

Atalanta



OWNERS ASSOCIATION BULLETIN 1962-63

A note from Alan Vines, President of the Association

I am happy to report that an increasing number of Atalanta owners are sailing in all parts of the world and a number from U.K. last season ventured into Europe, both under their own steam along the Channel ports and overland to the Mediterranean. As experience is gained by these trips, facilities and amenities should improve, which will give more Atalanta owners an opportunity to explore countries and climates further afield.

Last year's Dinner was very enjoyable and this year's Dinner will again be at St. Ermine's Hotel on 9th January. It is hoped that as many owners as possible will come and bring their friends and also their slides—the showing of these will again be one of the main features of the evening's entertainment. I am happy to report that Mr. Uffa Fox has accepted an invitation to be present on this occasion.

The Race Round the Island was very enjoyable, with Dr. Thursfield again demonstrating his ability to lead the fleet in a convincing manner.

A number of owners have utilised the Boat Park facilities at Hamble which have proved very successful and of great convenience.

It is hoped that the sun will put in an appearance next summer and that everybody will have a very good season.

ROUND-THE-ISLAND RACE

14th July 1962

THIS YEAR 18 Atalantas entered for this race, which started from Cowes at 0900 hours after a wet night. Fortunately the rain stopped just before the start, the weather improving throughout the day. The wind was never more than Force 3, mainly from the S.W., but almost fell to a flat calm when most Atalantas were off St. Catherines. It was rather amusing seeing some eight or 10 light boats all pointing in different directions, bobbing up and down in St. Catherines race. The wind improved to give an interesting run under spinnakers to Bembridge buoy and then a reach to the Forts, followed by a close fetch to the next mark and finally

a drift to the finish along the Island shore in a flat calm. Several boats retired but 11 completed the course. Dr. and Mrs. Thursfield in A.52 "Rambler" were again winners of both the Atalanta Trophy and the Atalanta Challenge Cup with a corrected time of 8.06.31. Mr. S. Glithero's A.65 "Joann" was second in 8.23.04 and Group Captain J. Ellis's A.155 "Miranda" third in 8.25.09.

A cocktail party was held at the Gloster Hotel, Cowes, at 12.30 on Sunday when the prizes were presented by Mrs. Alan Vines.

Atalanta Owners Association — Round-the-Island Race

HANDICAPS

Entry No.	Sail No.	Name	Owner's Name	Rating	T.C.F.
1	A.4	Snuff box	H. F. Etchells	20.09	.6482
2	A.48	Atala	J. A. Strubbe	21.55	.6642
3	A.52	Rambler	Mrs. J. A. Thursfield	20.39	.6516
4	A.61	Elissa	Mr. & Mrs. D. V. S. Cottrell	21.00	.6583*
5	A.65	Joann	S. Glithero	20.85	.6566*
6	A.70	Catalina	D. Hibberd	19.69	.6437
7	A.76	Inshallah	J. S. Ray	19.69	.6437
8	A.92	Seamajor	J. R. M. Valentine	19.70	.6442
9	A.104	Arosa	D. B. Lowman	20.86	.6569
10	A.108	Solvendo	J. A. Davison	20.86	.6569
11	A.119	Tonga	R. W. Lawes		
12	A.120	Jevi II	C. C. Vinson	19.69	.6437
13	A.137	Babyseac.	G. A. Percival	19.69	.6437
14	A.140	Jandavina	R. G. Moody	19.29	.6397
15	A.144	Cyn	L. B. Ercolani	19.69	.6437
16	A.155	Miranda	Group Captain J. Ellis	19.29	.6397

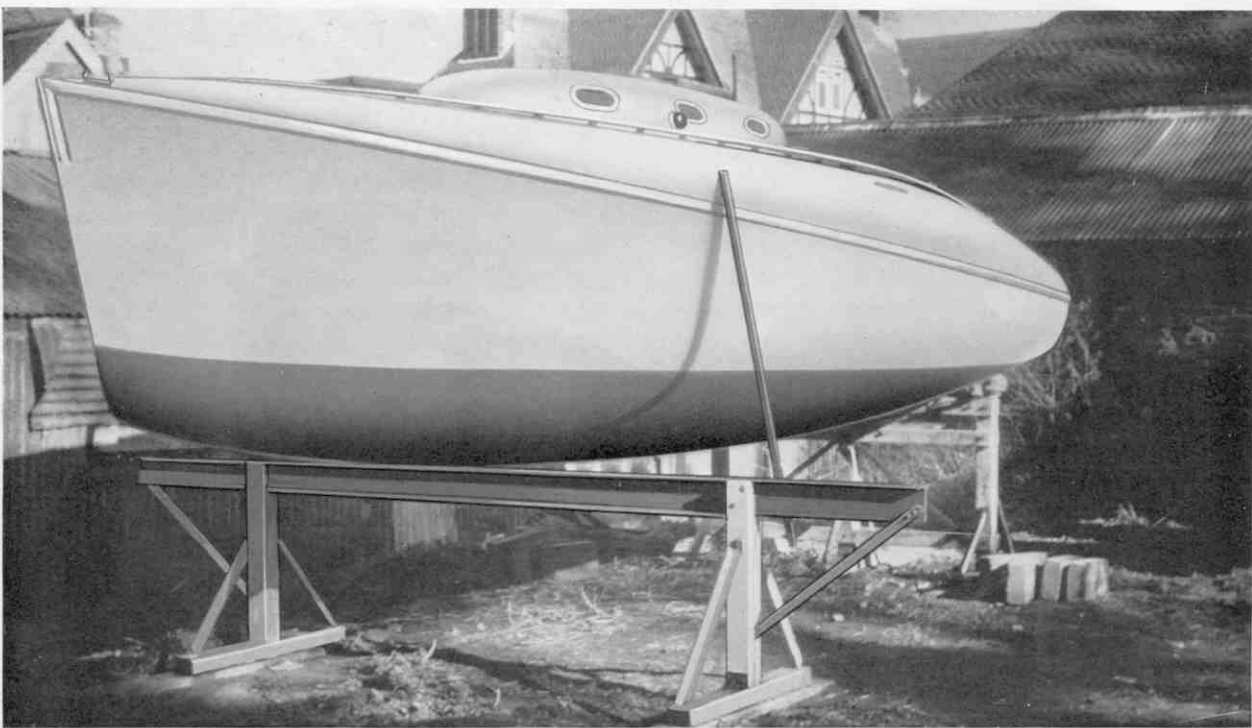
* Official R.O.R.C. Rating valid certificate held.

