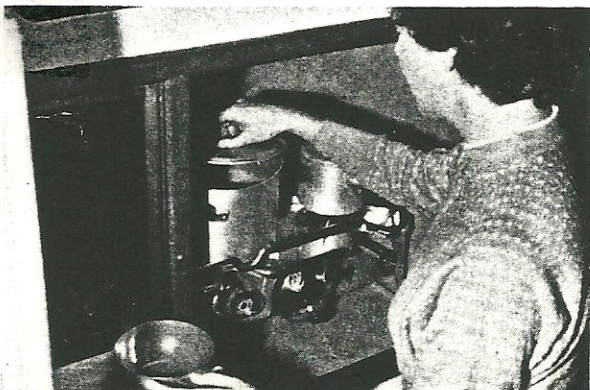
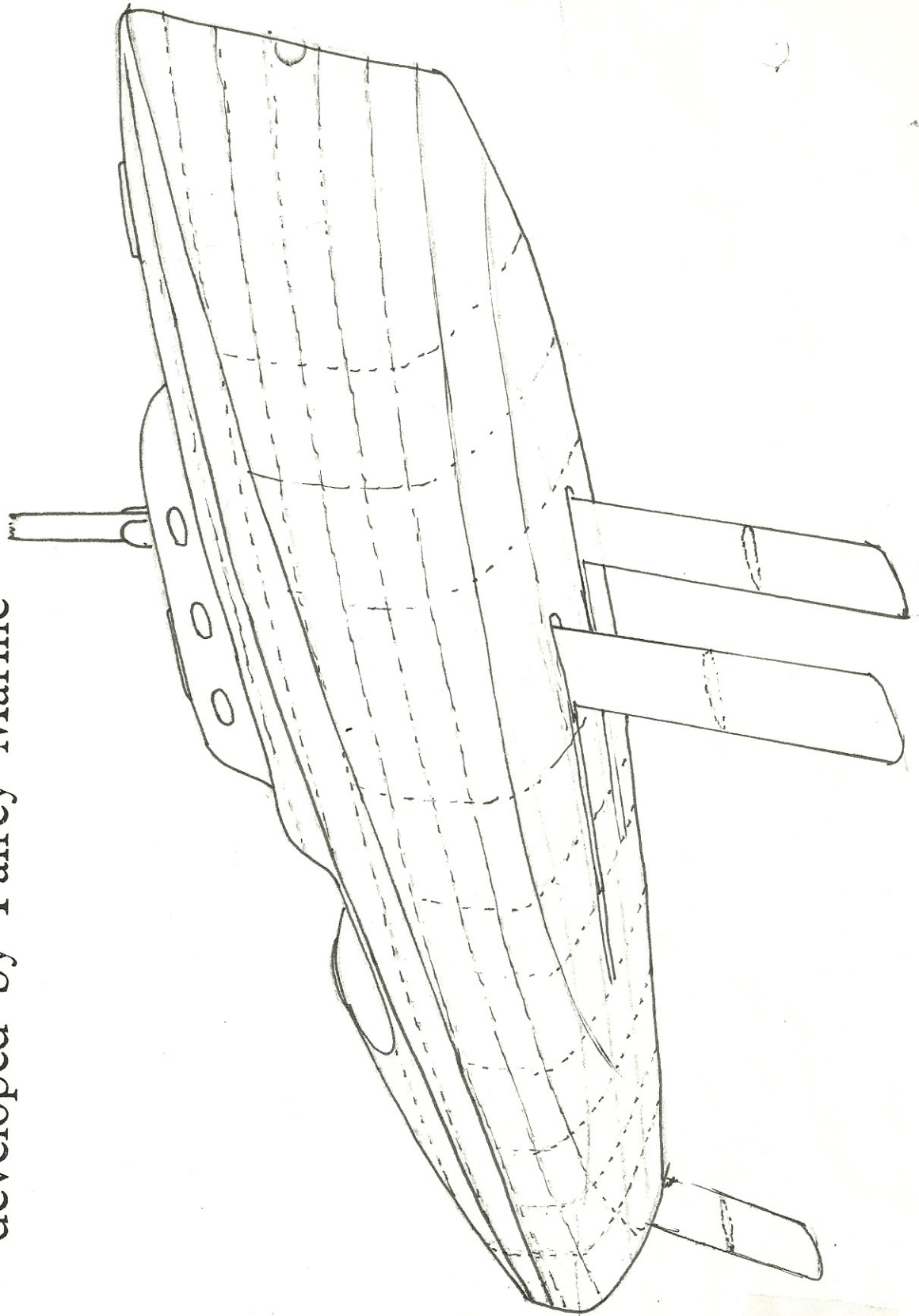


