

Atalanta



OWNERS ASSOCIATION BULLETIN 1961-1962

Annual Dinner and Meeting

A NOTE FROM ALAN VINES
PRESIDENT OF THE ASSOCIATION

THE ANNUAL DINNER has again been arranged to coincide with the 'Daily Express' International Boat Show. The Show is at Earl's Court from January 3rd to 13th 1962 and the Annual Dinner and Meeting is four stops east on the Underground; alight at St. James's Park Station and this year's venue is next door at the St. Ermin's Hotel, Caxton Street, London, S.W.1. The date is Wednesday, January 10th 1962 and the time 7.30 p.m. Come in evening dress if you can, but if you can't, still come.



The St. Ermin's can give us more space than some of our previous venues, with better facilities for showing the colour slides which we hope members will bring along.

An 'Atalanta' will be on the pool this year.

Round the Island Race 1961

THE ISLAND SAILING CLUB'S race round the Isle of Wight (about sixty miles) on July 8th was the twenty-fifth anniversary event. The winner in the Atalanta Class was Dr. W. R. R. Thursfield sailing his 'Rambler' A52. Full results:

| Placing | Sail No. | Name | Elapsed Time | Time Correction Factor | Corrected Time |
|---------|----------|-------------|--------------|------------------------|----------------|
| 1 | 52 | Rambler | 9.42.46 | 6516 | 6.19.44 |
| 2 | 132 | Atalanta IV | 9.45.42 | 6601 | 6.26.37 |
| 3 | 65 | Joann | 9.58.23 | 6475 | 6.27.27 |
| 4 | 70 | Catalina | 10.12.09 | 6476 | 6.36.26 |
| 5 | 144 | Cyn | 10.21.22 | 6437 | 6.39.58 |
| 6 | 120 | Velma | 10.25.32 | 6437 | 6.42.39 |
| 7 | 78 | Marianda | 10.26.53 | 6482 | 6.46.21 |
| 8 | 137 | Atalanta V | 10.38.42 | 6437 | 6.51.08 |
| 9 | 1 | Atalanta | 10.35.29 | 6482 | 6.51.55 |
| 10 | 17 | Gambol | 10.37.07 | 6475 | 6.52.32 |
| 11 | 76 | Inshallah | 10.44.55 | 6437 | 6.55.08 |
| 12 | 60 | Achates | 10.37.58 | 6642 | 7.03.44 |
| 13 | 108 | Salvendo | 10.59.54 | 6569 | 7.13.29 |

Atala A48 and Elissa A6 retired and Toco A99 and Arosa A104 were non-starters.

'Aku' and Adversity

MR. J. A. (TONY) PECK, 'Aku' (A.113), is now wintering at Las Palmas in the Gran Canarias Islands before setting out across the Atlantic on the next stage of his round-the-world cruise.

Mr. Peck, accompanied by Mr. John Riding, set out from Hamble on November 15th 1960. They finished fitting out at Weymouth and then sat in Salcombe for several days faced by headwinds of force 7 to 8. On the morning of November 28th they set course for Ushant, off the north-west corner of Brittany, with a westerly force 4 to 5.

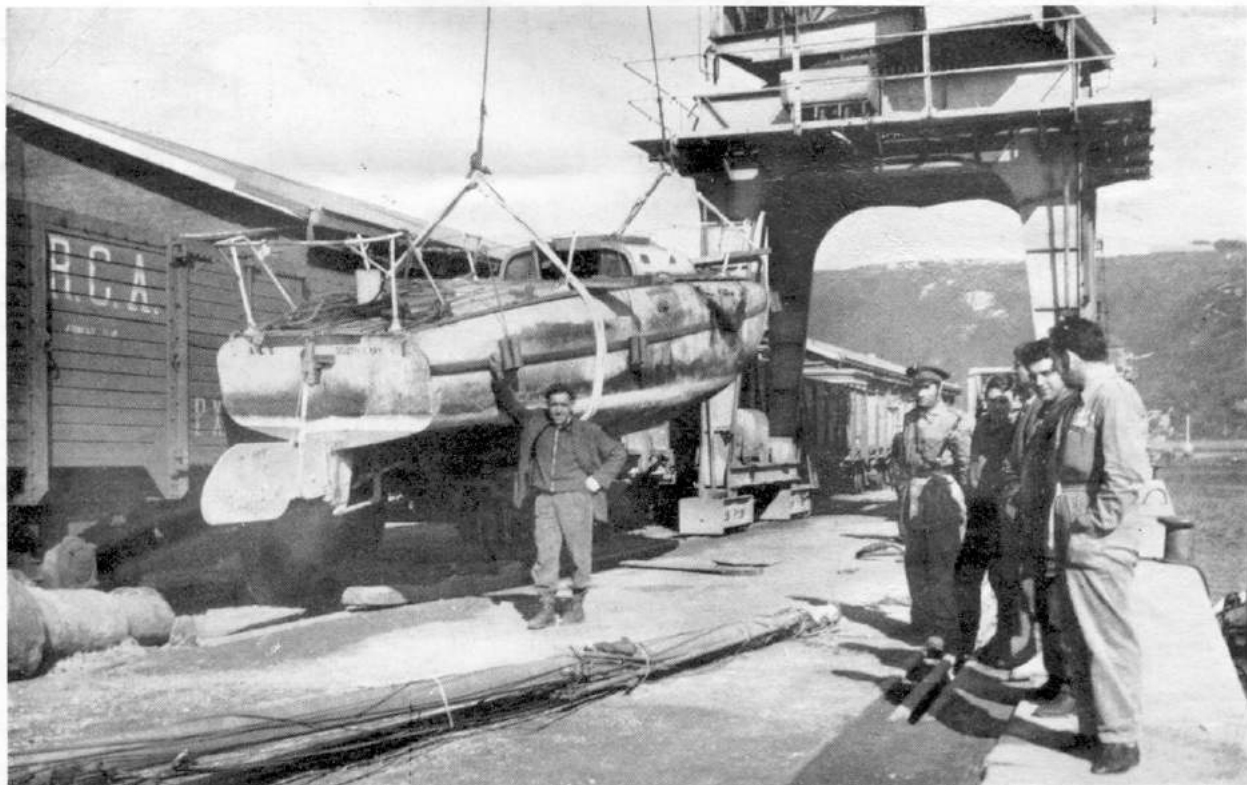
During the next week they drew level with Ushant twice but the weather and tides were against them and they put into St. Peter Port, Guernsey, on December 5th, after riding out force 10 gales in the Channel for days at a time. During the storm they were several times flipped right on to beam ends by sudden breaking seas. On one occasion they shipped such a huge sea that the cockpit became self-filling but Mr. Peck restored the situation by stuffing two loaves of bread in plastic bags into the keel drains and then pumped her out. He was carrying about a ton of stores.

