

# Atalanta



OWNERS ASSOCIATION BULLETIN 1958-1959

**ATALANTA OWNERS ASSOCIATION**

No.	BOAT	OWNER	TELEPHONE		
A1	'Atalanta'	Captn. G. R. Gray, Beverly, Oakley Hill, Wimbourne, Dorset			
*A2	'Tellulah'	[REDACTED] Air Force, Turnhouse, Edinburgh		A41	[REDACTED] York, U.S.A.
A3	'Andana'	[REDACTED] bourne Avenue, Shortlands, Bromley, Kent.			Schoharie 206 F2
A4	'Snuffbox'	[REDACTED] Drive, Wolverhampton		A42	'Edelweiss' [REDACTED] Bauhaws, 377 Andries Street Pretoria, South Africa.
A7	'Alouette De MeR'	[REDACTED] Dunchurch Road. Rugby.		*A43	[REDACTED] Avenue, Pasadena, California,
A8	'Arabesque'	[REDACTED] Malindi, Kenya.		U.S.A.	
*A9		[REDACTED] Wilgenoord 5, Holland.		A44	'Vaga' [REDACTED] Bolney, Sussex.
*A10		[REDACTED] U.S.A.		A45	'Mareel' [REDACTED] Buildings, Teviot Place, Edinburgh, 8.
A11	'Tomboy of Terhou'	[REDACTED] Crescent, Edinburgh, 12.	Edinburgh 68976	*A46	'Theodora' [REDACTED] 8 Grayladys, Old Bursledon, Southampton.
A13	'Ariel'	[REDACTED] Edinburgh, 10.		A47	'Jade' [REDACTED] Cedar Road, Fairfield, Connecticut. U.S.A.
A14	'Minuet'	[REDACTED] Road, Hershham, Walton-on-Thames, Surrey.	Walton 863	A48	'Atala' [REDACTED] Ham Street, Ham, Surrey.
A15	'Artemis II'	[REDACTED] gate Road, Crawley, Sussex.	Crawley 421	A49	'Terrapin' [REDACTED] United Oxford Hospitals, The Radcliffe Infirmary, Oxford.
A16	'Dervorguilla'	[REDACTED] Nurseries, Little Clacton, Clacton-on-Sea, Essex.	Thorpe-Le-Soken 279	A50	'Astarte II' [REDACTED] 66 Main Street, Rockport, Massachusetts, U.S.A.
A17	'Gambol'	[REDACTED] London Road, Kegworth, Leicestershire.	Kegworth 263	A51	[REDACTED] Place, Oak Bay, Victoria B.C., Canada.
A18	'Aries'	[REDACTED] Surrey.	Wormley 159	*A52	[REDACTED] Lane, Wickesley, Rotherham.
A19	'Valare'	[REDACTED] Newton Ferrers, Nr. Plymouth, Devon.	Newton Ferrers 442	A54	'Eala' [REDACTED] Howwood, Renfrewshire.
*A20	'Acantha'	[REDACTED] D.S.C., RN., Brinkworth House, Brinkworth, Wilts.	Brinkworth 280	A55	Sue [REDACTED] Horndean, Hants.
*A21	'Chuff'	[REDACTED] K.B.E., A.F.C., Flat 8, 29 Palace Gate, London, W.8.		A56	'Yambo II' [REDACTED] Gerard, Anvers, Belgium.
A22	'Mary Jane of Moreton'	[REDACTED] Moreton, Nr. Didcot, Berks. J. Burgess, South Moreton.	Didcot 3199	A57	'Bay Bea' [REDACTED] Drive, Dallas 20, Texas, U.S.A.
*A23		[REDACTED] Street, New York, U.S.A.		A58	'Wintersett' [REDACTED] Road, Welwyn Garden, Herts.
A24	'Melanion'	[REDACTED] Castle, Gibraltar.	Fortress 327	A59	'Julietta' [REDACTED] Gardens, London, S.W.3.
A25	'Pindar'	[REDACTED] wood Court, Ontario, California, U.S.A.	Yukon 625-537	A60	'Achates' [REDACTED] Road, Harrow Weald, Middlesex. Great Comberton, Nr. Pershore, Worcs.
A26	'Meteor'	[REDACTED] Avenue, Philadelphia 18, Pennsylvania, U.S.A.	MA 7-3257	A61	'Elissa' [REDACTED] Bredon, Nr. Tewkesbury, Gloucestershire.
*A28		[REDACTED] Galesville, Maryland, U.S.A.		A62	'Coco' [REDACTED] Montreal, Canada.
A29	'Windsong'	[REDACTED] Heaton, Bradford, Yorks.	Bradford 42142	A64	'Poseidon' [REDACTED] Ave., Boston 15, Massachusetts, U.S.A. BF 2-8000 x
A30	'Trio'	[REDACTED] Gardens, Thorpe Bay, Essex.		A65	'Joann' [REDACTED] Hyde, Cheshire.
*A31		[REDACTED] Gardens, Leigh-on-Sea.		A66	'Sansec' [REDACTED] V.R.D., 59 Winchester Court, London, W.8.
A32	'Alchemy'	[REDACTED] Feckenham, Worcestershire.	Astwood Bank 479	A67	'Bajan' [REDACTED] Robin Austin & Co. Ltd., West India Merchants, Board of Trade Building, Montreal, Canada.
A33	'Pam'	[REDACTED] Street West, Montreal, Canada.	Av8-0174	A68	'Curlew' [REDACTED] Park, Ayr.
A34	'Syren'	[REDACTED] James Street West, Montreal, Canada. VI-5-4201		A69	'Laqlaq' [REDACTED] 26 Eastbury Avenue, Northwood, Middlesex.
A35	'Christian Mary'	[REDACTED] Brussels, 4, Belgium.		A70	'Catalina' [REDACTED] Lakewood Road, Chandler's Ford, Hants.
A36	'Aquila'	[REDACTED] Gardens, Western Avenue, Perivale, Greenford, Middlesex.	Perivale 2737	*A71	[REDACTED] Chelsea, London, S.W.3.
A37		[REDACTED] Saxtead, Woodbridge, Suffolk.		A73	'Lyde' [REDACTED] Basingstoke, Hants.
*A38		[REDACTED] Dredging Co., Toronto, Canada.		A74	'Equanil' [REDACTED] St. Joseph, Missouri, U.S.A.
A39	'Jay-Cee'	[REDACTED] Maidstone, Kent.	Maidstone 83137	A76	[REDACTED] Epsom Downs, Surrey.
A40	'Dairiada'	[REDACTED] Hutchinson CA., 460 St. John Street, Montreal, 1, Canada.	BE 9503	A77	Fairey Marine demonstration boat
				A78	[REDACTED] Quarry Road, Headington, Oxford.
				A80	
				A81	[REDACTED] Holland.
				A82	[REDACTED] Borrowwell Lane, Kenilworth, Warwickshire.
				A83	'Flying Fox' [REDACTED] Newcastle-upon-Tyne, 5.
				A84	'Desiree' [REDACTED] Jointers Ltd., 229 High Street, Acton, London, W.3.

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# ASSOCIATION RULES

## THE ATALANTA OWNERS ASSOCIATION

### NAME

1. The name of the Association to be the 'Atalanta Owners Association.'

### OBJECTS

2. (i) To keep a register of all Atalanta Owners.  
(ii) To further the interests of all Owners in cruising and racing.

### MEMBERSHIP

3. Full membership of the Association to be open to the Owners of Atalantas, upon payment of the appropriate subscription.
4. The Association on the recommendation of the committee may in general meeting elect honorary members.
5. Any member desirous of retiring from the Association shall notify his intention to the Honorary Secretary on or before the 21st December otherwise he shall be liable for the next years subscription.
6. Every member on joining the Association impliedly undertakes to comply with these rules and any refusal or neglect to do so or any conduct which in the opinion of the committee is either unworthy of a member or otherwise injurious to the interests of the Association shall render a member liable to expulsion by the committee provided that before expelling a member the committee shall call upon him for an explanation of his conduct and shall give him an opportunity of defending himself or of resigning his membership.

The vote on a resolution for expulsion shall be a ballot and the resolution shall only be carried if not less than three-quarters of the members of the committee present vote in favour of the resolution.

### SUBSCRIPTION

7. The annual subscription payable on admission and on the 1st January in each year shall be as follows:—

A full member . . . . . Ten shillings.

An associate member . . . . . Ten shillings.

(a) Any member who has not paid his subscription by the 1st day of March shall be requested in the name of the committee to pay the same within fourteen days and if his subscription is not paid by the 31st day of March his name may be removed from the list of members by the committee. A member's name may be restored at the discretion of the committee.

(b) No member shall in any year be entitled to exercise any rights or privileges of membership until his entrance fee and subscription for that year and all arrears (if any) are paid.

