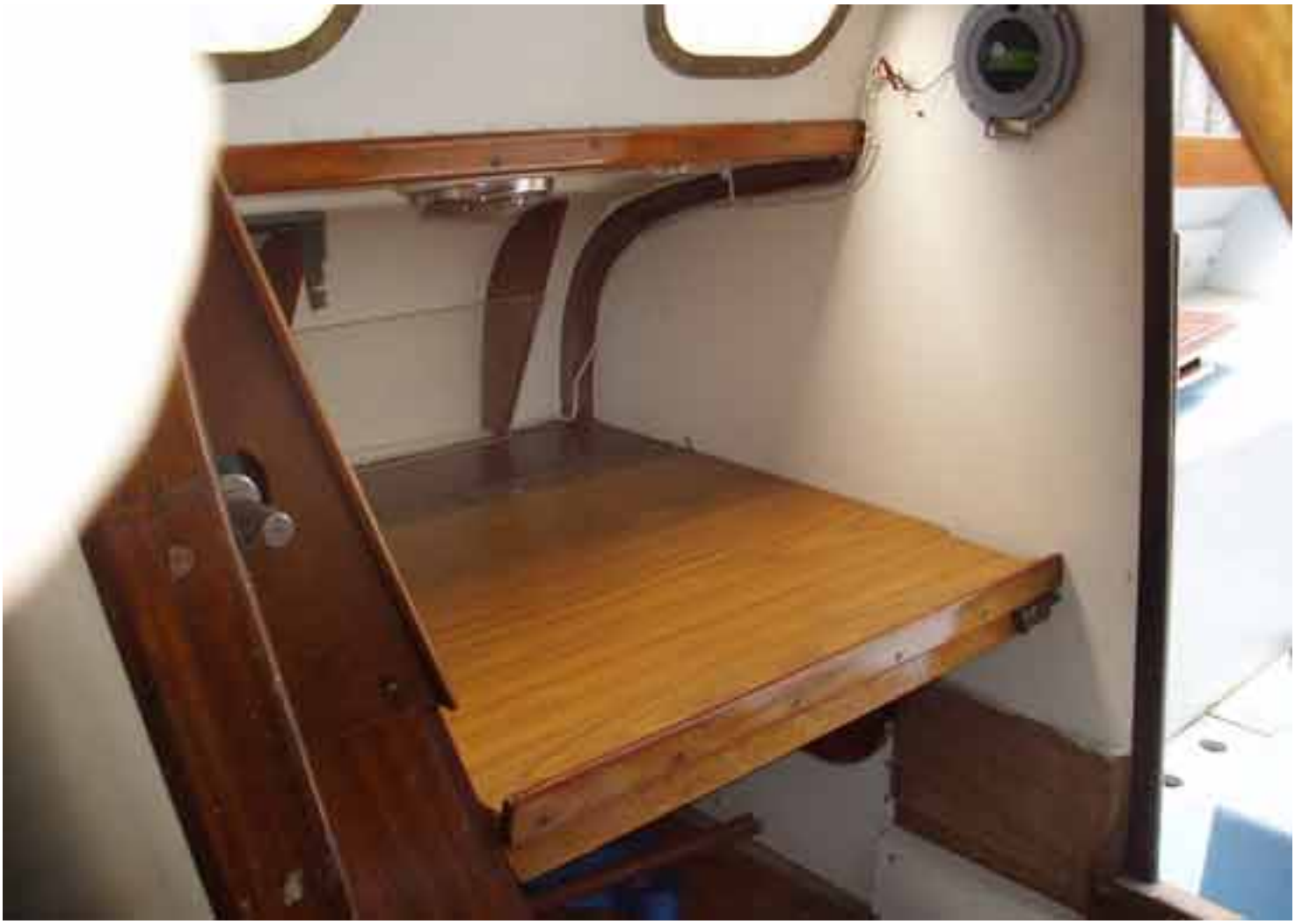