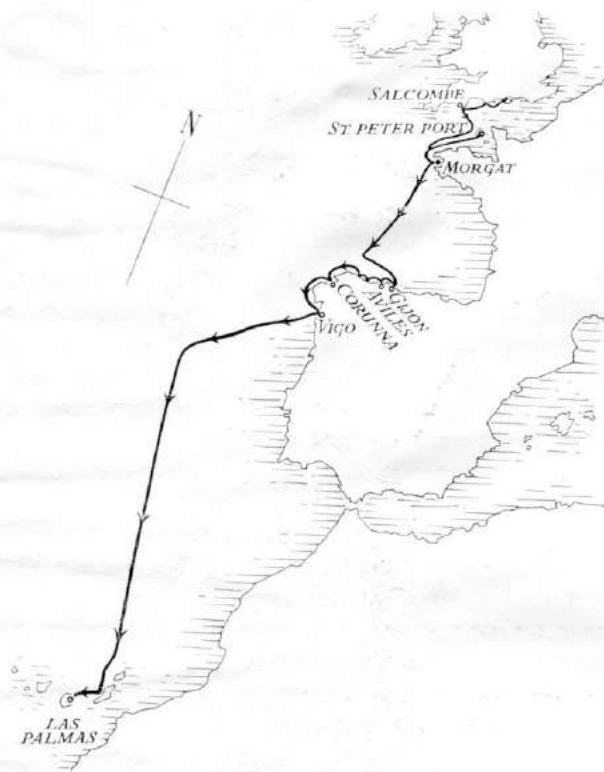
They dried out in Guernsey and raised the cockpit floor by three inches, then left on December 15th arriving at Morgat, Brittany, in the early hours of the following morning 'after a quite exciting passage through the Chenal du Four in pitch darkness, and then through the rocky bits round Brest—all without a chart; mine had been wrecked by water in the storm and I was unable to get another. I had reason to bless the sudden turns the Atalanta is capable of when under power and I can also tell other members that she is happy if very uncomfortable when lying ahull in force 10 conditions for 48 hours'.

Christmas Day found them several days out of Morgat and making poor progress across the Bay of Biscay. At mid-day (nearly turkey-time at home), when they were about 80 miles NNE of Finisterre, the wind increased to force 9 and slowly veered to the west. Despite all their efforts they were forced back and into Biscay, so eventually they put into Gijon, Spain. There they were told by the local Port Captain that a Gijon boat had been lost in the self-same storm together with thirty sailors from the port register.

Mr. Peck found that 'Aku' was quite comfortable in

'Aku' on the crane at San Juan de Nieva. Her hull is coated with coal dust from the coal which is loaded into ships at this port.





'Aku's' route to the Canaries

force 9 winds, with a storm jib, normal sheet arrangement and main down to about half-boom length. She stayed dead on her own selected course 50 degrees off the wind with the tiller lashed centrally with a few inches play each way to relieve the kick in breaking seas. She did this for nearly thirty hours, while they kept watch and three times put her on to the other tack to keep out of the way of land. There were no other ships in their part of the sea during the Christmas holiday.

Tiring of the continual rain in Gijon they decided to port-hop and set off for Aviles, running into a very heavy swell from the north-west as they neared the headland of the Cabo de Penas. Rounding the cape they turned in to a near gale-force wind which soon raised a steep chop at right angles to the existing swell. This was very unpleasant. As 'Aku' rose towards the crest of each wave she received a sharp flick up in the bow from the breaking crest, and no matter what Tony Peck did the keels would swing back a shade. Then as she topped the crest they swung forward again with a violent thump, sometimes

accompanied by a sideways lurch from the swell. Conditions began to ease as they neared land but suddenly there was a nasty noise, a loose feeling and the port keel had broken just below the pivot. They managed to get a rope round the two keels, as the broken one, held by the hoisting lug, was thumping the keelbox, and this partly steadied it. They reached the little harbour of San Juan de Nieva, at the entrance to Aviles, with some relief.

Fairey Marine sent out a new keel; 'Aku' was swung up by crane and the actual break was found to be a tangent to the lower edge of the pivot hole. The pieces fitted together perfectly and there was no sign of any flaw. Tony Peck thought that it could have been caused by cooling the casting too quickly.

Comment by Charles Currey:

This is the only keel failure we've ever had. As a precaution, Tony Peck now has a hard wood chock which fits over the hoisting gear port and starboard, preventing the keels from lifting at all. Only for deep water use, of course!