(c) A member elected after the 1st October in any year who shall have paid his subscription for that year shall not be required to pay any subscription for the following year.

### OFFICERS

8. (a) The officers of the Association shall consist of a President, Vice-President, Hon. Secretary/Treasurer and Hon. National Secretaries who shall be elected at the Annual General Meeting in each year to hold office until the conclusion of the next Annual General Meeting. The retiring officers shall be eligible for re-election.  
(b) No candidate for election to any office (other than the retiring officers) shall be proposed unless the name of such candidate and of his proposer shall have been sent to the Honorary Secretary before the 1st December.

### COMMITTEE

9. (a) The Committee shall consist of the officers, ex-officio and not more than 12 members of the Association elected by the Association in General Meeting to hold office until the conclusion of the

next Annual General Meeting.

(b) Candidates for election to the committee shall be those members of the retiring committee who shall offer themselves for re-election and such other members of the Association whose nominations duly proposed and seconded by members of the Association in writing shall have been sent to the Honorary Secretary on or before December 1st.

(c) If a casual vacancy occurs by death or resignation the committee may co-opt a member to fill the vacancy.

(d) If the number of candidates duly proposed and seconded exceeds the number of vacancies to be filled the election shall be by ballot.

10. (a) The committee shall manage the affairs of the Association according to the rules and shall apply the funds of the Association to the objects of the Association.

(b) The committee shall make such bye-laws, rules and regulations as they think fit as to the management of any Association premises.

### HONORARY AUDITOR

11. At the annual meeting in each year a member shall be appointed as Honorary Auditor whose duty it shall be to audit the accounts of the Association for the then current year. In the event that he is unwilling or unable to act the committee shall appoint a substitute.

### GENERAL MEETINGS

12. (a) An Annual General Meeting shall be held at some place in London to be named and on some day in the month of January to be fixed by the President or Vice-President. The Honorary Secretary shall at least 14 days clear before the date of such meeting post or deliver to each member notice thereof and of the business to be brought forward thereat.

(b) No business (except the passing of the accounts and the election of the officers, committee and honorary auditor), and any business that the committee may order to be inserted in the notice convening the meeting, shall be discussed at such meeting unless notice thereof be given to the Honorary Secretary before the 1st December prior to such meeting.

(c) The committee may, on giving fourteen days' notice, call a general meeting of the Association for any specific business, the nature of which shall be stated in the summons convening the meeting, and the discussion at such meeting shall be confined to that business only.

(d) The committee shall also call a general meeting on the written request of twelve members.

(e) At a general meeting of the Association each member (other than an Associate Member or an Honorary Member) shall have one vote; Associate Members and Honorary Members shall be entitled to attend a general meeting but shall have no vote. In case of an equality of votes the Chairman shall have a second or casting vote.

### NEW RULES, AMENDMENTS AND ALTERATIONS

13. (a) Notice of any alteration or addition to the rules intended to be proposed by a member of the Association shall be given to the secretary in writing before the 1st December if the same is to be proposed at the annual general meeting or at least one month before any special general meeting at which the same is to be brought forward, and full particulars of any such proposed alterations or additions shall be set out in the notice convening the meeting.

(b) All such proposed alterations or additions and any amendments to them which may be proposed and seconded shall be put to the vote of the meeting, and provided that on a show of hands or, if demanded, on a poll, a majority of two-thirds of the votes of those members present and entitled to vote shall be cast in favour of any proposed alterations or additions or amendments then the same shall be deemed to be carried.



ATALANTA OWNERS ASSOCIATION

## ANNUAL GENERAL MEETING

The first Annual General meeting was held on Wednesday, January 7th, 1959, at the R.N.V.R. Club Hill Street, London, at 6.0. p.m.

Present:- A, Vines - Hon. President.

And 20 Members.

The minutes of the meeting held on Wednesday, 21st May, 1958, at the R.N.V.R. Club, Hill Street, London, were read. E. C. Dixon proposed and C. Aschan seconded that the proposals contained there in be adopted. This was agreed.

The proposed rules of the Association were read by the secretary. R. Reynolds proposed and S. Clithero seconded that they be adopted, This was agreed.

Officers:—As no alternative names were submitted, E. J. Daws proposed and S. R. Urry seconded that be Officers he re-elected as follows:—

Hon. President, A. Vines; Vice-President, E. H. Thatcher; Hon. Secretary/treasurer, H. F. Etchells; Hon. National secretary (Canada), J. W. Knox; Hon. National secretary (U.S.A.) W. Dalenbaugh.

COMMITTEE:—Messrs. D. V. S. Cottrell and S. R. Urry were re-elected members of the Committee.

Messrs. O.M. Roome, C. B. Sanders and J. A. Strubbe, having been duly proposed and seconded were elected members of the Committee,

AUDITORS:- R. Reynolds proposed and C. Aschan seconded that Messrs. Carter & Co., Accountants, 8 Greenfield Crescent, Birmingham, 15, be invited to act as auditors—this was agreed.

The secretary in his report said that 56 boats were registered as at

December 31, 1958.

J.W. Know held a meeting in Montreal on December 9, 1958, at which the members present had approved the minutes of the meeting held in London on May 21, 1958.

W. G. Dellenbaugh had been in touch with all USA owners. Unfortunately they were too widely dispersed to arrange a meeting.

The question of a class burgee, raised by the Canadian owners, was considered but it was decided to leave this until the next meeting.

A request was made for all owners to report good launching hards for inclusion in the Bulletin.

The secretary was instructed to ask the I.S.C. if they will again organize the Round the Island Race for Atalantas. D. V. S. Cottrell again offered to arrange races during the West Solent Week in August. Handicapping to adjust for masthead rigs and engine installations would become necessary. Cotterell and Itchells offered to give this consideration.

The first annual dinner followed the meeting. There were 70 people present and 22 boats were represented, one from Belgium. Uffa Fox, who was welcomed with his wife, told members how the design of their boat had been developed by Alan Vines and himself from a couple of dinghy shells joined together.

Mrs. Vines presented the Atalanta trophy (a model of the boat) for the Round the Island Race to D. V. S. Cottrell (Elissa, A.61). After dinner colour slides taken by members were shown, and owners exchanged yarns.

## Notes on The Masthead Rig

BY ALAN VINES

The rig and sail area of the Atalanta was based on experience gained with the prototype. The object was a cruiser that would go to sea in all weathers, kept light enough to tow, but with enough weight in the keels to ensure self righting and safety at sea. (The keels should always be at least half down when at sea).

The sail area of the standard boat with genoa meets this requirement, but some owners, especially those who sail in light weather conditions, have felt the need for more sail. To meet this requirement we have experimented with a masthead rig fitted to the standard mast with slight modifications and have sailed this boat extensively in all conditions. In strong winds to windward the performance is not improved, as the longer forestay is more difficult to keep tight. In light winds the masthead genoa does improve the performance considerably, both to

windward and on a reach. The masthead spinnaker on a run or reach is a marked improvement, as the increase in sail area is considerable (about 60 sq. ft.).

To improve the performance of a standard boat for cruising, a masthead spinnaker could be carried on the standard mast in light to medium weather and a masthead genoa can be set on a detachable forestay or set flying. For racing this is not satisfactory, due to the difficulty of passing the sail round the existing forestay. Any owner wishing to experiment could try the masthead genoa or spinnaker by the addition of halyard to the masthead.

We have carried the masthead spinnaker in winds up to 20 mph. and tried the effect of broaching in these conditions, and although the boat has heeled to about 45 by easing the spinnaker

*Drawing D.24675 giving instructions for setting up the mast is available on request to Fairey Marine Ltd., Hamble, Hants*

# Round the Island Race 1958

BY S. R. URRY  
(Atalanta A1)

We slipped our mooring at 0900 hours on Saturday, July 12, and proceeded to the starting line in a light easterly breeze.

The main fleet had got under way and looked like a huge host of butterflies as they sailed away down the Solent with all their spinnakers set. We the Atalanta class, crossed the line at 09.15 hours, A77 (sailed by Alan Vines) leading and ourselves in third position. At Egypt Point, A77 had drawn ahead with her masthead rig, and A4. A48 and ourselves were running neck and neck.

In the very light air our two foot shorter water line length soon began to tell, and the other Atalantas drew away from us, with the exception of A5, who did not have a spinnaker and eventually retired into Newtown.

During the passage out of the Solent we were gradually dropped further astern. At 11.25 a very hard squall made us shorten sail in Alum Bar, and a number of yachts passed us on their way back, having retired.

At this time the rest of the fleet were so far ahead that the length of the gap was only exceeded by the long faces of my crew! This made me decide to really drive the boat and out came the reefs! I was determined to do something to cheer up the crew.