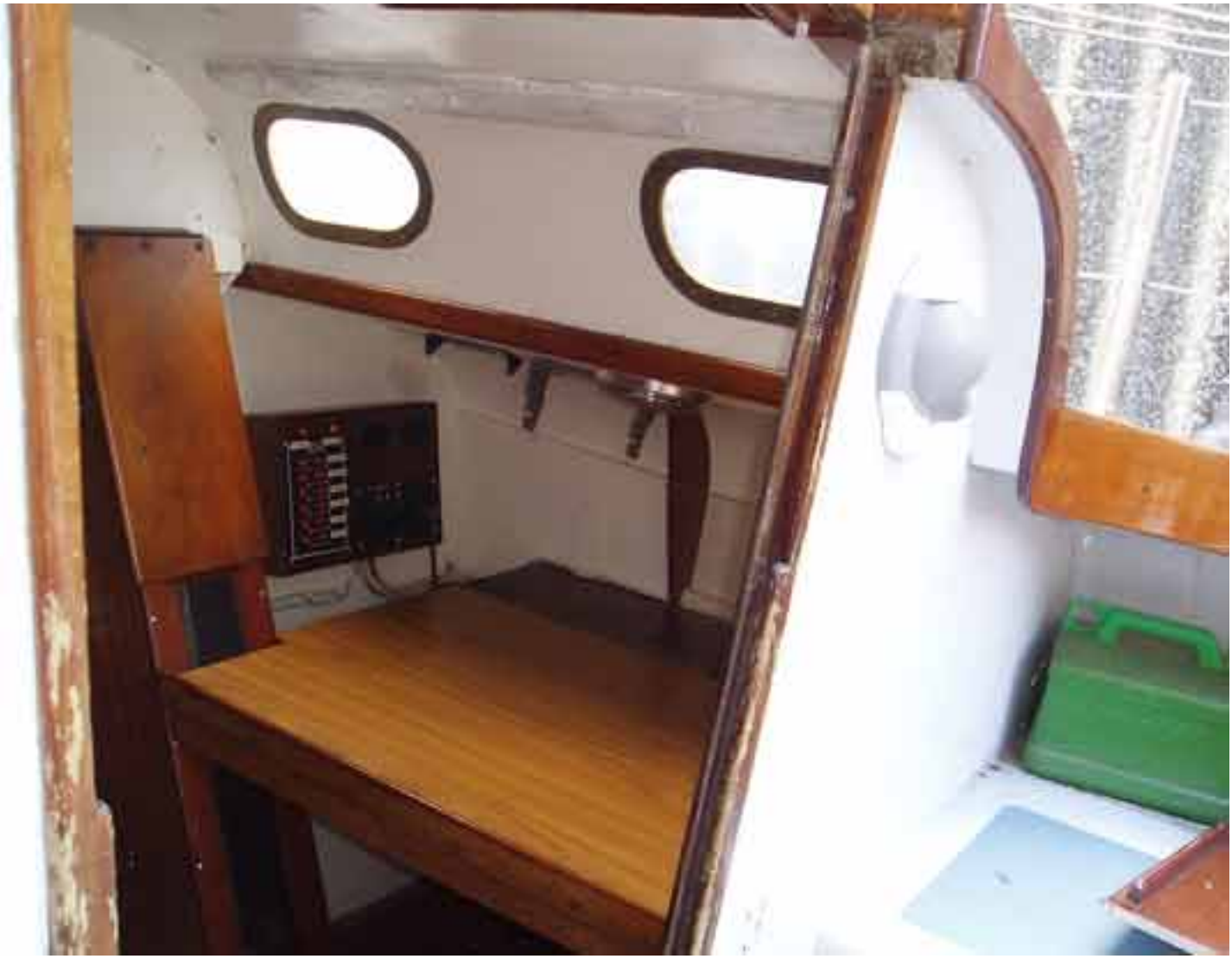

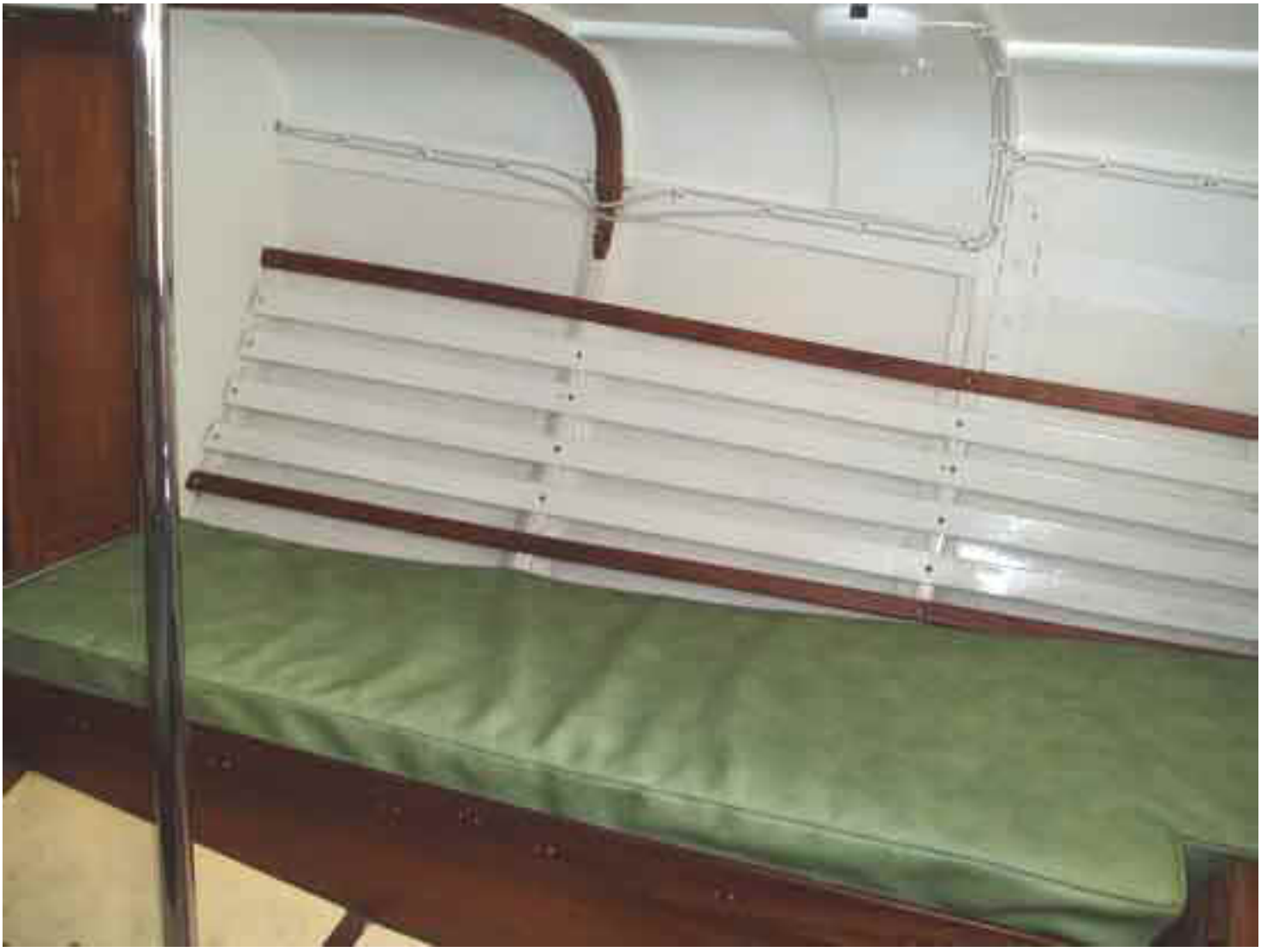