'Aku' was soon back in the water again, and after four days of fog, Tony Peck and John Riding left to creep along the coast again—first to Luarca, the next day to Foz, then Santa Marta. The following day, bound for Corunna and in an uneasy sea, the rudder blade snapped off flush with the lower edge of the stock. Rounding the Cabo Prior into slightly smoother water, they managed to get the broken blade half on to the stern, drill a hole in it about a foot from the lower end and bolt it alongside the stock. Steering was not very certain but the broken blade upside down against the stock gave very much better results than the stock by itself.

So into Corunna and another wait while a new blade was sent out from Hamble.

They finally left on May 19th—lost the wind and motored to Caminares. Next day to Puerto Muros, a most delightful place with a beautiful sheltered bay. The Chief of Police told Tony Peck that the port once had a large sardine trade with sailing vessels calling from all the north European countries. This trade ceased and most of the fishermen went to work on merchant ships, consequently a large number of them speak English.

'Aku's' next port of call was Vigo which has a very good Club with a tiny separate harbour. After two days in Vigo they left on the afternoon of May 26th. The weather was fair, little wind and a shallow depression stationary and slowly filling, 1,006 mbs., off central Portugal. They started off due west to go round the depression and get the

right wind, but it started to move north and they met force 8 winds first on the port beam, then on the stern. Soon they were in the middle of the depression, 994 mbs., and a very messy sea. As they swung slowly towards the south they met the other side and had 8 again on the stern. This was followed by two days of no wind at all, when they ghosted only 11 miles in forty-eight hours, although all through the trip the Canaries Current was adding 12 due south miles a day.

At dawn on the thirteenth day out of Vigo, Alegranza showed up only three miles west of where it should have been and they passed between it and Lanzarote Island—the most easterly of the Canaries. They went down west of Lanzarote to Fuerte Ventura, then headed for Las Palmas and sighted land in very good visibility at 2 p.m. on June 10th.

Tony Peck's troubles were not quite over. He had missed a check sight for current drift at noon, so he took a radio bearing on Las Palmas air beacon and it showed that they were making a landfall 10 miles north of the beacon. Thinking that the freshening wind had led them north, and without looking at his chartbook, he headed for the beacon. When he did look at his book he found that

the aerodrome is 12 miles south, and the port three miles north, of Las Palmas.

The wind was now nearly force 7 and the sea fiercely choppy, so they set No. 2 jib, four turns on the main and tacked north. The sea eased as they entered Las Palmas bay to drop the hook off the Club at about 10 p.m. G.M.T. They were very wet and covered with salt, like snowmen, after five hours of constant sousing by water so warm that it dried as it landed. Part of the time they had been circled by a Spanish destroyer, which eventually decided that they were coping and went off. Tony Peck hoped to meet its Commander in Las Palmas to thank him for his concern for their welfare but he was told that the destroyer had probably gone to Tenerife.

At the Club they collected a pile of mail that had been accumulating for them since before Christmas. Now they are waiting for the end of the hurricane season before setting out across the Atlantic to the West Indies. They have some engine spares to fit and a new propeller to replace one damaged on driftwood off Ushant. Spare time will be filled with replying to letters, writing articles for papers (and for cash) and eating magnificent tomatoes at fivepence-halfpenny a kilo.

QUESTIONS AND SUGGESTIONS

Mr. Bernard Upton (A89) of Balding & Mansell, Printers, Park Works, Wisbech, Cambs., asks:

1 When the masthead rig is adopted, what have been members' methods for using a No. 1 or No. 2 jib efficiently on the rather long masthead forestay or on an alternative forestay?

2 I have been intending to use an outboard engine. What horse power have members used, and have any of them used them over the stern? Any comments on the use of outboards or on the Excelsior inboard petrol engine would be appreciated.

* * *

From Mr. R. Reynolds (A58) of Welwyn Garden City:

1 We fix our stern light on a simple bracket bolted through the hand hole in the keel of the dinghy when

carried on the after deck.

2 The 'heads' are inclined to be rather public when moored alongside a dockwall, as in Calais, or when in a line abreast of other yachts with people passing to and fro across the deck. To preserve decency the storm jib can be made into a reasonably good tent. Tie a line from one toe rail round the bow cleat and back to the other, with small loops tied in level with the forward edges of the toe rails. Into these loops clip the two forestay hanks each side of the mitre seam. Shackle the clew to the halliard and hoist, not too tightly. Tie the head and foot of the sail to their respective toe rails. The hatch cover closes the third side and can be held in the vertical position with either a short line from the halliard or by tying two of the reef points through the handle.

Letters from Owners

MR. K. P. S. CALDWELL'S 'Strega' A.131 was destroyed by fire in the Channel on June 14th 1961. He lives at Barnfield Crescent, Exeter.

Here is his story:

We left Brixham at 3.40 a.m. and were motor-sailing towards the Casquets because there was a very slight breeze. At 10.0 a.m. we ran out of petrol. I was surprised as I thought the tank was fuller; however, we had two gallons spare and after trying to sail for a bit we decided to put in one gallon and motor for an hour. We were about 24 miles from the Casquets at this time.

After re-starting the engine we motored for a mile or two when there was an explosion and the cockpit became a mass of flames. I carried two fire extinguishers of the aerosol type and after switching off the petrol we tried to use them. Neither extinguisher worked, so we tried to put out the flames with bedding and sail-bags. There were two further petrol explosions, and the flames quickly spread the length of the ship. We had time only to grab some flares and the Veray pistol before taking to the dinghy. In a matter of a quarter of an hour the mast had gone overboard.

We were picked up seven and a half hours later by a Norwegian tanker.

My comments on this are, first of all there must have been a petrol leak. In the design of the Atalanta with the big Coventry Victor engine the carburettor is extremely hard to service and I suspect the explosion came from here although I have no proof. Whether the arrangement has been altered since my boat I don't know but I think it would be worth recommending that access to the carburettor should be made easier. Secondly, I would most strongly advise no one to put any faith in this type of fire extinguisher. I bought them, of course, on the advertisement and because they seemed so fool-proof.