After rounding the Bridge Buoy at noon we made an inshore tack right in under the cliffs and into Freshwater, and had the satisfaction of seeing A48 and A55 drop astern. This event was celebrated by a drink all round and the chase after A4 began in deadly earnest. Added excitement was created by overhauling other yachts from the earlier starters. It was a pleasant change to see quite a number astern of us instead of all in front!

As we worked our way down to St. Catherine's the wind hauled round and we were able to lay St. Catherine's without

a tack. At 15.25 we rounded the point, and after a little pitch and toss in the race, set the spinnaker and really began to step along with wind and tide in our favour. The gap between ourselves and the next Atalantas was being reduced steadily. After passing Dunnose at 1600 hours a hard south westerly squall was driving us, at our maximum speed, under main, spinnaker and number one jib. We surfplaned on every other wave for a few exhilarating moments.

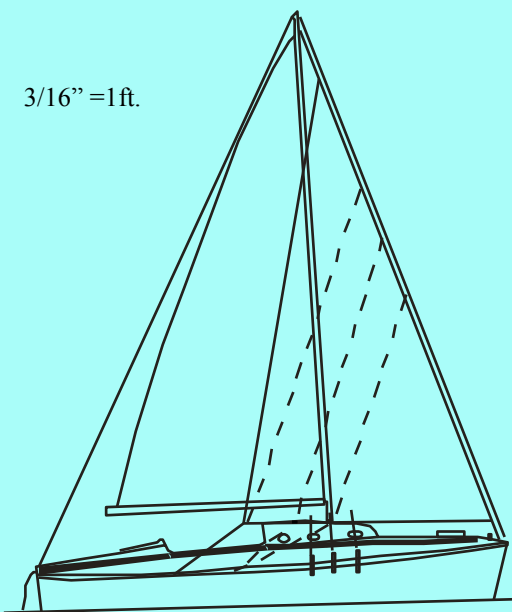
At 17.10 A4, A61, A55 and ourselves rounded Bembridge Buoy within a few yards of each other with A48's red spinnaker gallantly bringing up the rear. This very compact position was maintained on a close-hauled thrash to No Man's Fort. After this the wind began to fall light and we fell astern again.

We passed Sturbridge Buoy at 18.05 about a few hundred yards astern of the others. They tacked in to Ryde and up the Island shore, whilst we carried on in the hope that the wind might back and freshen and we could finish on the one tack. Unfortunately this did not pay off as hoped! We were observing the others fighting for position, but apparently with the coming of more rain the Terylene sails had the advantage. A61, Ellissa, led A4, Snuffbox, round Castle Point to finish at the following times:—  
Ellissa 8.17.22. Snuffliox 8.20.20. Atalanta 8.27.18.  
Sue 8.35.58. Atala 8.43.59.

A77, with Alan Vines trying out the new masthead rig, started with the standard Atalantas and finished 44 minutes ahead of Ellissa having overhauled many of the main fleet who had started 15 minutes earlier.

It was a grand day's sailing with winds from calm to strong squalls, full of excitement because of the close proximity of the class to each other throughout the race. Next year we hope that even more starters in the Atalanta class will make it more exciting than ever.

3/16" = 1ft.



Continued from inside front cover

No.	BOAT	OWNER	TELEPHONE
A85		A. H. Parker Junr., Old Colony Trust Co, 1 Federal Street Boston, U.S.A.	
*A86		Dr. Mitchell, 1, Spinney Lane, Itchenor Sussex.	
A87		Dr. J. H. H. H. H. Hill, Birmingham	
A88		Ray C. Denny, Esq., Furniture Co., 737 Yates Street, Victoria, B.C.	
*A89		Esq., Wisbech, Cambridgeshire.	
*A90		F. D. Wood, Woodland Cottage, Rounabouts, Pulborough, Sussex.	
A91		Professor L. T. Taylor, University of California Medical Center, Los Angeles 24, California.	
A93		Vitor E. de L. Silva, (for Mr. de Carvalho e Silva)	
*A94		Capt. V. Moore, 22 Sunbury Court Island, Sunbury on Thames, Middlesex	Sunbury 2620
*A95		Mr. K. H. H. H. H. Eilanreach Estate, Eilan, by Kyle, Ross.	
*A97		Dr. H. H. H. H. Lane, Bellport, Long Island, New York, U.S.A.	
*A98		Dr. H. H. H. H. Hove, 4, Sussex	
Past Owner Of:		ASSOCIATE MEMBER	
A21		Dr. H. H. H. H. H. Helpstone, Nr. Peterborough.	Clinton 249

# A Cruise to the Western Isles In Alouette de Mer

BY J.P.B. MOURANT

BY J. P. B. MOURANT

We left Bangor in North Wales at dawn (3 am.) on June 22, 1958, and set course to pass to the westward of the Isle of Man. The wind was light and north of west so we were close hauled all day. At about 7 p.m. the wind started to freshen and blew directly against us, so we tacked into Port St. Mary (10 p.m.) where we spent a comfortable night.

Next day winds were again light from the same quarter. In the later afternoon we caught a fair tide off the Mull of Galloway. During the night we made little progress after the tide turned against us, but, with daylight and a favourable tide, we were soon round Corsewall Point.

During the day we enjoyed watching the gannets feeding off Ailsa Craig. We reached Lamlash Bay in time to do some shopping, and pushed on to Fairlie which we reached at 2 a.m.

Next morning my wife and daughter joined us, and for the following week we were sleeping six on board. During the day we sailed up the Kyles of Bute with a rising wind behind us. The 6 p.m. forecast said "gale" so we found a very sheltered spot behind a tiny island— Glen Caladh Harbour.

To prevent the dinghy bumping we hoisted it on board, but did not lash it down. In the early hours a fierce gust blew it overboard, but as its painter was still fast and it landed the right way up, we did not lose much sleep.

The following day it was still blowing a gale, but as we wanted to shop we took in three reefs and sailed to Tighnabruaich, where we anchored close in shore. As it rained we stayed there all the rest of the day.

Next morning was quiet, and we continued to the Crinan Canal and went half way through.

We made an early start next day and reached Crinan at 9.30 just right for our tide. Visibility was decidedly short (about 1 mile) and we had to steer compass courses from one piece of land to the next going through Dorus Mor (8 knot tide). Apart from swirls and eddies it was as calm as a mill pond.

After passing Fladda we were out of sight of land for some time, but eventually Easdale hove in sight. Visibility was then down to mile. However it got no worse and we reached Oban in time to shop, and then continued to L. Dunstaffnage where a seal spent some time swimming around—a very pleasant and quiet anchorage.

We went on to Tobermory next day, anchoring remote from the town at the south end of the bay near a waterfall. There is a yet more beautiful anchorage further up the

hill, out of sight of the sea.

After shopping next morning we left at 12.30, and sailed down the west of Mull. We had intended to stop at Staffa for a short time but by the time we got there it was raining and visibility was shortening so we went straight on for L. Na Lathaich. Visibility clamped down and we saw nothing till within 1 mile of the shore. However we were on course and spent the night comfortably in L. Na Lathaich.

Next day was devoted very enjoyably to exploring Iona. In the evening we went on to Tinkers Hole ; perhaps the most attractive anchorage of our trip.

We were under way at 5.30 the following morning, intending to reach the mainland, but the wind blowing from the east started to rise, and after we were down to three reefs, some of the crew didn't like it, so we sought and found shelter behind some rocks at Carsaig.

At low water we explored in the dinghy, and then motored very slowly in dead smooth water until we reached a pool with 3 feet of water in it. Here we anchored and also took a warp to a pier nearby. As the tide rose we moved in behind the pier. Thus we had perfect shelter all the time.

Next morning we started off under three reefs, but the wind increased again and we tacked into Loch Buie. A travelling shop came round at about 7 p.m., and as the wind had dropped, we set off shortly after and anchored in Kerrera Strait at about 2 a.m.

After shopping next day at Oban, we turned south and spent the night in Loch Feochan.

Next day we sailed back to Dunstaffnage where I left Alouette next morning, thus completing my two weeks holiday, during which we had sailed every day without becoming at all tired.

During the next three weeks my son John, and some of his friends explored neighbouring lochs, leaving the boat at the south-eastern end of the Crinan Canal.

On the Saturday of August bank holiday (2.30 p.m.) we started our journey south. Wind was strong from the north, and we had a thrilling sail with two reefs planing on the tops of the waves. By evening the wind had eased but the weather forecast was not good, so we decided to make for Loch Ryan, reaching it at 8 a.m. next morning. Though the forecast was still not good we decided to carry on, but after passing Corsewall Point, the wind went into the south and increased, so we turned back to Loch Ryan and spent the night in Lady Bay. Next morning a gale was forecast, so we decided to sail up the loch to Stranraer. It blew very hard, but Alouette performed well under three reefs. We were glad that we had smooth water!