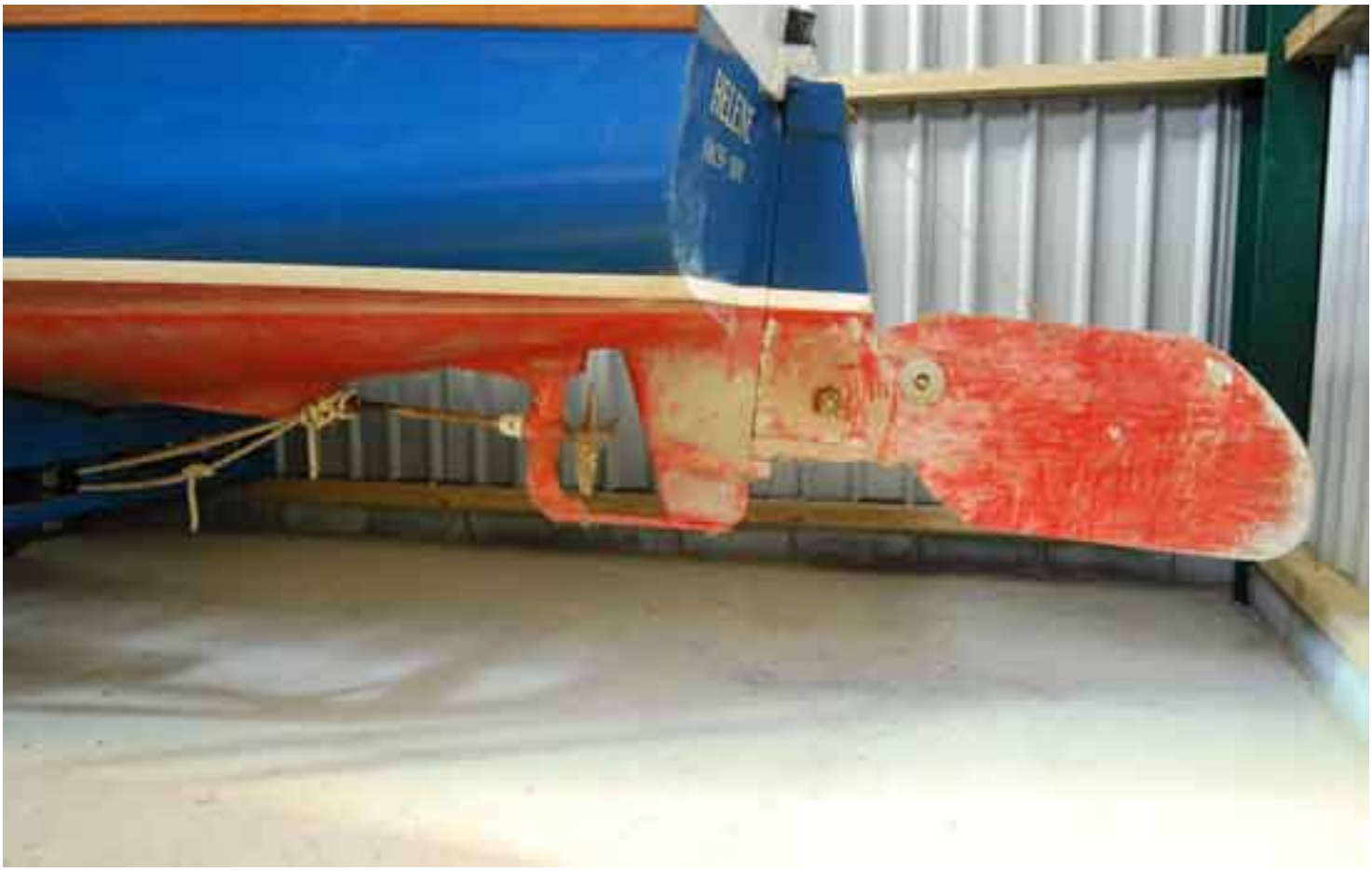