The third point is that we always wear lifejackets at night, and by chance, although it was a very fine day, we had not taken them off by ten o'clock in the morning. It was the yellow colour which the captain of the tanker saw. They did not see the flares until they were virtually alongside.

Our pram is only six feet but I would revert to the war-time habit in future of carrying a 'panic bag' with one or two essentials, e.g. compass, water, etc.



Don't swear at motor cruisers—one of them might be your boat's sister. Capt. V. Moore of Sunbury-on-Thames sent us this picture of his 'Hazel G', built from an Atalanta shell.

Before I bought my boat I was anxious to have a diesel engine but this was not thought possible, I still wonder whether this could not be arranged as basically I think the Atalanta is a wonderfully safe cruising boat for a family.

At the moment we are, of course, collecting our wits before deciding when to buy another boat but we may well plump again for an Atalanta, perhaps secondhand, and adapt it to diesel.

Comments from Fairey Marine

Happily the good seamanship of Mr. Caldwell avoided injury to himself or his family. Here are some comments which apply to all boats with petrol engines, highlighted once again by this accident:

1 Always take a look in the engine space and a sniff for petrol fumes, BEFORE pressing the starter. It is the starter sparks that initiate the explosion.

2 Never stop the engine without turning off the petrol at the tank. The carburettor float or needle may be sticking which will result in fuel in the engine tray and only a very little is needed to make the dreaded mixture!

3 Plenty of ventilation to the engine space is important, to evaporate any fuel that may drip into the tray and to remove the small amount of petrol vapour that is bound to collect from time to time. The latest boats have air scoops for this purpose and Hamble will send a drawing showing the idea to any owner who would like one.

4 Be sure to have at least two good fire extinguishers of a type which can be tested regularly. It is hard to beat the standard carbon tetrachloride device (Pyrene) which is usually fitted to Atalantas.

5 If ever you are unlucky enough to have a fire in the engine space DO NOT STOP THE ENGINE but turn off the fuel at the tank and run the engine full speed. This is the quickest way of using up the fuel and it empties the fuel pipe.

6 It is a good idea to check the unions on the fuel line and the carburettor itself from time to time and also with the oldest boats be sure that the tank itself is serviceable and free from leaks.

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DR. JOHN H. BLOOMBERGH (A50) of Rockport, Mass., U.S.A., writes:

It is impractical for us to attend the annual dinner and meeting, but we shall be there in spirit.

Our boat 'Astarte II' has what I believe to be the only wholly varnished hull in the fleet. It is a thing of beauty but requires varnishing twice a year to keep it so. We have added bronze half-rounds to the wooden rub-rails to protect the woodwork while lying alongside piling.

We spent two weeks of June 1960 cruising on Lake Champlain, which separates New York from Vermont.

It was an interesting change from salt water. The first two weeks of June 1961 we spent on Chesapeake Bay, Maryland, visiting, among other places, Oxford and Cambridge on the eastern shore and Annapolis on the western shore. The tow over the road past New York City was fraught with peril and Maryland in June is insufferably hot after a New England winter. However, it is beautiful cruising water with many points of historical interest.

Although under-rigged and under-powered for American taste, we have had much pleasure with this boat. There are two other Atalantas in neighbouring towns, Essex and Ipswich, that have had larger engines installed. Their owners live up tidal rivers and had trouble getting home with no wind and a head tide. We live on the open ocean so that four knots is adequate for us.

* * *

MR. R. REYNOLDS (A58), Welwyn Garden City, Herts., notes:

We had some rather bumpy finishes to our trips this year. The most exciting was surfing through the Wallet spitway (Essex) at about 02.00 hrs. by the light of lightning flashes. There are more unlit than lit buoys in the Wallet and Colne entrance and I would have preferred less wind and a slower run. Luckily there was no fear of a gybe.

NEWS FROM CANADA

Saluting Bases and Main Braces

MR. N. C. D. MACTAGGART of Montreal, owner of A.40 'Dalriada', is the Commodore of the Royal St. Lawrence Yacht Club.

A report in the *Montreal Gazette* of June 23rd describes Mr. MacTaggart anchoring 'Dalriada' a short distance upstream from the R. St. L.Y.C. and taking the salute as the fleet sailed past.

'The fleet gathered at the lighthouse from where they were led down past the commodore by the flag officers, then came the larger power craft, the smaller power boats, Dragons, Flying Dutchmen, Y. Flyers, International 14's and Fleet Captain R. W. Coristine in his big schooner "Hobo III".'

'It was an impressive sight as the boats, all sailing fast in the strong breeze, past the saluting point, bore off and entered the harbour, many with signal and prize flags

flying. The commodore's reception followed, featured by splicing the main brace.'

Mr. MacTaggart did not trail A.40 much this year. He contented himself with travelling up the St. Lawrence Seaway from Lake St. Louis to the Thousand Islands district at the eastern end of Lake Ontario, crossing the Lake from Kingston to Fairhaven and Rochester in New York State, then back across the Lake and through the Murray Canal to the head of the Bay of Quinte. Thence back down the Seaway to Lake St. Louis.