Brief Notes by the Hon. Sec.

This issue announces the new Atalanta 31. Having purchased the prototype, I trust members will agree that owners will be accepted into the Association! A formal proposition will be made at the annual meeting.

I have received a most interesting letter from R. Furman giving details of his experience in building A41 'Gale' from a kit. Should anyone be interested in receiving a copy of his letter please write to me at Stafford Road, Darlaston, S. Staffs.

H. F. Etchells.



Getting at the bottom again!

by RITCHIE THURSFIELD

FACED WITH the problem of removing the Atalanta from its trailer the following apparatus has been constructed. The total cost, including a second-hand hydraulic jack of 4 tons lifting capacity, was approximately £12.

Having performed the manœuvre on two occasions without a death in the family, we offer the idea with a plea "Go at it slowly and be careful!".

The contraption consists essentially of two large trestles—the first allowing withdrawal of the trailer.

The first task is to jack up boat and trailer together. 8 in./9 in. large baulks of timber are very useful and a pile of numerous small pieces are to be avoided. The timber is placed just inside the rear wheels under the chassis, rather than under the wheels themselves.

The bow of the trailer is dropped until the rear trestle can be placed in position close behind the rear

support of the trailer. The front of the trailer is then blocked up so that the weight is beginning to be taken on the rear trestle.

At this stage the girder, which is unbolted from the side legs, must be inserted between the boat and the trailer. This is not difficult provided the jack is used carefully to lift the bow off the trailer as the girder is slowly moved aft—between boat and trailer—until below the forward chain plates. The girder is now held like a large bone between the teeth when the jack is released—and it is only necessary to jack up the front of the trailer a few inches so that the legs can be attached to the ends of the girder. Further braces are then bolted to the chain plates.

The blocks are now removed from beneath the chassis—taking care that this is done a little at a time as the outer edge of the middle support of the trailer

tends to dig into the hull on the side opposite to that being towed.

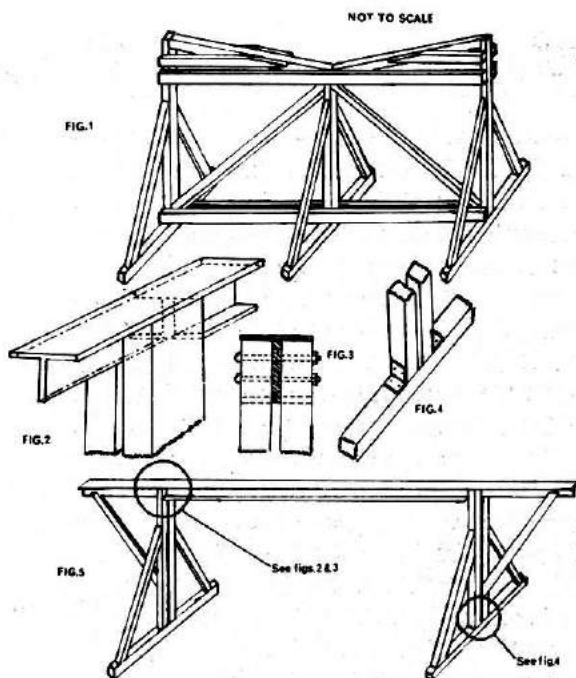
The middle trailer support is now unbolted and removed and the trailer can be wheeled out beneath the front trestle.

Briefly, the materials employed were as follows:

1. The girder was 1 section 6 in. × 3 in. × 13 ft. long.
2. The wood used was 2 in. × 4 in. oak with the main column of the rear trestle in 4 in. × 4 in. oak.
3. $\frac{3}{8}$ in. bolts were used throughout.

The tops of both trestles are 3 ft. above the ground. I would be happy to furnish further details to any interested owner.

Incidentally, we have found that hard racing copper is a good paint for the bottom and keels and light alloy anti-fouling is excellent on the rudder.



VANCOUVER ISLAND by ROBIN SPEAR

THOUSANDS OF square miles of sheltered water, hundreds of almost uninhabited islands, secluded coves providing ideal overnight anchorage, views of snow-capped mountains going as high as 10,000 ft.—that's the cruising ground in the Pacific North-West or more specifically in our case, Southern Vancouver Island.