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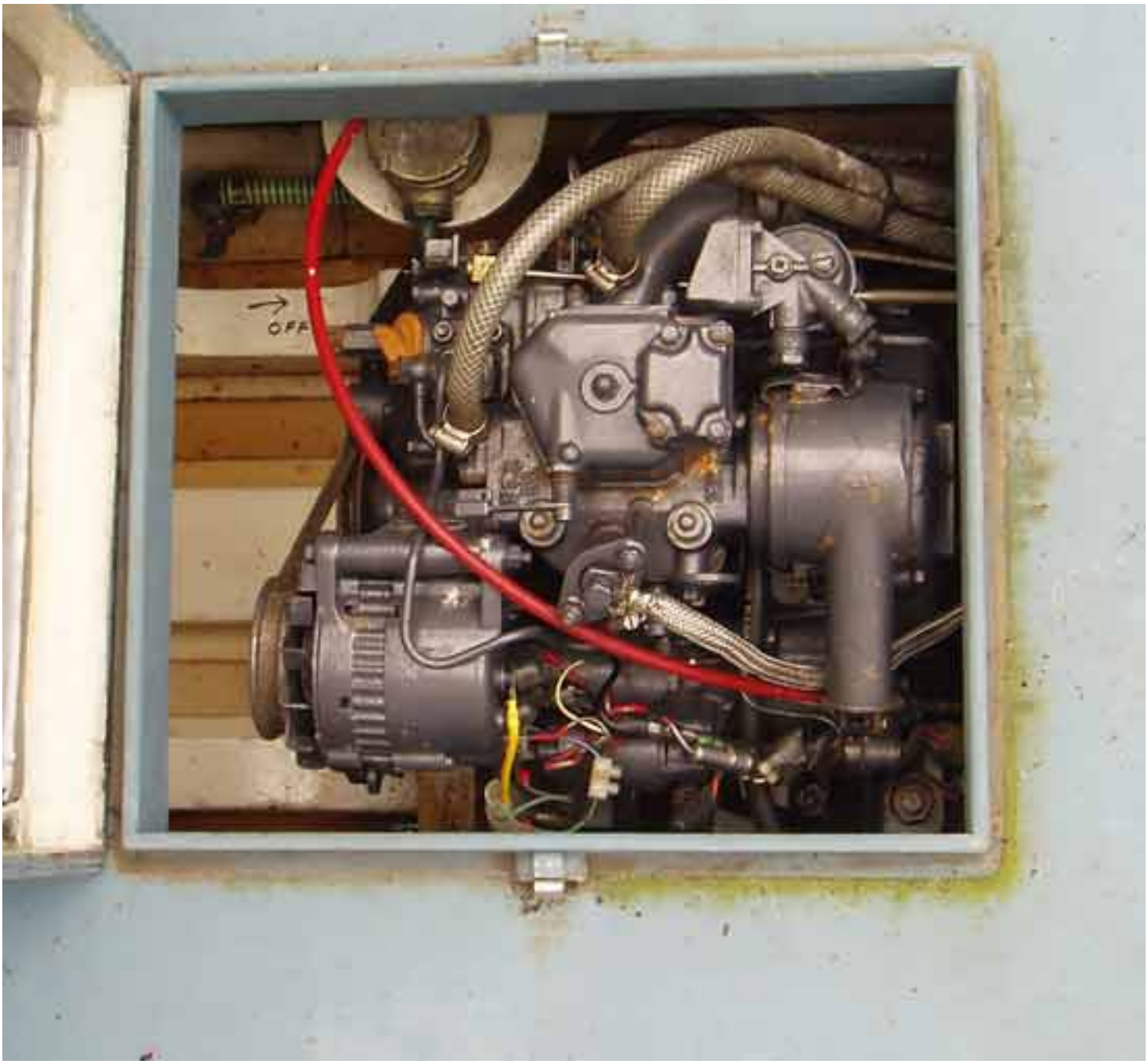
OFF