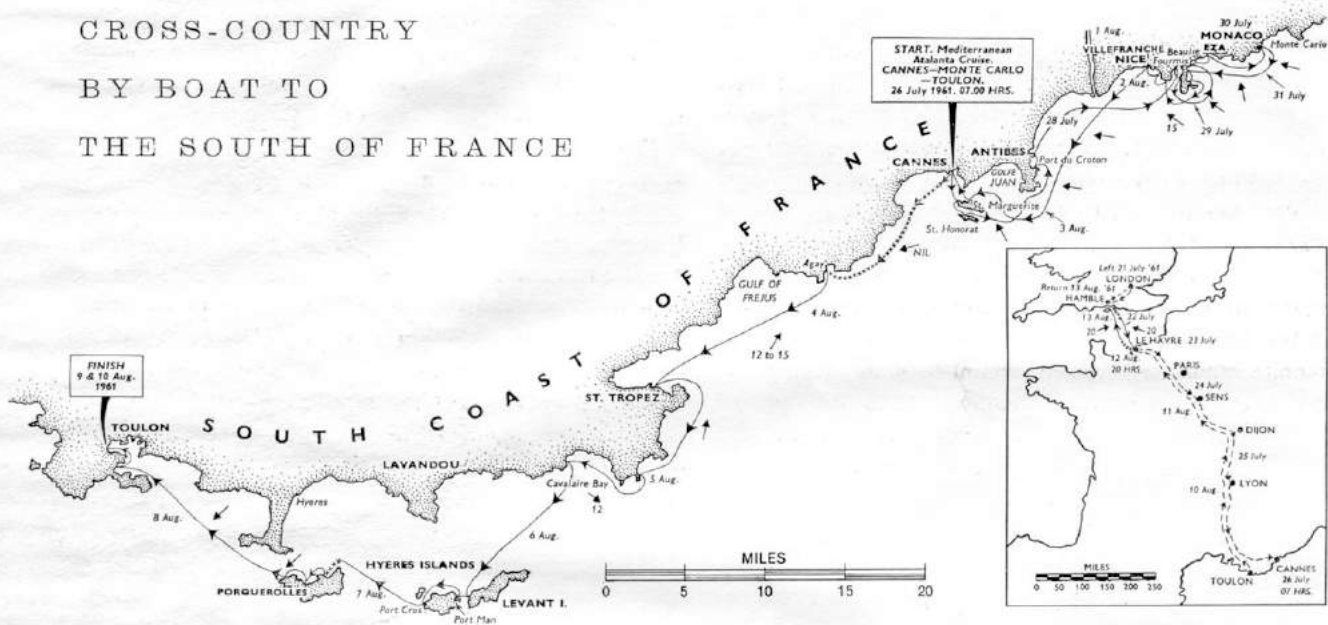
A.34 and A.67

Mr. J. W. Knox's boat 'Syren' A.34 was this year taken by road from Montreal to Lake Champlain, between the States of New York and Vermont, by Dr. S. A. McDonald and his family. The Lake is about 130 miles long and 10 miles across at its widest part.

Mr. Robin Austin of Montreal again took his boat 'Bajan' A.67 to the Thousand Islands for the summer.

Highway Sailors

CROSS-COUNTRY
BY BOAT TO
THE SOUTH OF FRANCE



THE TREMENDOUS ADVANTAGE of having your own boat and living accommodation with you in so desirable but popular a holiday area as the Cote d'Azur is now well-known to many Atalanta owners.

But for the owner who does a good deal of business driving during his working year, there is perhaps a flaw. He may not care very much for driving some 1,500 miles at relatively low speeds pulling a boat on a trailer behind him. Mr. Alan Vines, experienced just such a reaction earlier this year when his family started planning their summer holiday.

He decided to investigate the possibilities of someone else carrying his boat for him. He found it remarkably simple to hire a lorry which would take his Atalanta down to the Mediterranean sun and back—with him and his family aboard—at a cost which compared most favourably with any other method of transport.

Apart from confirming the dates with the transport company he made no other prior arrangements for cranes, etc., and found the trip surprisingly (and restfully) uneventful. This is his account of the trip.

FOR SEVERAL YEARS we have had our summer holidays in an Atalanta. Many times we discussed a trip to the sun but something always changed our plans.

Last year a trip back from Alderney in a strong north-east wind, close-hauled all the way in pouring rain, made us even more determined and we finally decided on the Mediterranean for this summer.

We hired a lorry and driver from a local firm and arranged for them to meet us at Le Havre on Sunday, July 23rd.

We left our base at the Fairey Marine Boat Park at Hamble on Friday, July 21st, at 2 p.m., with a crew of five, in a light easterly wind, which later freshened. On Saturday morning we arrived off Le Havre in poor visibility. We were unable to find the lightship, for the very good reason that it was not on station but in Le Havre for a rest.

We finally tied up at 1.30 p.m. in the yacht basin just inside the harbour, where there was a very helpful harbour master and a crane for lifting boats, with willing crew, and an hospitable Yacht Club with good facilities.

We spent Sunday waiting for the truck which we had hired for the trip to Cannes. I think a spare day or two for weather, etc., is a good safeguard, if possible.

We loaded on Monday morning, and left about noon, with the crew and two hitch hikers all riding in the boat, on the truck. The whole trip by road was a most enjoyable and interesting experience. It was like riding in a first-class railway carriage when the roads were good, but somewhat bumpy when the roads were bad. The Atalanta was really too light for a seven-ton truck (Ford Thames Trader).

We stopped on Monday night at Sens, just beyond Paris, and on Tuesday night at a caravan site on the way, arriving at Cannes at 7 a.m. on Wednesday. On both nights we slept quite comfortably aboard the Atalanta.

We had the boat off-loaded by a local garage with mobile crane, and rigged, complete with awning, by 10.30 a.m. It was warm and sunny so we spent the rest of the day bathing, shopping and eating melons and peaches.

The next 14 days were spent sailing gently east to

Monaco and then west to Toulon. The majority of the time we had light winds, but sometimes as much as 12 to 15 m.p.h. We only had to use the motor on odd occasions, mainly to charge the batteries.