My wife and I have been living in Victoria for about 18 months and as soon as we arrived we decided we must get a boat to make the most of the natural surroundings. At Easter this year we bought *Atalanta* No. 51 and have spent most weekends exploring the nearest islands. For our all too short two weeks' holiday we covered about 350 miles, first visiting Vancouver (to effect some engine repairs) before heading north-west up the Straits of Georgia, steering clear of civilization wherever possible, which wasn't too difficult in this area.

If my opening paragraph sounded too good to be true I had better give the debit side too. There is a noticeable lack of wind in the Gulf Islands and the Straits of Georgia during the summer months, although at Victoria itself and westwards in the Juan de Fuca Straits there is usually a reasonable amount of wind. Another somewhat unpleasant feature of the cruising ground are the logs which break away from the log booms and make any kind of night time navigation extremely hazardous. On our only attempt at night

sailing this year we hit a log about 30 ft. long and 2 ft. in diameter. Fortunately it was only a glancing blow and we didn't suffer any damage but we decided to cut out any more night passages.

Now we've made the picture too gloomy. To make up for the lack of wind we find we're travelling at about the right speed for trolling and have caught several salmon this summer which we've taken ashore and cooked over an open fire (the logs that were previously a menace having drifted ashore to supply fuel). However, I'm not much of a fisherman and have found that gathering oysters at low tide is simpler and a surer way of securing a supper. On one occasion we filled the mainsail bag with oysters in less than 10 minutes.

So far we have only covered the area around the Gulf Islands and the Straits of Georgia, but when that area is exhausted there is all of Puget Sound—something over 100 miles in length—to see, and for the more venturesome the west coast of Vancouver Island has a steady wind during the summer, although fog can be troublesome.

I hope I have conveyed some idea of the vast expanse of water and variety of cruising available. When we read in the English yachting press about the crowded anchorages, it makes us realise how fortunate we are in this area.

News from Canada

NONE OF THE other Canadian owners has supplied me with any news of their 1962 activities, so I can report from first-hand knowledge. The only addition to the Canadian fleet was the Atalanta taken to Ottawa by Lord Amory, now U.K. High Commissioner to Canada. I heard that he intended to bring her down to the Royal St. Lawrence Yacht Club in July when the Boy Scouts regatta was being held, but apparently he was not able to make the trip.

As in past years, Robin Austin took "Bajan" up the St. Lawrence to the Thousand Islands area for the summer. In mid-September I helped him bring her back. We made the passage to R.S.L.Y.C. in 22 hours, using sail and motor all night, and having no undue delays at any of the five locks.

Reg Stevenson's "Pam" was used by Bill Thomas, his wife and three small children for a two-weeks' cruise to the Thousand Islands and Lake Ontario.

I trailed "Dalriada" to Manchester, Mass., early in August, with my wife and two daughters as crew. After visiting sundry ports and passing through the Cape Cod canal, we arrived at Newport on the 14th August, and next day saw the first of the final series of trials to select the defender for the America's Cup.

W. E. R. MacTaggart

The Hon. Secretary has received this letter from R. C. Denny of Victoria, British Columbia.

Boat A88 'Tenga'

With my brother being away this year we had no extended cruising, but had some wonderful weekend's sailing. I had a little luck in a race I entered, as my rating is too high to enter in the normal C class I went into the X class where I raced against three Folkboats and several other boats; you will be glad to know I came in third after a very exciting race and I was very pleased with our efforts. The two Folkboats, who came in first and second, were only just ahead of me and at one point I was leading. Pretty good for an Atalanta, don't you think?

Yours very truly,

R. C. Denny.

AN APPRAISAL OF

ATALANTA

HAVING SPENT a pleasant day sailing on the St. Lawrence in Norman MacTaggart's Atalanta A.40, my wife, Alan Vines and I were sitting having a nightcap and discussing the day's sailing. I asked if he had ever considered a larger version of the Atalanta with a view to giving standing headroom and improved performance in light airs. To my delight he said he had.

That was in June 1960. In June this year (1962) I was invited to spend a weekend on Atalanta 31 with Alan and his wife; then, in September, Atalanta 31 was loaned to me for a weekend. Thirty-one feet of sailing boat *and* motor cruiser, and no half and half nonsense. Yes, although it sounds too good to be true, she is both. She far exceeded my expectations—and they were high enough, having followed her designing and building.

During the June weekend, David Cattrell and a friend in "Elissoi" A.61 sailed in company with us. We only had light winds but being able to compare Atalanta 31 with an Atalanta 26 was most interesting. Under No. 1 Genoa, a really useful sail for light winds, and Main, we ghosted along beautifully, "Elissoi" having to use quite a bit of engine to keep up with us.

On going on board Atalanta 31 one's first impression is of space. Standing in a generous, well-protected cockpit some 6 ft. long, one looks forward into two 6 ft. 6 in. cabins, each with standing headroom, and a forepeak with the "heads" and sail storage. It is something like being on a 10 to 12 ton deep-keel cruising boat, but of course there is also a two-berth cabin with raised coach roof at the stern, plus a stern "heads"—very convenient for mixed crews or when entertaining comparative strangers. There is as much total accommodation, with six first class berths and plenty of galley space, as on many a 45 ft. yacht.