BROWN
&
OVERBURY

Telephone (01394) 387830
Mobile (07771) 675412
Facsimile (01394) 388788

**Ref:** AO\06\1142

Report of a condition survey carried out on the

Auxiliary Bermudian Sloop

# Helene

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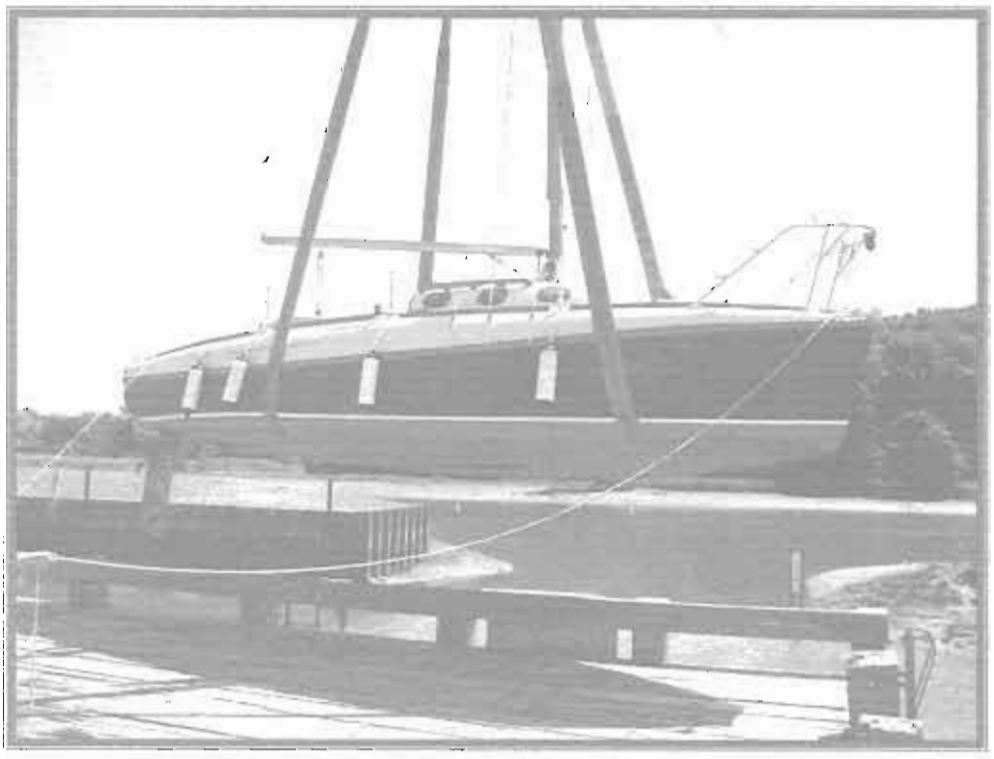


**Date of survey:** 30 June 2006 & 17 July 2006

Lime Kiln Quay • Woodbridge • Suffolk IP12 1BD

YACHT SURVEYORS AND CONSULTANTS

## General Notes and Conditions:

In accordance with instructions received the surveyor attended on the yacht Helene lying afloat and ashore at Tide Mill Yacht Harbour, Woodbridge for the purpose of carrying out a Condition Survey.
Helene is a Fairey Atalanta, a class of laminated mahogany cruising yachts constructed by the hot moulded method. She is designed by Uffa Fox and built by Fairey Marine in 1960.

Access was satisfactory but with obvious limitations behind the internal linings and under the engine and tanks.
No opening up was undertaken apart from lifting sole traps and bunk boards.
The mast and standing rigging were inspected so far as possible from the deck.
The engine does not form part of this report and ideally should be subject to a separate inspection by a marine engineer.
The 12v DC electrical system was tested as far as possible.
No gas system is fitted.
The fuel and water tanks were visually inspected where accessible, they were neither filled nor pressure tested.
The rudder, stern gear, skin fittings, valves and other through hull fittings were inspected as found, no dismantling was carried out.
The sails were seen within the confines of the cabin and were only given a limited inspection.
No fastenings were drawn or tested other than sounding with a hammer.
No hose test was carried out on the decks or fittings.

The stated species of timber used in the construction were ascertained by small paint scrapings, which in certain areas are difficult to identify, and should not be taken as fact.

Unless stated the inspection does not attempt to demonstrate compliance with any code of practice, class requirements or the rules of any governing body or society that could be applied.

The report gives no warranty regarding stability.

Dates, dimensions and other assorted background information have been gathered from various sources and have not been verified.

**N.B.** This report is a factual statement of the surveyor's examination with his opinion given in good faith of the relevance of the disclosed facts and defects. The report implies no guarantee against defects, which may be present in parts of the structure inaccessible at the time of survey. The report is compiled for the confidential information of the client instructing the survey and liability to any other person is excluded.

Unless otherwise stated, structural items and members when mentioned under the headings below were examined where accessible, and appeared in satisfactory material condition so far as could be ascertained without opening up. They were also considered of adequate scantling and materials bearing in mind the type and class of vessel, her age, type of building and standard of maintenance.

## Principal Dimensions:

| | | |
|---|---|---|
| L.O.A. | 26' 3" | 8.00m |
| L.W.L. | 20' 0" | 7.77m |
| Beam | 7' 9" | 2.36m |
| Minimum Draft | 1' 6" | 0.45 |
| Maximum Draft | 6' 00" | 1.83m |
| British Registered Number | 302329. | |
| Registered Tonnage | $3\ ^{80}/_{100}$ | |

# Hull:

## 1. Stem:

Brass capped laminated mahogany stem and apron. The structure was sounded with a hammer and probed with a spike and is in a satisfactory condition.