We were delighted at the friendly reception we received at nearly all the places visited. This could be explained by the fact that four of the crew were not males! Only on a few occasions did we have any difficulty in finding a berth.

Our normal days consisted of breakfast and lunch of French bread, cheese, melons, peaches, etc., on board. We had our evening meal ashore, where this could be found at very reasonable prices, complete with wine, provided you did not insist on eating with your feet hanging over the harbour wall, and were prepared to wander around and sort out the lie of the land.

Our days were divided between shopping, sailing, swimming and sun-bathing. The length of these activities would depend on how far we had decided to go in any one day. The great thing is not to go too far but to allow plenty

Bay Agou



HIGHWAY SAILORS (continued)



to Bembridge where we arrived by 12.30 hrs. and Hamble by 16.40 hrs.

We had travelled 350 miles by sea and 1,500 miles by land in what proved to be a most enjoyable holiday in glorious weather.

There *are* problems but they are not difficult ones and we genuinely had fun sorting them out. We lived and slept aboard *Atalanta* throughout the journey but one could obviously stay at hotels on the way if one wished. Again, *le camping* is such a popular hobby in France that there are really luxurious caravan sites with hot and cold running water and every facility, all over France and particularly down the route to the south. You can make your holiday as easy and long as you like or you can live 'rough' throughout. Whichever way you do it we found that there was simply nothing to compare with having your own yacht in the Mediterranean for the summer holiday.

Left: A local garage with mobile crane was found at Cannes without trouble and the Atalanta off-loaded and put afloat in under an hour.

Below: Cap d'Antibes is only one of the sunny names open to the skipper who has the freedom of the Mediterranean.

of time to stop, to swim and explore all the creeks and small harbours. With its retractable keels and ability to float happily in 18 inches of water, the *Atalanta* is ideal for this.

Manytimes we were warned of the Mistral but even this did not put in an appearance.

To describe all the places we visited would not be worthwhile as this is done in numerous publications, but our route and course is described in the map.

We found only a few boats sailing east of St. Tropez, but west to Toulon there were large numbers of dinghies and small sailing cruisers.

We finally reached Toulon where there are good crane facilities, and loaded on the truck early on Thursday morning, August 10th, and left about 10 a.m. We stopped en route for the night and arrived at Le Havre at 8 p.m. on Friday, after two stretches of 13 hours on the road, including stops.

We left Le Havre at 15.30 hrs. on Saturday, August 12th, in a light north-easterly wind. By midnight the wind had dropped completely, but later came in from the west and freshened to 20 m.p.h., giving us a splendid sail



Cherbourg Rally

by W. Urry, 'Atalanta' (A1)

A SECOND Atalanta Rally to Cherbourg was arranged by John Strubble ('Atala' A48) at Whitsun 1961. It was kindly and efficiently started by the Royal Solent Yacht Club.

Unfortunately, owing to a lack of wind, a number of boats could not save their tide around the Needles and had to motor clear.

It had been previously agreed that as I could not get to the starting line at Yarmouth, I was to fall in astern of the others at the Needles. We were off the Bridge Buoy by 20.00 hrs. and watched the Island Sailing Club vessels go by. The wind was light and variable with good visibility.

Then came the first Atalantas under power and we spoke to each one as she passed by. I think that the last Atalanta to come by in the fading light was 'Elissa' A61, she had sailed to the bitter end in an effort to get clear. We streamed our log at 21.35 hrs., after she had passed, and got away on course.

It was a clear, beautiful night and the various yachts could be picked out easily by their lights. In fact, we had company all the way.

During the middle watch a huge liner, looking like a floating city, altered course for one group of yachts then, coming upon another contingent, had to come right round in a circle.

Through the night we managed to log our course but with dawn the wind began to die and at 09.00 hrs. we were becalmed. 'Marianda' A78 came up under power, spoke to us, then carried on, and we could see another Atalanta on our port bow. At about 10.00 hrs. 'Atala' also came up, stayed awhile and then went on her way under power. The sea was like glass but covered with weed and drifting rubbish.

We decided to wait until after lunch for a breeze and if no wind appeared by then we planned to start up the donkey. At noon we fixed our latitude by a Meridan altitude of the sun and we were still 22½ miles from Cape

Levi. We stuck to our plan but were rather disappointed when we ran into a breeze at about 14.30 hrs.

On passing through the eastern entrance at Cherbourg we were pleasantly surprised to see 'Marianda', 'Atala' and another Atalanta coming in by the western entrance. Apparently we had made better use of the tide. We berthed at 18.00 hrs. There were about a dozen Atalantas in Cherbourg that evening and we had a very pleasant get-together.

It was decided to award the Cherbourg Rally Cup to John Strubble for his excellent work in organising the event.

Alan Vines, John Strubble and two or three others started back on Sunday afternoon. I believe that they had quite a good passage but were not able to lay their course with the north-easterly wind, and they finished up slightly to the west of the Needles.

We left on Whit-Monday at 20.50 with a force 3 north-easterly. From Cape Levi we set course close-hauled on the starboard tack and for the next three hours Atalanta sailed herself. My pal Bunce and I sat under the lee of the canvas dodger, clear of occasional dollops of spray, smoking our pipes and admiring the stars. The children were turned in below.

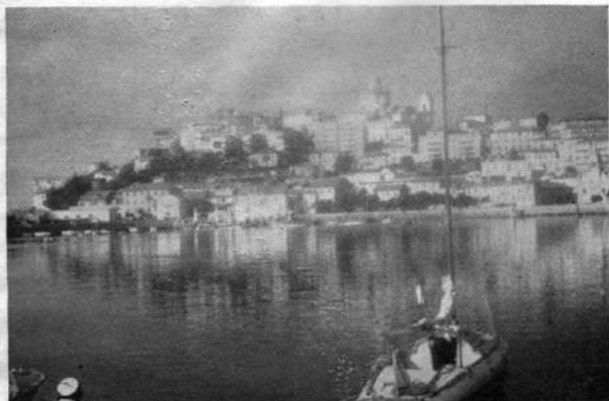
Barfleur dipped at 03.30 (log 21 miles) and amazingly enough Boniface Down was sighted at 28½ miles. Bunce would not believe it, so we checked with Reed's and sure enough it can be seen for over 31 miles.