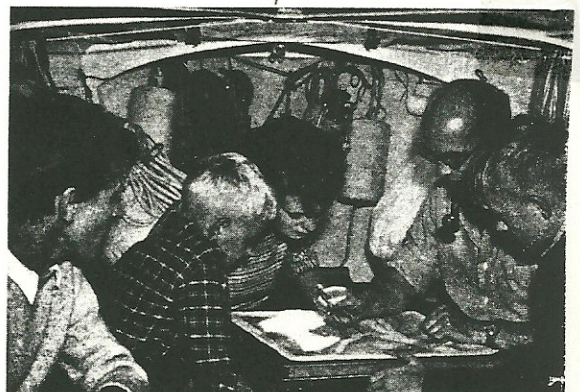
MASTER L

# Atalanta 26'

designed by Uffa Fox R.D.I.  
developed by Fairey Marine



Hot soup for the helmsman or dinner for eight—what seawife could resist the invitation of Atalanta's smart galley?



Plenty of room in the main cabin for eating, sleeping, dressing, navigating or just making yourself comfortable.

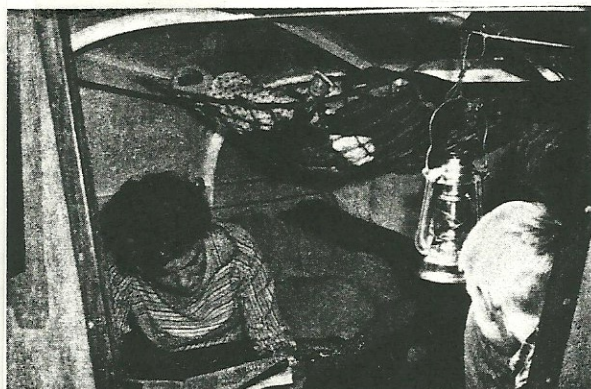


of the accommodation if ever Atalanta was thrown on her beam ends. All working gear is immediately accessible. The crew have no reason to go on deck or leave the cockpit, apart from stowing a headsail, which is best carried out through the fore-hatch.

The keel hoists are easily reached on the main bulkhead under the cabin hatch. Sheet winches are provided for the headsails and the halyard winches are on the mast heel beside the roller reefing gear for the mainsail. The cleats for the mainsheet and headsheets, and the engine controls are within reach of the helmsman. The whipstaff vertical tiller is a delightful feature, folding forward for convenience and to give access to the after cabin. The mainsheet track-type horse converts to a boom crutch at the right height for the cockpit tent.

## TRAILING

Atalanta's possibilities as a caravan open up unlimited new cruising grounds. The special trailer can be towed on the road by any large car and is used as well for launching—the wheel bearings are sealed and the torsion suspension is unaffected by salt water. Arrangements are made to wash the brake drums after submerging in salt water. If you plan to visit the more remote cruising grounds, a Landrover or similar 4-wheel-drive vehicle will enable you to launch your Atalanta from any practicable surface. Driving with Atalanta astern is easier than with a large caravan. Launching and hauling out are simple with the cunning equipment provided.



Aft—sleep two with space to spare. Then lash up and stow, and curl up with a good book. The two berths are convertible into one double berth.