The coach roofs have been kept somewhat narrower than on an Atalanta 26, which, with the increased beam, gives generous side decks for going forward. There is also a narrow side deck each side of the cockpit.

Below the cockpit floor is a "real" engine—a Perkins 4/99 Diesel complete with P.N.8 feathering propeller. What power!—but how delightfully docile and controllable for manœuvring. With the engine idling at about 500 r.p.m. there is nothing more than a pleasing, deepish exhaust note, whilst a single lever and pitch indicator enables the boat to be manœuvred without touching the throttle. When in the open channel the propeller is set to about 25 deg., the throttle opened to give 1,800/2,000 r.p.m. and "hey presto" you are steaming at 8½ knots on a steady, even keel—some motor cruiser.

In September I arrived midday Friday with Peter Waine, my old sailing partner. (We made our first offshore passage together nearly 30 years ago.) It was raining hard, but fortunately by the time we were ready to start the sky cleared, although there was little or no wind. We motored for about half an hour and then decided to see how *Atalanta 31* sailed in Force 1. We ghosted westward in a fluky wind until the tide turned and the rain came back, so on with the Perkins and into Yarmouth.

Saturday dawned a glorious day with no wind but a forecast of 4/5 from the S.W. increasing to Force 7 and possibly gale force 8 later. Leaving Yarmouth about 10.30 hours we caught the first of the tide to the Needles in a wind increasing from Force 1 to 4 from the S.W. Just before clearing the land we took in No. 1 and set No. 2 jib, cleared S.W. Shingles buoy and romped along on a close reach towards Swanage with keels trimmed slightly aft and only finger pressure on the helm. The wind increased slowly, sufficient to take in 4 rolls in the Main. Off Bournemouth we spent an hour running, reaching, close hauled, tacking and gybing. She was a perfect lady—steady on the helm, an easy, almost graceful motion and virtually no spray in the cockpit. At about 14.00 hours we decided it was time to return, as we wished to reach Bucklers Hard before dark and we had a foul tide, up to 5 knots in

places, to punch. Setting course for the Needles we unrolled the reefs and on a broad reach approached the S.W. Shingles buoy, deliberately going through the steep breaking seas on the tail of the Shingles Bank. Wind probably 20 knots—speed estimated 8 knots. We were over-canvassed for the sea and broached-to twice, but she was quite happy beam on to the seas. Trimming the plates well aft, about 45 deg., I soon got the feel of the seas and surfed from time to time on some of the better formed waves. We slowly overhauled a modern Bermudan Cutter some 40 ft. overall and two old Goff-rigged pilot cutters. Off Yarmouth we stood over to Lymington and soon reached Beaulieu River, sailing up to Bucklers Hard on the first of the flood, arriving there about 18.00 hours. Soon afterwards the Force 8 plus arrived but blew itself out by 10 a.m. Sunday. Over to Cowes, a look round under power and back to Hamble for 13.30; up with keels—how easily the hydraulic hand pump enables one to raise them, each weighing 1,000 lb.—into the launching trailer and back at the top of the slip in a few minutes.

Being almost twice the weight of an *Atalanta 26*, she is much steadier in a bad sea and carries her way better—being absolutely certain in stays.

Having come to appreciate all the advantages one has in owning an *Atalanta 26* (I took delivery of A.4 in 1956 after many years' sailing in keel boats), the 31-footer is my next choice. That extra performance both under sail and power, space and steadiness that one desires with increasing age, plus the *Atalanta* shallow draught, ability to sit upright when dried out and the ease with which she can be transported, has made me put A.4 up for sale and become the owner of A.31-1.

By the way, Alan Vines sailed her to Le Havre, and then by road on a lorry to the Mediterranean for his summer holidays.

(For a technical introduction to *Atalanta 31* see pages 12-13).

Corsican Rhapsody in 'Seamajor' A92

by URSULA VALENTINE

WE ENJOYED our Mediterranean holiday on "Seamajor" so much last year that we decided to do it again, with variations. This time we towed "Seamajor" home behind our 3.8 Jaguar the weekend before departure so that everything could be packed and stowed away in comfort; then on the day itself set off about 8 p.m. for the 4-hour drive to Dover and slept on our boat till 5.30 a.m., when we drove on board the ferry "Lord Warden" for the crossing to Boulogne.

We cut down the time for the journey to Cannes from four to three days this year, spending nights on camp sites at St. Julian du Sault, south of Fontainebleau, and Taim d'Hermitage, near Valence, taking advantage of the versatility of the Atalanta to use her as a caravan. As usual, she attracted a lot of friendly attention on the roads.

We reached Cannes about 7 p.m. on the third evening, and arranged with our friend from the Garage Romeo to launch her at 7 a.m. next day. This he did very neatly and expeditiously with his mobile crane. Then we lay alongside an obliging large motor yacht, bow on to the quay to raise the mast and rig her, one or two kind bystanders lending a hand to the female members of the crew in hauling up the mast.

As soon as the trailer was neatly and unobtrusively packed on the quay and the Jaguar garaged, we sailed off to the comparative calm of the Iles de Lerins for our first night afloat.