## 2. Keel and Hog:

The mahogany keel was seen lying true and straight and is fitted with a galvanised steel band.

## 3. Skeg and Rudder Post:

Small mahogany skeg and external rudderpost.

## 4. Ballast Keels:

Twin lifting cast iron keels fitted inside plywood cases and manually operated via substantial bronze and stainless steel screw mechanisms. The keels are coated with epoxy paint and from a limited inspection the keels are in a satisfactory condition. The forward pivot pins were not inspected but there is no indication of excessive play or wear.

Both lifting mechanisms and brakes were partially tested and found to be in good working order.

External pine logs and heavy rubber gaiters are fitted to the keel apertures.

The mahogany/plywood cases are sound and are reinforced via substantial athwartship beams.

## 5. Floors and Bearers:

Mahogany transverse structural floors.

## 6. Shelves and Stringers:

Pine shelves and stringers; no undue signs of movement or stress was detected.

## 7: Frames:

Laminated frames are fitted and double as bulkhead grounds.

## Hull: (cont.)

### 8: Bulkheads:

The plywood bulkheads are fitted and secured in a satisfactory manner. The main bulkhead is of heavy construction and fitted with a substantial steel bracket and knees between the centreboard cases.

### 9. Hull Planking:

Four layers of diagonally laminated mahogany, built using the hot moulded construction method. Painted blue with a white boot top and red antifouling below the waterline.
The planks are lying fair and tight. They were sounded with a hammer and apart from a few minor voids (which are normal for this age of vessel and type of construction). No excessive movement was detected and apart from some minor softening of the surface laminate between the central keel and starboard plate, the hull planking is in a good condition. Minor internal softening and water saturation was also detected between the centre cases below the companionway. Neither area is of immediate concern but it would be prudent to saturate these areas with epoxy when the vessel is next lifted and dried.

### 10. Transom:

The mahogany transom is in a sound condition.

## Fastenings:

There are no fastenings to the planking. Fastenings to frames and bulkheads were not tested. Remaining fastenings appeared to be a mix of yellow metal, stainless steel and galvanised steel.

## Stern Gear:

Three blade right hand bronze propeller fitted to a stainless steel shaft. The shaft is mounted through the hull within a bronze tube and is supported via a bracket, cutless and metal bearings. The bracket is fitted between the hull and skeg and is in a sound condition.
The shaft is sealed with a fixed stuffing box and an Aquadrive coupling is fitted between the shaft and reduction box.
The shaft sacrificial anode is new.

## Rudder and Steering:

Transom hung aluminium rudder with a drop blade. The blade is lifted and lowered via stainless steel wires. The rudderstock is fitted with a small alloy tiller and is operated via stainless steel wires led forward through bronze sheaves to a bronze quadrant and hinged tiller.
The overall condition of the rudder, its associated hangings and operation is satisfactory and the two sacrificial anodes are sound.

## Deck:

Laminated mahogany deck with a heavy rounded edge and camber using the same process as the hull. The deck is laid over laminated deck beams and stringers.
The surface is painted with a non slip finish and is generally sound although several of the seams are beginning to show signs of movement and ideally these should be filled to prevent ingress of moisture. In due course sheathing the deck with woven glass cloth set in epoxy resin should be considered.
The deck edge is fitted with a varnished teak footrail.

## Superstructure:

Laminated coachroof, hammer and probe tested and found sound.

## Cockpit:

Central plywood cockpit with a deep well which is self draining through the open bilge keel slots. Plywood construction sheaved with woven glass cloth set in epoxy resin. The sole is fitted with access hatches to the engine and stern gear.
The cockpit is in a good condition.

## Deck Fittings:

The following were seen.

**Anchor:** 15lb CQR bower fitted with 6mm galvanised steel cable. S&L Fastset kedge.

**Cleats:** Timber sheet and mooring cleats.

**Chainplates:** Galvanised plates mounted on external timber pads. The forestay is attached to the stemhead fitting and backstay bridal to plates mounted on the transom.