It was a beautiful morning but later the wind died away and we had to motor up to and around the Needles, mooring up at Yarmouth at 14.30 hrs. A delightful trip.

MAJOR AND MRS. R. B. COLLIE sailed to the South of France in 'Topper' A128, and have left her there for the winter.

Quintet in 'Seamajor'

by JOHN and URSULA VALENTINE



WE TRAILED our 'Seamajor' A92 down to Dover behind our 3.8 Jaguar the week-end before our holiday began and left her in an obliging garage. Then on the night before our sailing we came down with the children, aged 15, 13 and 10, spent the night on the boat in the garage, and so were all ready for the 6 a.m. start next day. We drove on to the cross-Channel ferry 'Compiègne' with the smallest possible margin to spare—the tip of the mast was 11 feet 3 inches from the ground and the overall length of car and boat was 50 feet. The French crew of the ferry was very helpful.

We drove the direct route to the Riviera, spending nights sleeping in the boat at camping sites at Versailles, Fleurville near Macon, Pontet near Avignon, and arrived at Antibes by 4 p.m. on the fourth day. The boat evoked quite a lot of interest wherever we stopped. We had hoped to launch her ourselves from a slipway, but found that all the slipways on that coast come to an abrupt stop about 2 feet below the water with a drop into rough stones and sand, so there was never enough water to float her off. In the end we towed her round to Cannes and had her launched there by crane by the Garage Romeo, and rigged her in the water.

From Cannes we sailed eastwards by very easy stages, basking in the sun and stopping to swim when the fancy took us. We spent nights at Antibes, Cagnes, Villefranche, Monaco, San Remo, Imperia and Alassio, then turned westwards again, calling at Oneglia, San Remo, Menton, Monaco, Nice, Cannes again, then on to St. Maxime and St. Tropez, and finished up with a Mistral which brought us back from St. Raphael to Cannes a great deal faster than we had gone!

Garage Romeo hauled us out again, and we drove home over the same route, though stopping at different camping sites for variety. We drove right into Paris and spent two nights at the camping site in the Bois de Boulogne, to give the children a day's sightseeing in the capital. The last night was in the dunes outside Calais, before a very rough Channel crossing. Our only mishap occurred about 10 miles from home when at a roundabout a car ran into the mudguards of the trailer, the driver explaining afterwards that he had not noticed the boat!



Boat Park on the Hamble

A SHORE BERTH FOR YOUR CRUISER THROUGHOUT THE YEAR

FAIREY MARINE can now offer unique shore berth facilities to all owners of Fairey cruisers, in a Boat Park which has been set up at the head of the Hamble Spit within Fairey Marine's premises.

The shortage of moorings on the Hamble and around the Solent—or for that matter along the whole of the south coast—is so acute that there are waiting lists for anything up to five years.

Faireys have met the problem with a new concept in the 'mooring' of a boat. It results from several years of careful study of the launching and hauling-out operation and the final solution is remarkable for its speed and simplicity. The key to it lies in a specially developed tractor with a hydraulically-operated lifting arm, used in conjunction with a new type of submersible trolley.

From alongside a new 160-foot-long pontoon an Atalanta, for example, can be steered on to the trolley and hauled out and positioned in the Boat Park by the tractor in less than five minutes. To get afloat the owner can drive up alongside his cruiser in the Park and load all the provisions and kit without the tedious journey by dinghy to the mooring.

This service has been designed specifically to cater for the Fairey cruisers and covers the Atalanta, Fulmar and Titania. The new 27-foot Fisherman, the Hunstman 28 and Huntress 23 can also be handled, the launching and recovery taking a few minutes longer. Customers buying one of these craft can now get not only guaranteed delivery of the boat but also somewhere to put it.

The location of the Boat Park provides ready access to one of the finest and most attractive sheltered stretches of water in Great Britain. The open Solent is only $\frac{1}{4}$ mile away, Cowes is six miles distant and the whole of the Isle of Wight, Chichester Harbour, and the Beaulieu River are within a radius of 20 miles. You are right in the heart of British yachting.

Owners' craft will be offered a permanent 'tally' space in the Park for a fortnight, month, season or for the whole year. This will include the use of the special launching trolley on which the boat will remain while ashore. Other facilities include the use of the 160-foot-long pontoon, car-parking and cloakroom facilities, fresh

water and fuel—plus the security of being within an enclosed area on private property.

The site will be manned from dawn to dusk in the season and during normal working hours for the hardy ones in the winter.

Also at hand is all the expert attention for service, repairs or spares which could well save an otherwise wasted week-end.

Besides the Boat Park facility Faireys can arrange to collect and deliver Fairey cruisers to owners' homes or holiday addresses throughout Europe. Special attention has been given to the delivery of boats—with the family—to and from the fabulous Cote d'Azur for a nominal sum.

At the end of the season you can drive away and leave the boat at Hamble. Faireys will pack everything away in a lock-up store and make your boat quite safe for the winter, including de-rigging, greasing of metal parts and inhibiting the engine. If repairs, maintenance or a repaint are necessary these can all be done by first-class craftsmen on the spot.

Part of the new Hamble Boat Park, showing the tractor with a special hydraulic arm which can put a loaded boat afloat in five minutes.



