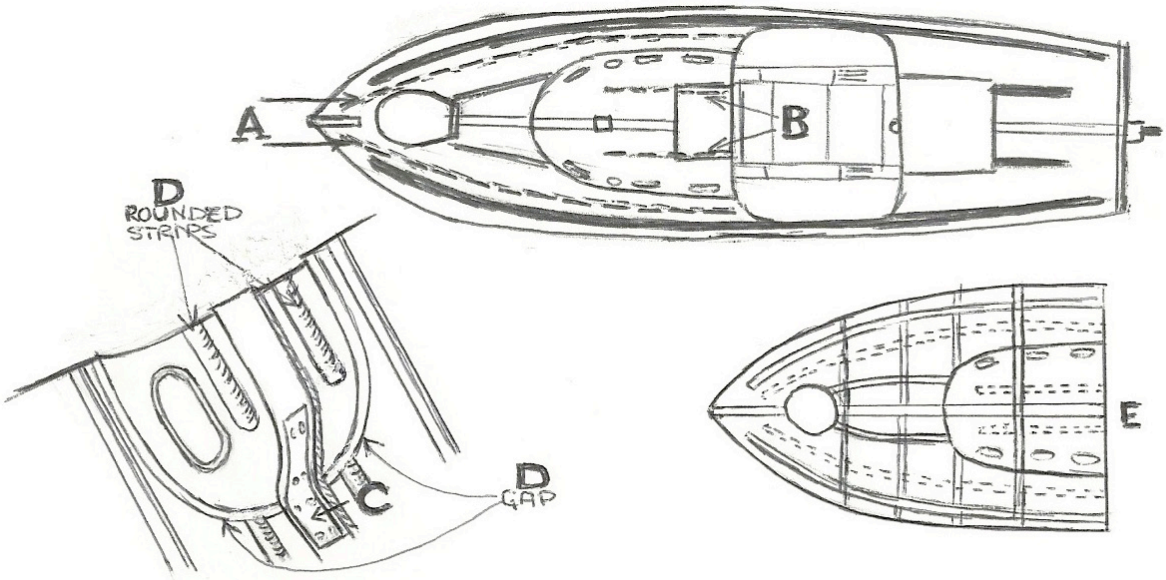
The fore and aft decks are constructed with three laminates and have a tendency to be tender, to strengthen them I used the following procedure.

All paint was removed from the deck-head and an extra layer of laminate or ply was bonded into each section between the support beams. These additional layers were extended round the curved tumblehome. Where the deckhead meets the blister, it is advisable to leave a gap of 3/8", to enable access to the screws that hold the blister. As there were no backing supports under the long deck strips that extend from the bows to the cockpit A, or under the hatch slides on the blister B, these were added. Rounded supports were used on the inside of the blister, extending into the main cabin and being faded into the downward curve of the blister. (Rounded supports were decided for these additions to match the style of the blister). It appeared that there was a weakness where the forward section of the blister met the deck, a strip of alloy, the same width as the centre beam on the inside of the blister, was bent and screwed on C. In the rear cabin some extra beams were placed and two support props added. One about 18" from the transom (size 11A" x 'A"), hinged to the hog and fitting into a wooden gate on the centre deckhead beam with a sliding catch. The second one (11/2" square), fits into a wooden gate on the deckhead centre beam, just aft of the hatch. This support has a sliding bolt at the bottom, which bolts into a hole in the hog.

You may then dance on the deck and stand on the blister! If you wish.

THERE WERE NO BACKING STRIPS UNDER THE DECK STRIPS MARKED WITH A DOTTED LINE (A), OR UNDER THE HATCH RUNNERS ON THE BLISTER MARKED WITH A DOTTED LINE (B), ON ATALANTA A95.



VIEW LOOKING UP UNDER BLISTER SHOWS ALLOY STRIP (C) ROUNDED BACKING STRIPS AND GAP ROUND BLISTER (D).

DOTTED LINES SHOW POSITION OF BACKING STRIPS (E)