We had a certain amount of engine trouble, so we spent a day or two going along the coast, to Antibes Villefranche and Beaulieu and then as the weather forecast from Nice aerodrome (telephone 86 57 28) was good, we decided to cross to Corsica. We set off from Beaulieu at 5 a.m. on a course of 140° to Calvi, setting main and genoa but the wind was practically negligible and we had to motor most of the way, and as we only have the small 8 h.p. Coventry Victor engine, it took us 24 hours to make Calvi. We stood 2 hour watches during the night in pairs, mother and 16-year-old son, then father and 14-year-old daughter, and were very glad to see Revelata light about 2 a.m. We met hardly any shipping at all during the crossing until quite close in to Corsica. The engine expired about 5 miles off the coast, but there was a breeze for a while, although in

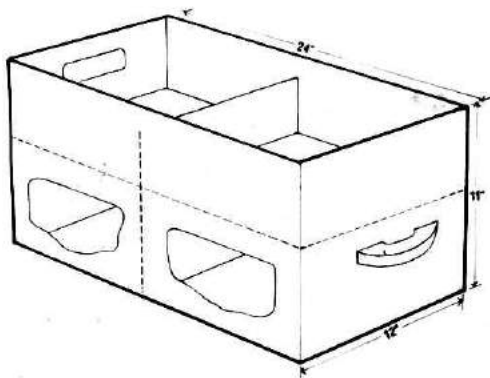
the end we had to propel ourselves the last bit with the outboard in the dinghy—very embarrassing!

However, Corsica was well worth the effort and Calvi in particular is a delightful little port. After a stay of a few days to get the engine repaired, we sailed south to Ajaccio spending one night on the way at the charming little anchorage of Girolata. Ajaccio is a very pleasant port, and while we were there we took a whole day trip by coach into the mountainous interior of the island, which is most beautiful and impressive.

For the return trip to the mainland we phoned the Ajaccio met. office (Ajaccio 5.81) for a forecast, which was not very reliable. We again had no wind, but our watches during the night were enlivened by a visit from two or three dolphins who cavorted round the boat for half an hour or more. Cap Ferrat light was sighted about 2 a.m. and we reached Monaco just about 24 hours after leaving Calvi.

On the day we were aiming to sail back from Villefranche to Cannes a mistral sprang up and we went thankfully into Nice instead. As time was running out we decided to have "Seamajor" hauled out in Nice, which necessitated a bus ride into Cannes to fetch the car and trailer. Just as we had arranged everything with the Capitaine du Port, Chamber of Commerce, cranedriver and a man who would lend us the necessary slings, we were stopped by a customs official who told us we needed a customs permit. But at the customs house we were told our papers were not in order because they had not been stamped in Cannes three weeks before when the boat was put in, and that we must go to Cannes to get a permit to put the boat into the water three weeks ago so that he could give us a permit to take it out again. In spite of protests we had to go to the Cannes customs, where the inspector fulminated against his Nice colleague and refused absolutely to perjure himself about a boat he had not even seen. So back to Nice, where the inspector, in order to solve the problem he had created, eventually signed a permit saying the boat had been launched in Nice three weeks before and so could now legally be hauled out.

Armed with this perjured document we were able to proceed and were soon on the road again for the long haul back to Boulogne and so home and dry.



'Hiran's' Larder

THIS CONSISTS of a drawer made to rest on the locker top just in front of the bulkhead. Battens secured to the locker top keep it in place while allowing it to slide athwartships. In the closed position it drops down below the level of the top of the keel case which prevents it sliding open at sea. "Hiran" has the older starboard side galley with a pull out sink and the drawer fills most of the space below the latter.

both articles are by
Lt. Col. V. J. C. COOPER

The upper part of the drawer is used for dry goods and has sufficient headroom for milk bottles along one side where they do not get in the way of the sink waste.

The lower part is divided off by a permanent partition and access is from the side. This gives two compartments which will take either plates or pie dishes and can be used either for storing them or for keeping food.

A substantial wooden handle at the front and a handhole at the back enable it to be lifted out bodily for access to the locker below or when taking the whole thing home for replenishment, for which it is very convenient.

The drawer is made from $\frac{1}{4}$ in. outdoor plywood glued to battens at the corners and finished in yacht enamel.

Some notes on a First Season

BEING NEW to an Atalanta this year it seems a good opportunity to review one's sailing experience while it is still fresh in the mind. In the writer's opinion there is no doubt that the Atalanta is tricky for the newcomer and inclined to be hard mouthed or sulky till the tricks of the trade have been mastered.

With the hounds rig the real working foresail is the Genoa; with No. 1 she is inclined to be under-canvassed until the wind is strong enough when she begins pulling rather harder than one really likes. Our normal procedure is to roll the main to the jumpers when the Genoa has to be replaced. Under Genoa alone she will sail well about five points from the wind if it is not sheeted too hard and come about quite readily.

The use of the keels to obtain balance has not proved a great success as the result is more satisfactorily achieved by the sail plan. In extreme cases, as for instance under storm canvas it might work better. The rudder must of course be right down and if the blade is taken off be careful to put it back with the straight leading edge to the front.

Sail handling is done according to the maker's instructions, from the hatches. It does, however, require a long reach to get any power on the halyard winches. We have considered fitting lifelines and a pulpit, but

can see no real advantage except in the case of the cockpit. The latter could really do with some form of guard, particularly if much sailing is done with children, and next season will probably find us with either the conventional arrangement of wire lifelines or else a removable rail of galvanized tubing carried on short stanchions at either end of the cockpit coaming.