**Hatches:** Plywood foredeck hatch. Sliding main and aft cabin hatches with plywood washboards.

**Jackstays:** Webbing jackstays fitted to stainless steel deck loops.

**Pulpit:** Stainless steel pulpit fitted with navigation lights.

**Rails:** Teak handrails fitted to the cabin top.

**Stanchions:** Six stainless steel stanchions fitted with stainless steel guardwires.

**Stemhead Fitting**: Painted steel with rollers.

**Tracks:** Brass mainsheet track mounted on a removable teak beam.

**Vents:** Two stainless steel mushroom vents.

**Winches: Two** Antal W7 primary winches.

**Windows:** Six brass framed acrylic windows. The windows are crazed but still serviceable.

## Mast and Spars:

Varnished laminated spruce mast. The mast is deck stepped with single spreaders and a jumper strut and is fractional rigged. Support is provided via a stainless steel compression post fitted between the hog and cabin roof.

It is fitted with navigation lights, brass track, two bronze halyard winches and galvanised steel spreader attachments and bands. Aluminium Z Spar boob fitted for slab reefing with a block and tackle kicker.

The mast and its associated fittings appear to be in a good condition as seen from the deck.

## Standing Rigging:

1x19 stainless steel wire shrouds and stays fitted with swaged terminals and connected to plated bronze type rigging screws and stainless steel toggles.

The forestay is fitted with a Norfoil track.

The rigging (as seen from the deck) is in a sound condition and is believed to have been replaced in 2000.

## Running Rigging:

The braided polyester running rigging is in a sound condition.

## Sails:

The sails were given a very limited inspection within the confines of the cabin.

The Jeckells main, genoa and cruising chute are all in a serviceable condition and only appear to have had light use.

## Internal Joinery & Linings:

Fairly basic but authentic and traditionally fitted out with white painted plywood and varnished mahogany trim. The plywood sole boards are painted with a non-slip finish. The bilge was seen clean, dry and painted.

The interior is in a good condition and clearly well maintained.

## Seacocks:

The heads are fitted with two Blakes cone type valves and the engine inlet is fitted with a lever ball valve with inline weed filter.

The valves are fitted with stainless steel clipped reinforced hoses and are in a good working condition.

## Pumps:

Manually operated Whale Gusher bilge pump.

## Gas System:

No gas system is installed.

## Electrical System:

The two 12v heavy-duty lead/acid batteries are securely mounted below the companionway within a box. They are charged by the engine alternator and isolated through a three-way switch. The distribution panel is fitted with six fused switches. The system is relatively basic and the overall condition appears to be sound.

The equipment seen onboard is as follows.

Furuno GPS Navigator.

Navico VHF.

Navigation lights.

Raymarine Bi-data log, speed and depth.

## Engine:

Yanmar 1GM10 single cylinder, 8hp naturally aspirated marine diesel engine.

The engine is raw water cooled, electrically or manually started, cable controlled and flexibly mounted on substantial timber bearers within a sound partially sound insulated compartment. The condition and standard of installation of both engine and its associated components is in line with accepted marine practice. No significant oil, fuel or water leaks were detected.

## Tanks:

Vetus fuel tank fitted with copper and rubber fuel lines, inline filters and isolation valve.

The freshwater tank was not seen.

## General Equipment:

Seen onboard:

Assorted dry powder extinguishers; all require a service.

Assorted life jackets and harnesses.

Coastal distress flare pack; expires end 2006.

Henry Browne and Plastimo compasses.

Horseshoe lifebuoy and floating light.

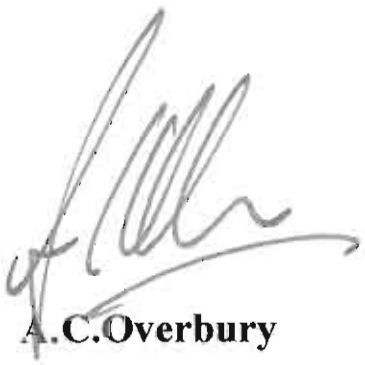
Jabsco marine head.

Origo 3000 cooker.

## Summary:

Over the past few years Helene has undergone an extensive re-fit, which has been carried out by the current owner and a professional boatyard and she is now in a good condition for her class. During the course of the inspection no significant structural defects were detected.
Therefore in view of the survey findings Helene would be considered in a satisfactory condition and suited to her designed purpose for use at sea in conditions suited to her size, class and age.

14 August 2006



**A.C.Overbury**

**Surveyor**