**ATALANTA** handles like a dinghy, is a really good sea-going boat in any weather, becomes a caravan when on her trailer, and is the perfect family cruiser for any waterway.



## SPECIFICATION

Length overall 26' 0"  
Maximum beam 7' 9"  
Freeboard forward 3' 2"  
Freeboard aft 2' 6"  
Headroom, under coachroof 5' 6"  
Headroom, under tent, in way  
of hatches 6' 3"  
Draught, keels raised 18"  
Draught, keels lowered 5' 9"  
Total weight of keels 950 lb.  
Designed displacement 2 tons

## SAIL PLAN

Mainsail 155 sq. ft.  
Foresail 85 sq. ft.  
Genoa 115 sq. ft.  
Height of sail plan 29 ft. above  
sheerline  
Spinnaker and Genoa conform  
to R.O.R.C. requirements

## KEELS

Malleable castings of airfoil  
section, galvanised, of  
approximately 475 lb. each

## KEEL HOISTING GEAR

Screw and nut driven by bevel  
gear and rotary handle

## DROP RUDDER

Fabricated from Hiduminium

## HULL

The hot-moulded shell, deck and coach roof form a light, strong, homogeneous and entirely watertight hull. The finished product keeps the advantages of wood which cannot be imitated by synthetic materials. Experience has proved that this Fairey construction gives splendid service in all parts of the world.

### *Main Shell*

$\frac{1}{2}$  in. hot-moulded from four laminations of selected mahogany.

### *Deck and coachroof*

$1\frac{1}{32}$  in., three laminations.

### *Keel, hog, stem and stem knee*

African mahogany laminated.

### *Main bulkheads*

Fabricated from mahogany marine plywood with African mahogany inserts.

### *Keel cases and fore and aft structure*

Selected mahogany.

### *Skin stringers*

Sitka spruce.

### *Gunwale and deck stringers*

Sitka spruce.

### *Laminated knees and brackets*

Canadian rock elm or ash.

### *Unstressed structure, bunk bottoms, cockpit floors and trim*

Mahogany marine plywood on spruce or mahogany framing.

### *Fittings*

Gunmetal and galvanised mild steel.

## RIG

### *Mast, boom, spinnaker boom*

Sitka spruce with stainless steel and gunmetal fittings.

### *Mainsail track*

Brass.

### *Boom*

Grooved to take foot rope.

### *Standing and running rigging*

Stainless steel.

### *Sheets*

Best quality Italian hemp or Tereylene.

### *Tender*

The standard tender recommended for use with the Atalanta is the Dinky.



Your first cruise in an Atalanta will be a voyage of discovery. Utterly trustworthy on the open sea—even in Force 8 winds—the Atalanta can also penetrate into fascinating inland waterways that are quite beyond the reach of the ordinary sea-going cruiser. With her keels up—a girl can easily raise them—Atalanta floats in 18 inches of water, and can be beached on any reasonable surface; when you find a good place to go ashore, you go ashore.

This wonderful 'go-anywhere' quality of the Atalanta is further increased by her ability to travel by trailer. In this way you can extend your cruising range by using the roads to cut down your time 'going and coming'—and you can live in Atalanta as a caravan while ashore.

As you would expect from her Fairey heritage of bred-in seaworthiness, Atalanta is a first-rate sea boat, behaving well even in gale conditions. She handles with the ease and precision of a dinghy, and her sailing ability, especially to windward and in strong winds, has won the highest praise of expert sailors; it also proves most reassuring to the less experienced. All sail-handling can be carried out from cockpit or fore-hatch, making it unnecessary to go on deck at all.

As well as a fine ship to sail, an Atalanta is a good place to live. There is really first-class accommodation—four full size berths and two quarter berths under the cockpit benches. There is a generous galley; a toilet can be installed either

under the fore-hatch or amidships. A tent with large plastic windows, rigs over the boom to make a deck saloon for use at moorings or on the trailer. She's a snug ship for the night, yet with adequate space for entertaining aboard.