An unexpected problem is compass deviation. The magneto of the 16 h.p. Victor engine is probably the cause of the trouble, as the position of the keels makes no noticeable difference. Whatever it is, it gives a deviation of 5° on the hand bearing when standing in the hatchway and more, of course, with the steering compass, which is placed lower. Binoculars, too, require thought as the quick movement of a lightweight puts a premium on lightness, shortness, low power and a reasonably wide field.

These are mostly problems arising from the change over from a conventional cruiser to an Atalanta. As a family boat the latter scores heavily in many ways, not the least being the lightness and simplicity of her gear, which makes it possible for children to do the whole job of getting under way without assistance. Her shallow draught and good sea keeping qualities are an unmixed joy.

NEW HOME FOR A.1 by T. W STANIER

FOUR YEARS of dinghy sailing, and two winters studying navigation at the Little Ship Club, led to thoughts of a cruising boat. But what to buy?

My home port is Rye Harbour, which dries out, and bilge keel boats seemed the popular choice. Their lack of windward ability, however, and some distrust of keels bolted to the bilge, led me to thoughts of an Atalanta, which seemed the logical answer to Rye conditions, if only one could afford the price. Eventually I saw that the prototype, AI, was for sale at Christchurch, and after an inspection and brief haggle she became mine "complete with her boats, guns, ammunition, small arms and appurtenances".

She passed survey with flying colours, and Bill Urry, her previous owner, could not have been more helpful in getting her fitted out and launched, ready for the trip round to Rye at Easter. With my nephew and a friend from Rye for crew, I went down on Good Friday to take over. Bill was coming with us as far as Lyminster, and when we finally got away from Christchurch under power we were more than glad to have him at the helm for the crossing of the Bar. We seemed to go straight through the surf, but with keels up we did not touch, and in a few minutes were able to make sail and head across Christchurch Bay. A nice S.W. breeze, and the new genoa pulling like a train, quickly brought us to the Hurst Narrows, and soon we were round the point, making our way up the Lyminster River.

After a farewell toast, we said goodbye to Bill, more than grateful for his help and advice, and set off down the river again. The wind had dropped, so we motored up the Solent and finally reached Cowes after dark. None of us had sailed in the Solent previously, so it was quite a thrill bringing Atalanta alongside in the Holy of Holies, even though we could see little of the harbour except the winking buoys.

If the S.W. wind held, we hoped to make Rye in two days, so at 06.00 we were away again and on course down Spithead. It was a flat calm, and when a little later a light breeze started, it was dead ahead. There was nothing for it but to keep the motor going if we were to reach the Looe channel before the tide turned. Once through the gap we could shape a more northerly course, and tried to sail for a few hours, but the fitful breeze soon died away, and gave place to a depressing

drizzle. So we gave up the idea of Newhaven and motored into Littlehampton for the night.

Sunday morning was pure delight, with a light S.W. breeze taking us nicely across Brighton Bay in warm sunshine, but soon after midday, when we were abreast of Brighton Pier and three miles off shore, the wind died and we found ourselves in thick fog, visibility about 100 yards. So on with the Stuart Turner again, and we set course to close the land gradually. Suddenly there was a roar of an engine and a speedboat circled us twice, towing a skier! They eventually disappeared in the fog, and we carried on. The next thing we saw was a Brighton groyne, 100 yards ahead! The grid compass had misted over and we were 90° off course—another lesson learnt, and only just in time. We corrected course, still keeping close inshore, and eventually homed on the Newhaven fog signal. As we entered between the pierheads, just visible through the fog, we saw a Railway steamer following us in and were glad we had not met at the entrance.

The midnight forecast promised us a S.E. wind for Monday, which would mean motoring straight into it to catch our tide at Beachy Head, but a nice beam wind thereafter for the final 25 miles to Rye. We were away promptly at 6 a.m. but, alas!, the 6.45 forecast spoke of backing to E.N.E., and sure enough, as we rounded the headland, the wind strengthened and came dead ahead. We tried beating into it and made various calculations to decide whether we could be certain of reaching Rye while there was still sufficient water over the Bar. We could probably have made it, but with little time to spare, so eventually discretion won and we turned back. With a force 5 behind her, Atalanta surfed and nearly planed over the foul tide, and we were soon back in Newhaven, where we tied up, left the boat in charge of Cantells, and caught our train home.

The wind stayed in the east for a solid fortnight, so it was not until 5th May that I was able to go down to Newhaven and complete the final lap. Again the wind let us down, dying away soon after we had rounded Beachy, so that from Hastings onwards we motored over an oily sea and entered Rye just in time to get on to our mooring before the tide left us. Atalanta was home.

Since then she has lived up to all our expectations. She dries out infinitely more comfortably than the bilge keel boats, and in a recent menagerie race, showed her windward ability to great advantage, coming in third in a field of 12, despite a severe handicap. We could do with a bit more power to get out against Rye's racing tide, but with a little additional wind power there

is no real problem, even at Springs. Apart from a trip to Folkestone and a week in August, when five of us sailed to Newhaven and Shoreham between gales, we have done no serious cruising as yet, concentrating on day sailing and crew training. Next year we shall be more venturesome, and all being well, plan to look at the other side of the Channel.