W left her at Stranraer for a month. It is not an ideal anchorage, and we had to leave her outside the harbour in the open loch on her own anchor. My son John and I came to fetch her at the beginning of September. We left Stranraer in time to catch the south-going tide at Corsewall at noon. Then we had two heavy thunderstorms, but continued tacking along the coast. When the tide turned against us, progress became slow (it runs up to 4 knots) so we put into Portpatrick. Soon after we had anchored a motor yacht came in and their first words were ‘Is this Portpatrick?’ Next morning as the wind was still south we took a long tack over to Donaghadee in Ireland. Just as we were getting there the 6 p.m. forecast said the wind would veer west force 5. So we turned south. As night came on the wind rose. At 11.45 p.m., when John called that we needed to reef, we were tearing along

with phosphorescent seas on all sides. Midnight forecast said force 6 so we took in three reefs. Shortly after she slammed twice very hard, so we took the foresail off. With this rig, if the tiller was left free, she would quietly heave-to. Next morning it was blowing like stink, pouring rain and no sight of the Isle of Man, so we sailed east and made Peel Harbour, the wind then being south. We set off for Menai Straits next morning under ideal conditions, a following wind and bright sun. In fact it was so warm that John did not put on his shirt until 8 p.m. About midnight as we approached Anglesey we crossed the traffic to Liverpool. At one time we were crossing the course of seven ships—not a place for a foggy night! Fortunately it was fine. We sailed into the Menai Straits just before dawn. Now Alouette is in the back garden once more!

## Trio A30 sails to Belgium

BY J.F.DIXON

The weather forecast for Dover at 17.58 hours on Saturday, July 12 was wind S, force 3—5, rain, thunder (occasional) fog (we were not sure if this meant occasional thunder or occasional fog) so we set off (excluding wives) from Rams-gate for “foreign parts” hoping to keep clear of the thunder (occasional) fog.

Trio sailed beautifully all night with the working jib and two rolls down; past the North Goodwin lightship on one long tack (two hours on and two off to the West Hinder. There we shortened main further, set the storm jib and altered course for Zeebrugge. We had been in conference with Ted and Wyn Thatcher (A5) who had outlined our best route, and, at this point, with the mounting seas and wind, it was to the nearest port that we made and we shortened sail once again. The wind was really blowing hard now, but we expected great protection from the Mole. Rounding the end of the Mole however we came right on to the gale, which howled over the sand dunes and at us along the length of the wall, but we were protected from the enormous waves at least. We blessed our small sail area and tacked furiously up the well-buoyed channel to where we could see the tops of some yacht masts, marking our destination.

The final fifty yards to our berth, where about twenty storm-bound yachtsmen were beckoning, was executed under bare poles luffing up at the end to stop Trio’s way.

We had made the crossing in thirteen hours which we decided was not bad for beginners.

At Zeebrugge we were shown great hospitality by the yacht club members, especially by Mr. Prist (A56) and we drank Pils in a toast to Trio for her performance on the high, with emphasis on high, seas

### FURTHER ADVENTURES OF TRIO

On an October occasion we were the only sail on a confused sea. The south cone was hoisted with good reason— but we were confident that we would be able to claw our way off

the lee shore and make for the south side of the Thames where some protection might be had, have our tea, then run back to our mooring before the tide left it high and dry. The Southend tide, like its pier, goes out further than most.

A little incident came after tea in Yantlet Creek. We set baby jib only to run out of the creek, and headed for home, five miles distant. The coastguard station flashed “A30 are you alright?”

Eric on the Aldis replied “Yes thanks”,

“OK” said the Coastguard.

“That’s very solicitous of them” said I.

But after we had set main, goose winged, and literally planed (estimated 10 knots at times) back to base, it turned out that one of the wives, worried about the safety of Pat the second mate (aged 11 +) had phoned the Pier and had been given the information that A30 was the only boat on the water, that we had been under observation for some time and seemed under control.

Incidentally we towed 10 fathom of 2 in. sisal behind the Duckling on the run home and this stopped all “over riding” troubles from the dinghy.

Trio is pre-eminent for family ditch crawling around the Essex creeks.

Our younger children get bored after an hour of plain sailing, but spring to life when there is mention of running the boat ashore. A special enjoyment therefore is to push Trio through narrow muddy channels, getting thoroughly black in the process, round right-angled bends into delightful little ponds where the children can play to their hearts content under the watchful eye of their mums.

All this on a rising tide, of course, but I feel confident that with the slimy content of Essex mud—which washes off beautifully and is of course most health-making—we could push our Atlanta back to the main creek with only 4 ins. of water. We must try it some time.

# LETTERS

Would you please include in the Bulletin an article on loading onto the road trailer, in particular answering the following questions:

- (i) Should the side posts be arranged with the wider pair aft or forward?
- (ii) What is the easiest method of holding the boat central above the trailer against the thrust of a beam tide or wind?
- (iii) What is the best method of positioning the boat for and aft on the trailer

At West Mersey the natural hard is nor steep enough for the trailer to run back if, on hauling up until the after bearers can be seen, you find that the boat is not quite right on and so have to wait for the tide to refloat the boat before a correction can be made.

R. Reynolds, 1 Russelcroft Road, Welwyn Garden, Herts

**Fairey Marine's answer:—**

To ensure that the boat will be correctly positioned fore and aft on the trailer when beaching, it is advisable to have small guide marks on the boat to coincide with the position of the aft pair of side posts. When painting these marks it is necessary to make certain that the boat is correctly mounted on the trailer with the aft and forward trailer chocks directly under the aft and forward bulkheads of the cockpit respectively.

(Fairey Marine would be pleased to supply a drawing to owners illustrating this position.)

The stanchions or side posts should be arranged with the wider pair forward, as the sockets for the forward pair are closer together than the aft pair of sockets.

Having positioned the boat in the water, correctly positioned fore and aft in relation to the trailer, it can then be held central above the trailer against the thrust of the wind or beam tide as follows: use four independent lashings and lash the boat at each of the four posts. These lashings can conveniently be secured from the post- to the toe rail at each position.

Have you any ideas on the following:-

- (a) A table for the cabin or cockpit and where to stow it.
- (b) Where to make a hanging locker.
- (c) Where to carry the centreboards for various angles of sailing.
- (d) Maintenance of a moulded plywood hull.

Warren G. Dallenbaugh Hon. Sec. for U.S.A.

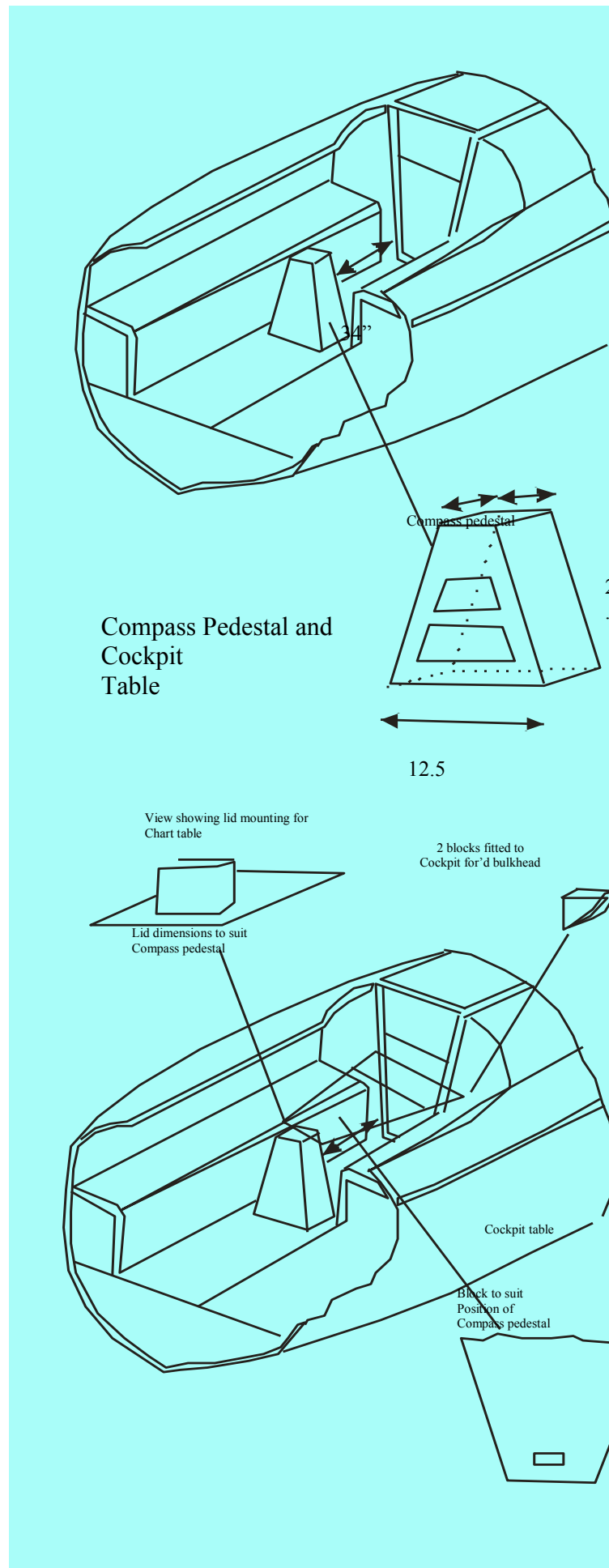
**Answer:**

- (a) Fairey Marine have sketched a table using the cockpit door and R.R. suggests tables fitting across the bunks in the forward cabin,
- (b) Both E.H.T. and R.R. have ideas for hanging clothes, see opposite page.
- (c) Fairey Marine quote the Rigging and Handling Notes supplied with every boat: "The drop keels should be trimmed to produce the amount of weather helm desired as in dinghy sailing, but should *not be raised more 45 degrees in heavy conditions to retain a large righting movement.*"