LIST OF MEMBERS

| No. | BOAT | OWNER | TELEPHONE | No. | BOAT | OWNER | TELEPHONE |
|------|------------------------|-------|-----------|------|-----------------|-------|-----------|
| A1 | 'Atalanta' | | | *A38 | 'The Beaver' | | |
| A2 | | | | A39 | 'Epeneta II' | | |
| A3 | 'Andana' | | | A40 | 'Dalriada' | | |
| A4 | 'Snuffbox' | | | A41 | 'Gale' | | |
| *A5 | 'Diaphony' | | | A42 | 'Pumula' | | |
| A7 | 'Alouette De Mer' | | | A43 | 'Ponente' | | |
| A8 | 'Arabesque' | | | A44 | 'Vaga' | | |
| A9 | 'Aemilia' | | | A45 | 'Mareel' | | |
| *A10 | | | | *A46 | 'Theodora' | | |
| A11 | 'Tomboy of Terhou' | | | *A47 | 'Jade' | | |
| A13 | 'Ariel' | | | A48 | 'Atala' | | |
| A14 | 'Minuet' | | | A49 | 'Terrapin' | | |
| A15 | 'Artemis II' | | | A50 | 'Astarte II' | | |
| A16 | 'Dervorguilla' | | | A51 | | | |
| A17 | 'Gambol' | | | A52 | 'Rambler' | | |
| A18 | 'Aries' | | | A54 | 'Eala' | | |
| A19 | 'Valare' | | | A55 | 'Sue' | | |
| A20 | 'Acantha' | | | A56 | 'Yambo II' | | |
| A21 | 'Chuff' | | | A57 | 'Odd Ball' | | |
| A22 | 'Mary Jane of Moreton' | | | A58 | 'Winterset' | | |
| *A23 | | | | A59 | 'Julietta' | | |
| A24 | 'Melanion' | | | A60 | 'Achates' | | |
| A25 | 'Pindar' | | | A61 | 'Elissa' | | |
| A26 | 'Meteor' | | | A62 | 'Coco' | | |
| *A28 | | | | A64 | 'Paradox' | | |
| A29 | 'Windsong' | | | A65 | 'Joann' | | |
| A30 | 'Trio' | | | A66 | 'Roamara' | | |
| *A31 | | | | A67 | 'Bajan' | | |
| A32 | 'Alchemy' | | | A68 | 'Curlew' | | |
| A33 | 'Pam' | | | A69 | 'Laqlaq' | | |
| A34 | 'Syren' | | | A70 | 'Catalina' | | |
| A35 | 'Christian Mary' | | | A71 | 'Blue Jackaroo' | | |
| *A36 | 'Aquila' | | | A72 | | | |
| A37 | 'Kotick' | | | | | | |

* Indicates Owners who have NOT registered their Boat with the Atalanta Owners' Association.

| No. | BOAT | OWNER | TELEPHONE | No. | BOAT | OWNER | TELEPHONE |
|------|--------------------|-------|-----------|-------|-----------------|-------|-----------|
| A73 | 'Lyde' | | | A113 | 'Aku' | | |
| A74 | 'Equanil' | | | *A114 | 'Waterwitch' | | |
| *A75 | | | | *A115 | | | |
| A76 | 'Inshallah' | | | *A116 | | | |
| A77 | 'Blue Goose' | | | A117 | 'Turtle' | | |
| A78 | 'Marianda' | | | *A118 | 'Cresta' | | |
| *A80 | | | | A119 | 'Tonga' | | |
| *A81 | | | | A120 | | | |
| A82 | 'Koomela' | | | *A121 | '4 Brothers' | | |
| A83 | 'Flying Fox' | | | *A122 | | | |
| A85 | 'Scylla' | | | *A123 | 'Cocktail' | | |
| A86 | 'Vendaval' | | | A124 | 'Helen's Folly' | | |
| *A87 | 'Harmony' | | | *A125 | 'Polaris II' | | |
| A88 | 'Tenga' | | | *A126 | 'Enchantress' | | |
| A89 | | | | *A127 | 'Hansa' | | |
| A90 | 'Mourne Goblin' | | | A128 | 'Topper' | | |
| A91 | 'Yarina' | | | *A129 | | | |
| A92 | 'Seamajor' | | | A130 | 'Castanet' | | |
| *A93 | | | | A131 | 'Strega' | | |
| *A94 | 'Hagel-G' | | | A132 | | | |
| *A95 | | | | A133 | | | |
| A97 | 'Seven Up' | | | *A134 | | | |
| A98 | 'Italia' | | | A135 | | | |
| A99 | 'Toco' | | | *A136 | | | |
| A100 | 'Jolanta' | | | *A137 | | | |
| A101 | 'Amida' | | | A138 | 'Sweet Sue' | | |
| A102 | 'Mary' | | | *A139 | | | |
| A103 | 'Tambalu' | | | A140 | 'Jandavina' | | |
| A104 | 'Arosa' | | | A141 | 'Rakia' | | |
| A105 | 'Taka Maru' | | | *A142 | | | |
| A107 | 'Xapa' | | | A143 | 'Clymene' | | |
| A108 | 'Solvendo' | | | A144 | 'Cyn' | | |
| A109 | 'Sirena' | | | *A145 | | | |
| A110 | 'Turnstone' | | | A146 | 'Sherpa' | | |

* Indicates Owners who have NOT registered their Boat with the Atalanta Owners' Association.

LIST OF MEMBERS (continued)

No. BOAT

*A147

A148 'Caprice'

A149 'La Toquade
II'

*A150

A151 'Mistura'

A153 'Serenity'

A154 'Decanie'

Produced for the
ATALANTA OWNERS ASSOCIATION

by **FAIREY MARINE LTD**

HAMBLE · HANTS

Tel: Hamble 2135