The Hon. Secretary has received this letter from Mrs. Helen Cary, 3 Bedford Gardens House, Bedford Gardens, London, W.8.

BOAT NO A.124 'HELEN'S FOLLY'

I have left my boat in Italy and I am anxious to go back next year and explore a bit more of that coast.

I am wondering if there would be any other owners who would like to join me in this?



ATALANTA's at Hamble Boat Park

DURING THE past year more and more Atalanta owners have made use of the Fairey Boat Park at Hamble. The shortage of moorings on the Hamble, or for that matter along the whole of the South Coast, is so acute that Fairey's new concept in the mooring of a boat has proved increasingly popular. Not only does it solve the mooring problem but the immediately available facilities, fresh water and fuel, car park and cloakroom,

repairs and maintenance, together with the security of being on enclosed premises, allows more time for sheer pleasureable sailing.

Fairey's service of arranging for the rapid and economical transport of Atalanta's across the Continent to the French and Italian Rivas has also been utilised by a growing number of owners who have found it to be a simple and safe way of getting to the sun.

STOP PRESS

As this goes to press Charles Currey has received news that J. A. Peck with 'Aku' A113 has reached the Galapagos Islands in the Pacific on his 31,000 mile journey round the world which he began from Hamble on November 15th, 1960.

LIST OF MEMBERS

No.	BOAT	OWNER	TELEPHONE	No.	BOAT	OWNER	TELEPHONE
A1	'Atalanta'			A40	'Dalriada'		
A2				A41	'Gale'		
A3	'Andana'			A42	'Pumula'		
A4	'Snuffbox'			A43	'Ponente'		
*A5	'Diaphony'			A44	'Vaga'		
A7	'Alouette De Mer'			A45	'Marcel'		
A8	'Arabesque'			*A46	'Theodora'		
A9	'Aemilia'			A47	'Jade'		
*A10				A48	'Atala'		
A11	'Tomboy of Terhou'			A49	'Terrapin'		
A13	'Ariel'			A50	'Astarte II'		
A14	'Minuet'			A51			
A15	'Artemis II'			A52	'Rambler'		
A16	'Dervorguilla'			A54	'Eala'		
A17	'Gambol'			A55	'Sue'		
A18	'Aries'			A56	'Yambo II'		
A19	'Valare'			A57	'Odd Ball'		
A20	'Acantha'			A58	'Wintersett'		
A21	'Chuff'			A59	'Julietta'		
A22	'Mary Jane of Moreton'			A60	'Achates'		
*A23				A61	'Elissa'		
A24	'Melanion'			A62	'Coco'		
A25	'Pindar'			A64	'Paradox'		
A26	'Meteor'			A65	'Joann'		
*A28				A66	'Roamara'		
A29	'Windsong'			A67	'Bajan'		
A30	'Trio'			A68	'Curlew'		
*A31				A69	'Laqlaq'		
A32	'Alchemy'			A70	'Catalina'		
A33	'Pam'			A71	'Blue Jackaroo'		
A34	'Syren'			A72			
A35	'Christian Mary'			A73	'Lyde'		
*A36	'Aquila'			A74	'Equanil'		
A37	'Kotick'			A75			
A38	'The Beaver'			A76	'Inshallah'		
A39	'Epeneta II'						

No.	BOAT	OWNER	TELEPHONE	No.	BOAT	OWNER	TELEPHONE
A77	'Blue Goose'			*A114	'Waterwitch'		
A78	'Marianda'			*A115			
*A80)				*A116			
*A81)							
A82	'Jacaranda'			*A117	'Turtle'		
A83	'Flying Fox'			*A118	'Cresta'		
A85	'Scylla'			A119	'Tonga'		
*A86	'Vendaval'			A120			
A87	'Harmony'			*A121	'4 Brothers'		
A88	'Tenga'			A122			
A89							
A90	'Mourne Goblin'			*A123	'Cocktail'		
A91	'Yarina'			A124	'Helen's Folly'		
A92	'Seamajor'			*A125	'Polaris II'		
A93				*A126	'Enchantress'		
A94	'Hazel-G'			*A127	'Hansa'		
A95				A128	'Topper'		
A97	'Seven Up'			A129			
A98	'Italia'			A130	'Castanet'		
A99	'Toco'			A131			
A100	'Jolanth'			A132			
A101	'Amida'			A133			
A102	'Mary'			*A134			
A103	'Tambalu'			A135			
A104	'Arosa'			*A136			
A105	'Taku Maru'						
A107	'Xapa'			No.	BOAT		
A108	'Solvendo'			A2			
A109	'Sirena'			A84			
A110	'Turnstone'			—			
A113	'Aku'			T5	'Soleway Tide'		

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

INTRODUCING ATALANTA 31

FROM STOCKHOLM to Singapore, from Mombasa to Los Angeles, Atalanta 26s can be seen providing endless fun for families, and even for occasional single-handed round-the-world sailors.

The world-wide success of the Atalanta 26 with, among many other unique characteristics, more room aboard than ever before in a boat of that size, has logically produced a requirement for a larger boat with full head room and diesel power. The result is Atalanta 31.

The new boat's stability at sea in the very worst conditions is assured by a total keel weight of 2,120 lb. and a draught of 7 ft.; yet, like Atalanta 26, she can be used to explore the shallows of tidal estuaries as her draught with the twin keels raised is only 2 ft.