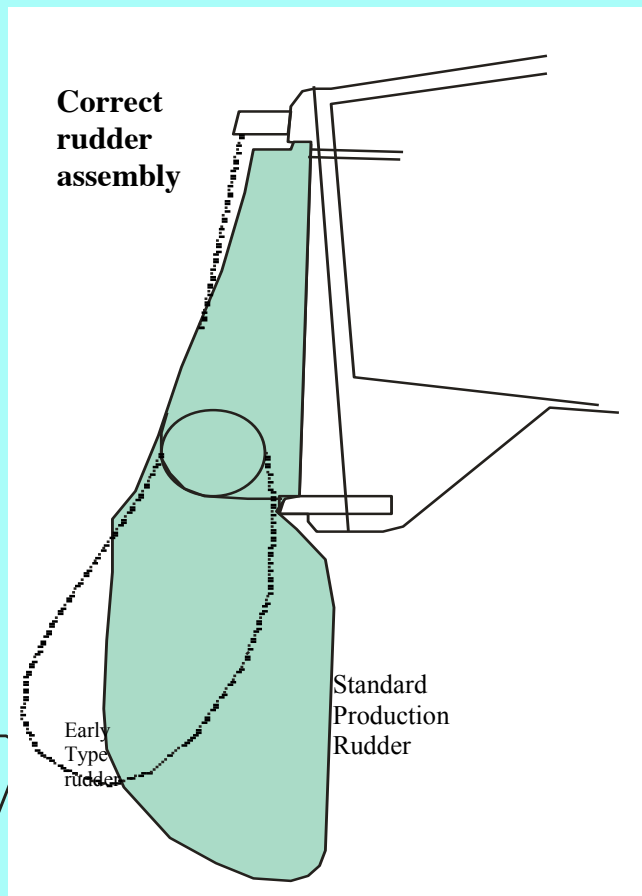
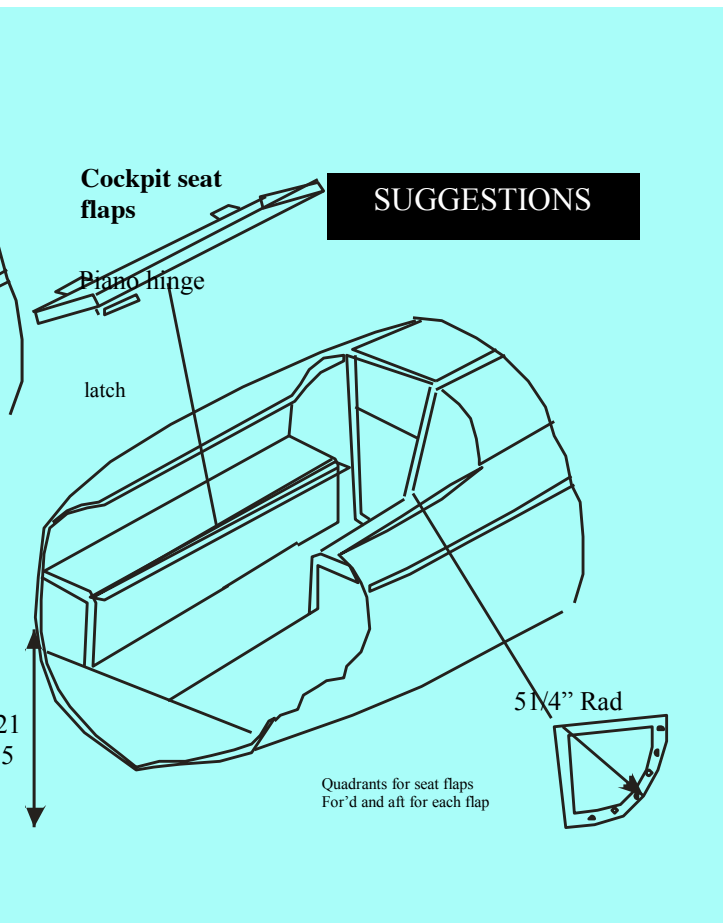
They have a drawing showing angular movement of keel for each 1 inch of jack nut travel. If you would like a copy, write to them at Hamble asking for Drawing No. B.24526.

- (d) The hot-moulded wood veneer needs only normal boat hull maintenance. Bronze anti-foul paint should not be applied to the light alloy rudder stock and blade. Both the rudder and skeg should be finished in normal yacht enamel.

Owners can apply to Fairey Marine Ltd., Hamble, Hants. For a leaflet giving details of varnish and paint finishes. Illustrated Instructions (Drawing B12388) for repairs to moulded hulls are available also.







BY OWNERS

**Foothold in cockpit**

One answer to the problem of how to get a grip for the feet when heeled over is to use a tyre fender on the cockpit floor. It makes a comfortable foothold, particularly for bare feet, and you can push it over to the other side when you go about. Lambretta tyres covered with canvas are just right size for this, and make excellent fenders essential for foreign cruising and for many places at home—E.H.T.

**Hanging place for clothes**

We have found that a Jekmoth Motorobe (a waterproof hanging wardrobe) is a good place for storing shore going clothes. About six or eight hangers will go inside. We have shortened the hooks of the hangers so that they give more hanging space for skirts. We hang the Motorobe from a hook up For'd.—E.H.T.

**Another idea for hanging clothes**

We have used the space opposite the galley as a hanging wardrobe for shore going clothes and oilskins. They seem to keep separate without much trouble.—R.R.

**An idea for tables**

I have made tables to fit across the bunks in the forward cabin which work very well. They are sharply tapered from about 24 ins. at the in-board end to about 6 ins. at the out-board end. This hooks over the middle of the three stringers while the inboard end has a hinged leg about 8 ins. wide which fits between the bunk edge and the mattress. When both are in position there is enough space between to walk down cabin without sweeping everything off. When not in use they stow flat against the forward bulkhead being held in place by a line with a short length of shock cord in it. As they are not interchangeable they are kept each on its own side and even with the one inch deep fiddle rail they do not noticeably shorten the bunks for sleeping. Marley Film makes a good looking surface which is easy to clean and is not slippery.—R.R.

BY FAIREY MARINE

Any sailing boat is fore comfortable sailed upright, hut this is not always possible and a modification has been introduced by some owners which adds to comfort, especially to windward. Hinged flaps about 6 inches wide are fitted to the cockpit seats. When these are hinged up to about 30 degrees they stop you sliding off the seat, and the leeward flap also hinged up makes a comfortable footrest. These flaps also stop you falling off the seat when using the cockpit for sleeping. *See drawing.*

Some owners have found the steering heavy. This is caused by the rudder blade not being right down, or being assembled the wrong way round. (The extension on the blade should be on the forward side. *See drawing.*) Make sure the blade is vertical and the elastic is tight. It is advisable to unhook the elastic if the boat is left for long periods with the rudder raised.

Although we have sailed Atalantas for Four seasons, we are still learning how to get the best and most comfortable ride. She is a very light displacement boat with "cry shallow draft (keels raised) so her performance in light winds is not good due to larger wetted surface. This can be improved by masthead genoa and spinnaker

Sailing off the wind she will carry full sail (including genoa) in very strong winds. On a close reach or to windward it often pays depending on sea conditions, to reef the main down to the first batten before handing the genoa; this lowers the sail plan and is a good balanced rig. When you finally change down to working jib, it will be blowing 25 to 30 mph.

To get the best performance, especially in strong winds to windward, make full use of the wide main sheet horse. By letting the main sheet blocks down to leeward and keeping the mainsail flat, you can sail the boat more upright and faster—a little freer but this will probably be necessary anyway due to sea conditions.