From any point of view, she opens up a new and exciting world of sailing, and of pleasure afloat and ashore—a world that is waiting for you to discover it in your own Atalanta.

## RETRACTABLE TWIN KEELS

The retractable twin keels (easily worked by a girl) are of high aspect ratio and, with a total weight of just under 1,000 lb., provide ample stability to well over 90 deg. of heel, contributing to Atalanta's exceptional self-righting characteristics.

Clamping gear at the main attachment points prevents them from moving or working at sea, and retains them in any position unless they strike an underwater obstacle. In such a case, as in going aground, no damage results, and it is simple to get off again. Atalanta can be safely beached on any reasonable surface and the keels protrude enough to hold her upright on a hard slipway.

## COCKPIT LAYOUT

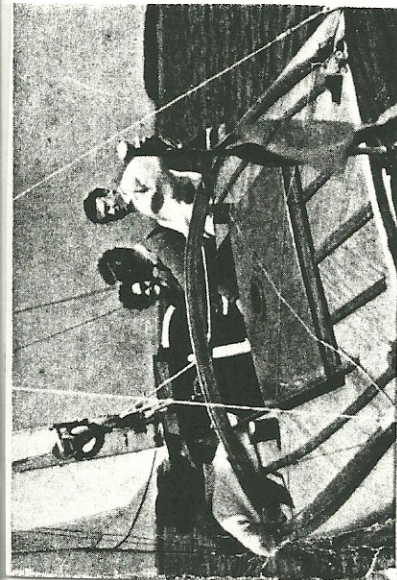
A really adequate cockpit with room for six without crowding. Protection in bad weather is excellent and the self-draining area can easily handle any water shipped. The side benches are watertight and are part of the structure, preventing flooding

## HAMBLE · HANTS

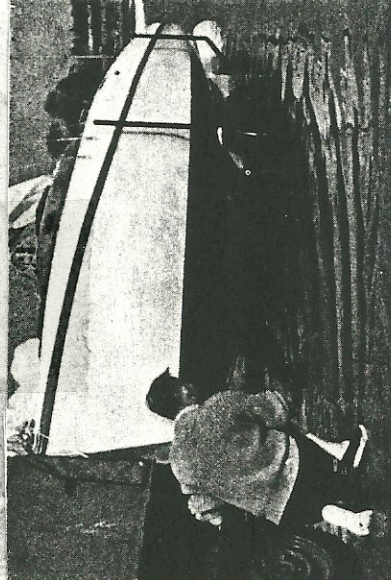
and at RAY MEAD BOATHOUSE · MAIDENHEAD BRIDGE · BERKS

### Largest builders of small boats in Europe

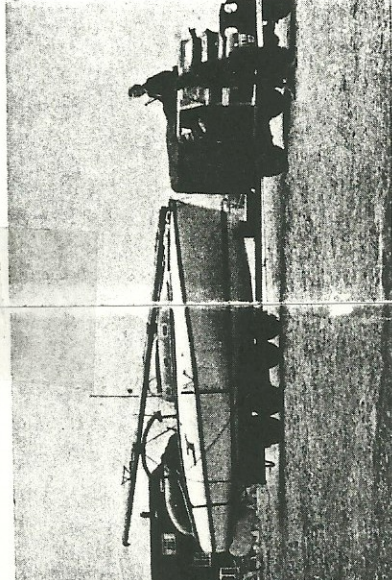
DINKY · DUCKLING · FIREFLY · 14' INTERNATIONAL · FINN · ALBACORE · SWORDFISH · 5-0-5  
FALCON · JOLLYBOAT · FLYING DUTCHMAN · FULMAR · ATALANTA · TITANIA



Room for six or more in the cockpit: and no need to go on deck to work ship.



The low-loading trailer is safely submersible for launch and recovery. Special brake-washing arrangements are provided.



Atalanta makes the complete amphibious home: use her as a caravan on the way to cruising grounds. Note the neat manner in which a dinghy stows on the after deck.