To hoist each keel by mechanical means would be plain hard work, so special hydraulic jacks were devised, operated by an engine-driven pump or, alternatively, by a hand pump which, although it takes three minutes to raise a keel, is an easy task. Clamping gear at the main attachment points prevents the keels



from slamming against the cases in a sea-way and locks them in any selected position until the boat grounds or they strike an underwater obstruction. Should this happen there would be no damage, as the hydraulic hoist allows backward and upward movement holding the keels in the highest position.

Atalanta 31 is intended for beaching on any reasonable surface. The rudder blade retracts to clear the bottom, and in fact stows nearly vertical so that the stern of the boat can lie close on to the harbour walls of the South of France. When ashore the ballast keels remain sufficiently exposed to hold the boat upright.

Atalanta 31 has really spacious accommodation for six, divided by the centre cockpit. This means that for families, the young can be divided from parents, or the after cabin used as separate quarters for weekend guests.

The forepeak houses the forward w.c., chain locker, shelves and sail racks. Next to it the saloon has two large berths with lee boards and stowage lockers under and shelves against the ship's side with hanging cupboards port and starboard. Deck head hand-grips help the crew in bad weather and when attending to the clamping equipment for the two ballast keels attached to the main bulkhead. Immediately aft of the bulkhead is the hydraulic hoisting gear for the keels, and on the port side is the galley with a two-burner Calor cooker, cupboards and stowage. On the starboard side is the sink, fresh water pump and stowage for crockery and cutlery for six. The two quarter berths extending under the forward end of the cockpit benches have plenty of room for 6 ft. crews.

A full-size chart table, available port or starboard, ships above the berths with ample room for standard Admiralty charts and all the usual navigational equipment. Fresh-water tanks with a capacity of 36 gallons are underneath the quarter berths. The control valves and hand pump for the ballast keels are in this compartment together with the forward internal sling plates.

The self-draining cockpit, with plenty of room for six, is arranged with a central binnacle carrying, as well as the compass, all engine controls and instruments.

Steering is by the highly successful whip staff system developed on the Atalanta 26. Uphaul and downhaul



lines to the rudder blade lead to each side of the doorway of the after cabin. The mainsheet is led to an adjustable track-type horse with a centre cleat. The headsail and spinnaker sheets are handled by large winches on the cockpit coaming, and the headsail sheet leads are adjustable. Large lockers port and starboard under the side decks look after the usual loose gear. In really bad weather a pram hood folding dodger gives extra protection covering the main hatch.

The after cabin has two quarter berths leading forward under the cockpit benches and can be provided with either a second w.c. and washing arrangements or alternatively with four large shelves aft of the berths for the stowage of bulky gear such as kitbags.

The sailing performance of Atalanta 31 is naturally considerably superior to the smaller boat. The extra length allows a finer hull, without loss of space in the

forward compartments, increasing the speed to windward in all conditions, particularly in a short head sea. The mainsail has an area of 225 sq. ft. with the head board 37 ft. above the sheerline. The No. 1 foresail is 190 sq. ft. and the genoa 275 sq. ft. The spinnaker and genoa conform to R.O.R.C. restrictions and the average rating is 29.94. Spars are light alloy with slides for the luff of the mainsail and the foot is enclosed in the usual groove in the boom. Main and headsail halyards are led to self-stowing winches on the mast, a kicking strap purchase is provided, all cordage is Terylene and all rigging stainless steel.

The Perkins 407 diesel gives Atalanta 31 a comfortable cruising speed of 7 knots and a maximum speed of 8.5 knots. The P.N.P. feathering and reversing propeller is controlled hydraulically from the binnacle, enabling any combination of revs and pitch to be selected. Fuel capacity is 50 gallons in two 25-gallon tanks with a mean consumption of 1 gallon per hour at 2,000 revs, giving 22 h.p. and a range of 350 miles under power.

Navigation lights conform to the Board of Trade regulations, a 12 volt battery providing power for all the electrical equipment, including an electric starter and cabin and chart-table lights.

The main hull shell of Atalanta 31 is the largest hot-moulding ever built in Europe and possibly anywhere in the world. It is $\frac{5}{8}$ in. thick, built up of six laminations of the standard $2\frac{1}{2}$ mm. material used for some 10,000 Fairey boats. The deck is another moulding $\frac{3}{8}$ in. thick using four laminations. The coach roof and hatches are pre-formed marine ply laminates. The main frame, bulkheads and other structures follow the usual Fairey Marine practice and are similar to the well-tried structure of Atalanta 26.

The design displacement (all-up weight) of Atalanta 31 is 8,000 lb. Although rather too large for long distance or regular trailing, the boat can be easily hoisted and transported on a 4 ton lorry, as she will sit safely on a flat surface. The prototype made the overland journey from Le Havre to Cannes and return in the summer of 1962 without any difficulty.

Atalanta 31 is an unusual boat developed from the first-ever sea-going cruiser with all the main ballast retractable. Her sea-keeping ability is beyond question. Her high speed under power means wider cruising grounds and certain return in any conditions from weekend trips. The sailing performance, although just short of Ocean Racing standards, is superior to any other family cruiser and is exciting enough to interest even the most experienced helmsman.

Produced for the
ATALANTA OWNERS ASSOCIATION

by **FAIREY MARINE LTD**

HAMBLE · HANTS

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