# WEST SOLENT WEEK 1958

To write an article on West Solent Week giving placings, etc., is rather a difficult task, as inevitably my log book recording the events is rather incomplete, due to the many "festivities" ashore combined with the sometimes long hours or racing.

I therefore, feel that as I have only the official record of results in one regatta which I give below I should confine myself to impressions and conclusions reached during that week.

Those that took part in the racing during the week were as follows:-

Atalanta A1, Captain S. R. Urry; Diaphony A5, Lt. Cot C. R.

H. Kindersley; Atala A48, J. A. Strubbe; Terrapin A49, Dr. R. D. Macfarlane; Elissa A61, D.V. S.

Cotrell; Atalanta III A77 Alan Vines.

On Saturday, August 16. the first race of the week was held as part of the Royal Lyminigton Yacht Club Regatta. Atalanta, Atala, Terrapin and Elissa were on the line and off to a good start in almost ideal sailing condition, which, though some might not agree, persisted throughout the week. We had anything from Force 7 to dead calm, the latter admittedly more frequently, but still it was a test of sailing skill. The placings were: 1st, Ellisa; 2<sup>nd</sup>, Terrapin; and 3<sup>rd</sup>, Atala.

Sunday, August 17, the second day of the R.L.Y.C. Regatta brought calm conditions with a light sailing breeze at the start, and in addition to the starters on the previous day we were glad to have with us our president, Mr. Alan Vines in Atalanta III. He had just sailed up from Salcombe join us, and now we had with us something that was to prove a factor of great importance to the class. Atalanta III, as in he Round the Island Race, was fitted with a masthead spinnaker and genoa.

Although Elissa got away to a good start, Atalanta III soon overhauled her on the windward leg to the first mark at Pennington Spit, by which time she had a lead of about 100 yards. On rounding, she set the masthead spinnaker, and gradually increased the lead until the breeze died away. However, she managed to make Yarmouth pier before the offshore tide turned, whereas Elissa behind her and the rest of the fleet, became becalmed in a foul tide off Black Rock Buoy and had no option hut to anchor. As the spring tides were running those nearest Hurst had to retire under engine.

Meanwhile Atalanta III, with her already established lead, managed to round the next mark at Bouldnor in time to sail across the tide when the breeze at last freshened to finish. Elissa, by then the only other yacht not retired, gave up 15 minutes before the time limit at 1800 hours, 50 yards from the last mark in the course. The masthead rig had once again proved itself. Placings: 1st, Atalanta III; remainder retired.

Monday and Tuesday, August 18 and 19, found us racing at the Royal Solent Yacht Club at Yarmouth. Cunditions were light but there was a reasonable sailing breeze. Here we were joined by Diaphony (Col. Kindersley), Atalanta III having gone home. Here I must say how grateful we were to Mr. Alan Vines. For breaking his holiday to come and demonstrate, once again, the value of the masthead rig for racing.

Wednesday, August 20, found us racing in the Handicap Class over 5 tons T.M. at the Lymington Town Regatta. A strong wind was blowing which increased to Force 7.

We sailed a long course with many larger yachts, included in the rice was a S.C.O.D. and a Folkboat. Ellisa leading



*An Atalanta on the pool adjoining the British Government Pavilion at the Brussels Exhebiton, 1958*

## BY D.V.S. COTTERELL

the Atalanta class held on to these two, who led throughout, surprisingly well, and on handicap might have been very well placed with them, if the owner, like some prominent racing personalities already during the season, hadn't misread the sailing instructions in respect of the finishing line! It seems that most of the rest of the class followed suit!

Two days welcome rest from racing at least, followed. Our last day was on Saturday, August 23, at Yarmouth for the Royal Army Service Corps Y.C. Regatta. Elissa led the first round and was then overtaken by Atalanta off Yarmouth Pier who held the lead until the last beat up to the finishing line. You will judge the excitement of the last 20 minutes, when I tell you that Elissa nosed over the line 5 seconds ahead of Aralanta. Tervlene sails may have been a decisive factor, I fear! At any rate, it was a splendid effort on the part of Capt. Urry and Mr. Strubbe, who was with him to produce some keen and spectacular competition, of which I feel

sure the Atalanta Class is capable.

So much for the highlights in the racing during the week, but I feel that the impressions gained are far more important in the long run.

Members of the Association must realise the value of the contribution made by owners who took part in this week, and indeed the Round-the-Island Race, in establishing the class, not only as family cruisers, but also racers. I can assure you that they obtained the goodwill and interest of the yacht clubs concerned and the Class (in greater numbers I hope) will be welcomed again next year.

We proved, conclusively I think, that the Atalanta Class is in the racing category rather than just a handicap cruiser. The handicap races have shown this up.

If the Association adopts a masthead rig for racing, it seems fairly clear that the Class performance can be very definitely improved against other classes of the same type.

Finally, the hospitality and facilities extended by the yacht clubs concerned were much appreciated, and I feel sure that even if only some members of a family could race, those left ashore were well provided for.

## NEWS FROM MEMBERS

### **Whose red Atalanta off Finisterre?**

Major R. A. Howard A 24 off Gibraltar, reports, that a red Atalanta was seen off Cape Finisterre, South Portugal about the end of November, 1958 and would like to know whose it was.

### **Anvers, Belgium**

I took YAMBO II from Ramsgate to Zeebrugge on May 26, 1958, leaving Ramsgate at 4.45 am, and arriving at Zeebrugge at 6.5 p.m. We met with a three quarter following wind, certainly of force 7 during four to five hours towards the West Hinder, which gave us this quick crossing.

This was the maiden trip of YAMBO and our first voyage in an Atalanta. We had an impression of absolute security due to the way the boat held the water. G. Prist, 8-14 Rue Marechal Gerard, Anvers.

### **Hove to for 21/2 days**

They sail beautifully and are very safe and dry for their size. They will plane when conditions are right and will go up to 9-10 knots. I have been hove to in CHRISTIAN MARY for two and a half days off Cape Spartel after getting 50 miles to windward to get sea room against force 8-9. Of course she was uncomfortable but she never gave me a moment's anxiety. All in all I have never owned a boat (amongst 18 that I have had) which has given me greater satisfaction or was a greater joy to sail.

lord Stanley of Sheffield

### **Outboard Engines**

We have a Seagull Century Plus which pushes us along very well. Last season I found the vibration transmitted to the hull was more than we liked, but we have fitted Metalastik rubber bushes which have reduced the vibration to a very satisfactory level. If anyone is interested I can give them details.

J. P. B. Mourant.

### **Gibraltar**

I had a month's cruise through the Straits, round Trafalgar to Seville - 400 miles meeting force 8 gales, 20 foot Atlantic rollers, dead calms and squalls in Mediterranean; with crew of wife and three children. This was a wonderful experience and a true test of the ship in Atlantic conditions. We sailed all the way and back in 121 hours 6 minutes.

We were marooned for five days, unable to stand upright, in Barrosa Bay when in 2 fathoms of water the anchors (two x 35 lbs. with 30 fathoms of chain and rope) each dragged and dragged towards the U.S.A. A wonderful and dry sea boat even in these conditions—no damage greater than £1.

Major R. A. Howard, Moorish Castle, Gibraltar.

### **Windermere**

The season began with four Atalantas and finished with two, so there was little opportunity for class events.

In the Annual All Classes Handicap Race, JOANN (A65) had little scope with an advantage of only five minutes over Dragons in a three-hour race, but she may be better treated next time.

Windermere offers delightful cruising to the less ambitious and it is hoped that more Atalantas will be there next year.

S. Clithero, Hyde, Cheshire.

### **Genoa and Spinnaker for sale**

I have decided to convert the BAY BEA to a masthead rig this winter. As a consequence I have a nylon spinnaker and large Terylene genoa which I would be happy to sell at a bargain price to someone who might use them.

The genoa has not more than 50 hours on it, and the spinnaker has, at most, 10 hours. Except for a modest rip in the Spinnaker where I caught it on a strut, both sails are in excellent condition and have years of use left in them. The genoa was new in Spring of 1958 the spinnaker was new in August.

It would not be difficult to deliver the sails to a purchaser in England, for someone from our organisation goes to our plant in Bedford at least once a month. Additionally, I should be perfectly willing to accept payment in pounds if someone would be interested on that basis.

P. E. Haggerty, 6000 Lemmon Avenue, Dallas 9, Texas, U.S.A.

# NOTES

## From Canada

Sent by J.W.Knox  
Hon. National Secretary, Canada.

Pam (A31) —R. C. Stevenson (Royal St. Lawrence Yacht Club)  
Mr. Stevenson is very active in the interests of small boat sailing in Canada. He has been an official of a number of associations and travels widely across the country each year in the interests of yachting. In so far as I know he owns a Dragon, Flying Dutchman, a 14 ft. International. a Jollyboat and several other craft in addition to his Atalanta.

He writes: "The best I can say about the Atalanta is that she is a wonderful boat to take grandchildren sailing in and to bring them up in the way they should go. I have three and can always find plenty of work for them to do! I find that the discipline which they apparently realise is necessary in the boat is a great help to control them on shore.

While I have not been on any cruises yet I certainly enjoyed the day sailing I have had".

Syren (A34) —J. W. Knox (Royal St. Lawrence Yacht Club)

He writes: "On acquiring my Atalanta I disposed of a 40 ft. sea-going ketch in which I had cruised extensively in the inland waters of Eastern Canada. Apart from the obvious difference in size my Atalanta, which in so far as accommodation is concerned was extensively modified and equipped when the hull arrived in Canada, provides almost everything that the ketch did with the exception of head room."

"My crew consists of my wife and three children ranging in age from 7 to 11 years. Syren is kept at an island which we own within a few miles of Lake Ontario during the summer months, and from where we do a lot of day sailing."

"In each of the two years which we have had the boat, we have managed one five day family cruise and one five day adult cruise, in addition to numerous overnight trips." "The upper-portion of the St. Lawrence Seaway system was opened for use this summer, and, rather than trailing the boat back to Montreal for winter storage, we brought her home her own bottom. I believe that Syren is probably the first Atalanta to have travelled the Seaway System."

Dalriada (A40) —N. C. P. MacTaggart (Royal St. Lawrence Yacht Club)

Mr. MacTaggart is Rear Commodore, (shortly to be Vice-Commodore of the Royal St. Lawrence Yacht Club. He owns several small craft and is particularly active in the Jollyboat Class.

This summer he trailed Dalriada from Montreal to New Bedford (North-eastern United States) and cruised Northwards to Mount Desert Island. A report of this trip appears on another page.

He states that, apart from this his activities have consisted of a few overnight or weekend cruises on Lake St. Louis, and adjacent Lake of the Two Mountains, and a few starts in the cruising class races, at the yacht club, - the latter with conspicuous lack of success. He intends to refit his boat with a masthead rig.

Coco (A62) —P. Roy (Pointe Claire Yacht Club)



Norris D. Hoyt of U.S.A. with his Atalanta A10  
on Princess Louise Inlet, Canada

Mr. Roy has used his boat very actively during the season. He undertook a three week cruise from Lake St. Louis to Lake Champlain with a crew consisting of his wife and three children aged from 4 to 6 years. Lake Champlain is situated in the main inland waterway route (very extensively used prior to the building of the railway line) between Montreal and New York City. Despite the fact that much of the route of his cruise was in very confined waters he managed to sail about 350 of the 500 miles they travelled.

Mr. Roy states that his father, who is 73 years of age, sailed overnight with him almost every weekend this season. His father, apparently, had not been aboard any kind of small boat for twenty years, but found that Coco was "as safe as his front porch".

Bajan (A67) - R. W. Merivale Austin (Royal St. Lawrence Yacht Club)

Mr Austin has done extensive small boat sailing, and more latterly, cruising in medium sized auxiliaries in the Caribbean. He trailed Bajan from Montreal to Kingston, where initially he undertook a five day cruise on Lake Ontario which terminated at the Island owned by Mr. Knox,

After returning to Knox's island several times aboard his boat for weekend cruising he finally bought an island of his own. Harbour facilities have been constructed on this island and for the next season or two he will leave his boat there and live aboard it over weekends and during his holidays in the summer season.

# NEWS

## From America

Thoughts on Jade - A47

by Warren G. Dallenbaugh, Hon. Secretary for U.S.A. On Long Island Sound the winds are usually quite light, so that more sail area was desired than the standard sail plan. I received Jade without any mast or rigging and put in a masthead rig with about the same mast height I have nothing to compare my performance with but she does seem to move out reasonably well in light air with a big genoa

I built an icebox under the port cockpit seat at the forward end. It opens in the cockpit and was made by covering styrafoam insulation with fibreglass, with ply wood reinforcing on the bottom and part way up the sides. A shelf in one end facilitates stowage.

I put in a Palmer 1H60 22 h.p. motor which fits in quite nicely and gives over 7 knots.

The cockpit tent was very worth while for increasing living space, and really enlarges your cabin space under all weather conditions.

I had quite a heavy helm when I first sailed Jade until I talked with Alan Vines and found that the lower part of the rudder was on backwards. There seem to be several shapes of rudders, but any one who has a heavy helm might look into this. Also, at hull speeds the lower part of the rudder has a tendency to rise up and an additional piece of shock cord is a good idea.

An "A" frame made up to fit on the forward chain-plates makes raising and lowering the mast a man and wife affair. The arms should be

at least ten feet long and it stows nicely on the tongue of the trailer.

Trailing at 60 miles at hour by P. B. Hoggery

All the Haggerty family had a great deal of pleasure sailing our Atalanta, the Bay Bea, on Green Bay last summer. Her home port there, where we have a summer home, is Fish Creek. Of course, my wife and I had the pleasure of a holiday on the Bay Bea in England this past spring.

We had the boat shipped to Milwaukee following our holiday, and trailed it from Milwaukee up to Fish Creek, a distance of about 170 miles.

I was disappointed in the trailing qualities of the boat- trailer combination, for frankly, at speeds above 35 miles per hour, it bobbed and fish-tailed badly. In this country, of course, we do not have the 35 mile an hour speed limitation that you have in England, and our big boat and house trailers, when properly balanced and with adequate brakes, are frequently trailed on smooth roads at the legal limits which are usually 60 -70 miles per hour.

When we faced trailing the Bay Bea back to Dallas, Texas, which is 1,235 miles from Fish Creek, I did not relish pulling the boat trailer along unless something could be done to improve its trailing qualities.

Since fishtailing and bobbing are usually caused by an improper distribution of weight, and can be eliminated if the centre of gravity is shifted somewhat forward of the wheels, I moved the boat forward approximately one foot, and this completely cured the bobbing and weaving and made it perfectly possible to trail the boat consistently at 50-60 miles an hour without difficulty. The middle and front supports should be moved forward on the trailer so as to catch the boat in the same relative positions as is presently recommended. Pulling the boat forward does, of course, increase the weight on the rear end of the automobile for which I compensated by putting in air booster springs, a pretty simple modification.

## GALES AND MORE GALES

BY G.H.DAKERS

BY G. H. DAKERS

Here are some impressions gained after two seasons, sailing our Atalanta, A15, Artemis II, jointly owned by P.C.C. and G.H.D.

We sailed her pretty hard in 1957, usually in a wind strength of 5 or 6 and covered approximately 1,000 miles in the season. Our longest passage was our "summer" cruise from Chichester harbour to Salcombe and back. A brief account of this might prove of interest.

Here are some extracts from the ship's log for August 24, 1957.

0430 Reveille.

0520 Slipped mooring. A hard beat with foul tide through Itchenor.

0725 Harbour entrance. Wind WSW fresh. Reefed to first batten.

0745 Chichester buoy. Short steep sea. Wind freshening to force 6.

0830 New Ground buoy. Hard going, very wet.

0945 Off Dunnose. Making 5 knots despite foul tide,

1025 Sea rising, wind gusting to force 7. St. Catherine's Point open.

At this point it was decided to shelter off Bembridge until

conditions improved, and so we altered course and anchored outside Bembridge harbour near the sailing club moorings at 1140. The evening shipping forecast gave gale warnings for all areas and here we spent an uneasy night, pitching to a short sea coming out of Bembridge.

Monday, August 26. Conditions had improved, and we left our borrowed mooring at 1140 with wind WSW force 5. We continued all that afternoon and night with gradually decreasing wind and at 0100 on Tuesday, August 27, found ourselves becalmed. At 0430 we got a breeze from the North; and at 0700 were about 7 miles due south of Portland Bill with a course laid for the Start. The wind gradually backed during the morning until we could no longer lay the course.

At 1315 the wind, which was now due West, freshened in about 15 minutes from force 3 to force 5 and we ran away before it while the genoa was handed and working jib set. This was done through the forehatch.

At we reefed to the first batten; a course of 320 mag. could be held, and we had a wet unpleasant sail, with heavy rain showers, across Lyme Bay to Torquay, where we made fast to the last mooring in the harbour at 1815.

Wednesday, August 28. We left Torquay harbour at 0925. Wind NW force 4. At 1055 we were off Berry Read with a gentle off shore breeze and hot sunshine. We

explored the entrance to the Dart and then had a gentle sail across Start Bay. At 1430 we rounded Start Point and with wind SW force 4 had a brisk beat to Salcombe, arriving there at 1615.

All this was quite hard work for a summer cruise. Our return passage, although taking a much shorter time was in another gale.

I will quote from the log. Friday September 6.

1445 Under way. Fluky S wind and foul tide made the passage over the bar out of Salcombe very tricky.

1515 Prawle Point. South cones flying. Wind S force 6. Sea moderate. Good progress.

1605 Start Point due N. Course 87. Wind SSW force 6 freshening.

Fzir tide for next 6 hours.

1730 Reefed main to first batten, Wind continuing to freshen,

1845 Wind 55W farce 7. Sea rising. Set storm jib and reefed main to second batten, Arternis well bal anced and showing no signs of strain.

1900 Course 92. Sea rising and occasionally breaking. One large one breaking on the quarter laid Anem's right over as she broached to, but she remained responsive to helm and soon lifted.

2100 Course 84. Making 5 knots.

2200 Course 84. Tide beginning to run west and c sea to rise. Wind still freshening.

2215 Portland light visible 40.

2300 Portland light visible 20.

Saturday September 7.

0030 Portland light due N. Wind 55W force 8. Sea rough but Artemis riding it easily, apart from occasional tendency to broach to, which makes heavy work for the helmsman. Midnight shipping forecast gave force 8 for Wight and Portland.

0100 Course 86. Portland light 350.

0230 Shambles light due N. Wind SSW force S. Very rough. Foul ride and little progress.

0420 Portland light dipped after being with us for a very long time. \X. going tide now beginning to slacken, Wind SSW force 8. Very rough.

0445 Anvil Point light 5. Course 84.

0450 loom of St. Catheriries light dead ahead,

0600 Fair tide. Anvil Point 351. St. Catherine's 85.

0622 Sun rose dead ahead. Amplitude by compass S4.

0745 A frigate altered course to see if we were a A very big sea running which looked about 30 feet, but probably was 15 to 20 feet.

0830 Land in sight ahead. Wind 5 force 7.

0845 Sr. Catherine's Point 30.

0905 St. Catherine's Point due N. The 93 miles from the Start has taken 17 hours.

0915 Course 80. \X easing, sire decreasing.

1000 Course 20. St. Catherine's 310. Dunnose 1

1200 Wind SW force 5. Off Sandown. Set working jib and shook out part of reef in main. Foul tide, slow progress. (As we had cur off some of the slides on the luff of the mainsail, we could not shake out all the reef. This was to allow a better roll on the boom when we reefed to the second batten).

1430 Bembridge ledge buoy. Secured to the 8 tonner's mooring off Bembridge once again. Lunch, tea and sleep. Alarm set for 1645.

1715 Slipped mooring. Wind SW force 4. Sea slight. An exhilarating sail dead on gvbe to:— 1815 Chichester buoy.

1830 Crossed bar without difficulty 1 hours after low water.

Plates at 4 feet.

2000 Just enough water to reach Dell Quay. Grounded close to mooring, so anchored and then warped onto mooring with plates up. Ashore to tele phone families. A five course meal aboard and turned in,

These two passages, we thought, show very well an Atalanta's ability for sea keeping in rough weather. At no time did the big seas on the quarter show any signs of pooping us, and in spite of an occasional tendency to broach to, with the quartering sire, we were able to keep on course the whole time. One could sense a big one coming up and then a lot of helm was necessary to prevent a broach to,

It only remains to say that this season we have felt we know our boat well. In winds above force 5 we find she is very comfortable with the storm jib set and about three rolls on the main. Under this rig she does not pound into a head sea and is very dry. The working jib is a big pressing sail and she does pound in a sea with this set above force 5, and a lot of spray comes into the cockpit. We believe a No. 2 jib is available now, but we have no experience of it.

In 195\$. the last week in August and first week in September.

.Artemis took us to Cherbourg, Omonville and Alderney, a peaceful cruke in real summer weather, with if anything, not enough wind. Our auxiliary is a Seagull 40 plus, long shaft, whIch mounted on the side in way of the cockpit gives about 'ct knots in a flat calm. It is not of much use in a seaway as if rolling at all there is danger of the carburettor taking a drink u seawater, but it did get us into Omonville one afternoon when the wind fell away and we had a strong west going steam, and also across the tide into Aldernev harbour.

## LAUNCHING HARD S

### Brightlingsea. (Essex)

Good, wide, plenty of large posts and a jetty to which temporary lines could be made fast.

### Walton-on-the-Naze (Essex)

A possible hard, quite adequate at springs perhaps a bit risky at neaps.

### West Mersea (Essex)

Good wide gentle slope, some soft patches easily found with the foot.

### Pin Mill (Suffolk)b

The hard is firm and wide and the tidal rise adequate but tends to be cluttered up with small boats which might mean difficulty in getting down to low water mark.

### Medway (Kent)

Medway yacht Club, Upnor, near Rochester, Kent. Excellent hard.

Winch available on request to Honorary Secretary. This hard is not usable when dinghy racing is in progress particularly on Saturday afternoons, and to a lesser extent on Sunday. Yacht chandler's shop adjoins Club premises.

### Hamble (Hampshire) Fairey Marine Ltd.

### Falmouth (Cornwall)

Town slip. Write or 'phone the Harbour Master—Mr. Edwards.

Alternatively there is a good crane at Mylor Dock, near Falmouth. Contact the owner, Mr. Cork, who has a boat yard there.

### Pwllheli (Caernarvon)

Write W. Partington Ltd., The Harbour. They have an excellent concrete slip.

### Nice (France)

Hard inside harbour, close to Yacht Club.

# A Cruise up the Coast of Maine

The cruise of Mr. N. C. D. Mactaggart Vice-Commodore of the Royal St. Lawrence Club, Montreal, has been described by him too fully to get into this Bulletin, and too well for the log to be cut satisfactorily. Mr. Etchells has the full story in his possession and will lend it to anyone who will guarantee to send it back.

"Dalriada" A40, was towed 350 miles in 13 hours and then, alter a night's rest, a further 80 miles brought her to New Bedford on the Atlantic coast. Here the mast was rigged and she was launched by a yard.

The ship's complement was Mr. and Mrs. Mactaggart, their daughter Susan, and a friend, Meg Wylie, both 14 years old. They cruised through the canal at the base of Cape Cod, with adventures owing to the very strong tide, then right across Massachusetts Bay at the base of which lies Boston and on up the coast to Bar Harbour. The weather on the whole was good except for a fair amount of fog. They found their buoys in the fog with great success with the usual one exception to prove the rule.

In a fortnight they covered well over 300 miles up a lovely coast plentifully sprinkled with snug ports. Mr. Mactaggart's final remarks were:- "I now wish we had spent a little longer in the Buzzard's Bay area. We should have sailed across from Martha's Vineyard to Nantucket. One could spend several summers cruising the Maine coast and not use the same harbour twice.



We were most impressed by the friendliness and helpfulness of everyone in all the ports we visited. They seemed to have a special welcome for visiting Canadians..

After our first cruise we can say that we are very happy with the accommodation of the Atalanta, but I am now considering ways and means for improving performance under both sail and power. Suggestions will be welcomed.

## THUNDERSTORMS in Andana

During the last two seasons we seem to have specialised in thunderstorms and have worked out the necessary drill. The first thing, always accompanied by argument as to whether anything is going to happen or not, is to get on oilskins, By this time it is pretty obvious that trouble is coming. At the first sign of white water we get the head sail down and stand by for whatever may happen.

Our first storm in Andana was off Cap D'Ailly near Dieppe. We had motored most of the way from Fecamp with very light winds. The sky had become increasingly heavy and the thunder coming nearer. When the storm did strike it was very sudden. A line of white water about half a mile away came swiftly towards us. We were just arguing as to whether to take the head sail off when it struck. We whipped round into a force 8 wind lurching well over in doing so. By the time we had the foresail off and had reefed to the bottom batten, the cockpit was white with hail. With that reef we were snug, and turned down wind to run at a great pace. The wind moderated quickly and apart from the fact that visibility was only few hundred yards all

BY E.H.THATCHER

was well. In a quarter of an hour all was over and in another five minutes we were motoring in a flat calm to Dieppe harbour.

Twice this last year we were caught on the Medway by storms but both times when we were beating in a good breeze. On each occasion the wind reached force 8 for a time. Without headsail we joggled through with full main just filling the sail enough to keep control. On both occasions we sailed right through a number of yachts which had hove to for reefing.

The really strong wind rarely lasts more than a very few minutes so that by the time you are reefed it is time to shake out again. We find that without a headsail an Atalanta will proceed quietly into a strong wind giving you plenty of time to consider what, if anything, needs doing. We have fitted snatch hooks to the fore halliard and tack so that it takes little time to get a sail in and down the hatch. If the helmsman takes it easy while this is done, very little water gets into the cabin.

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