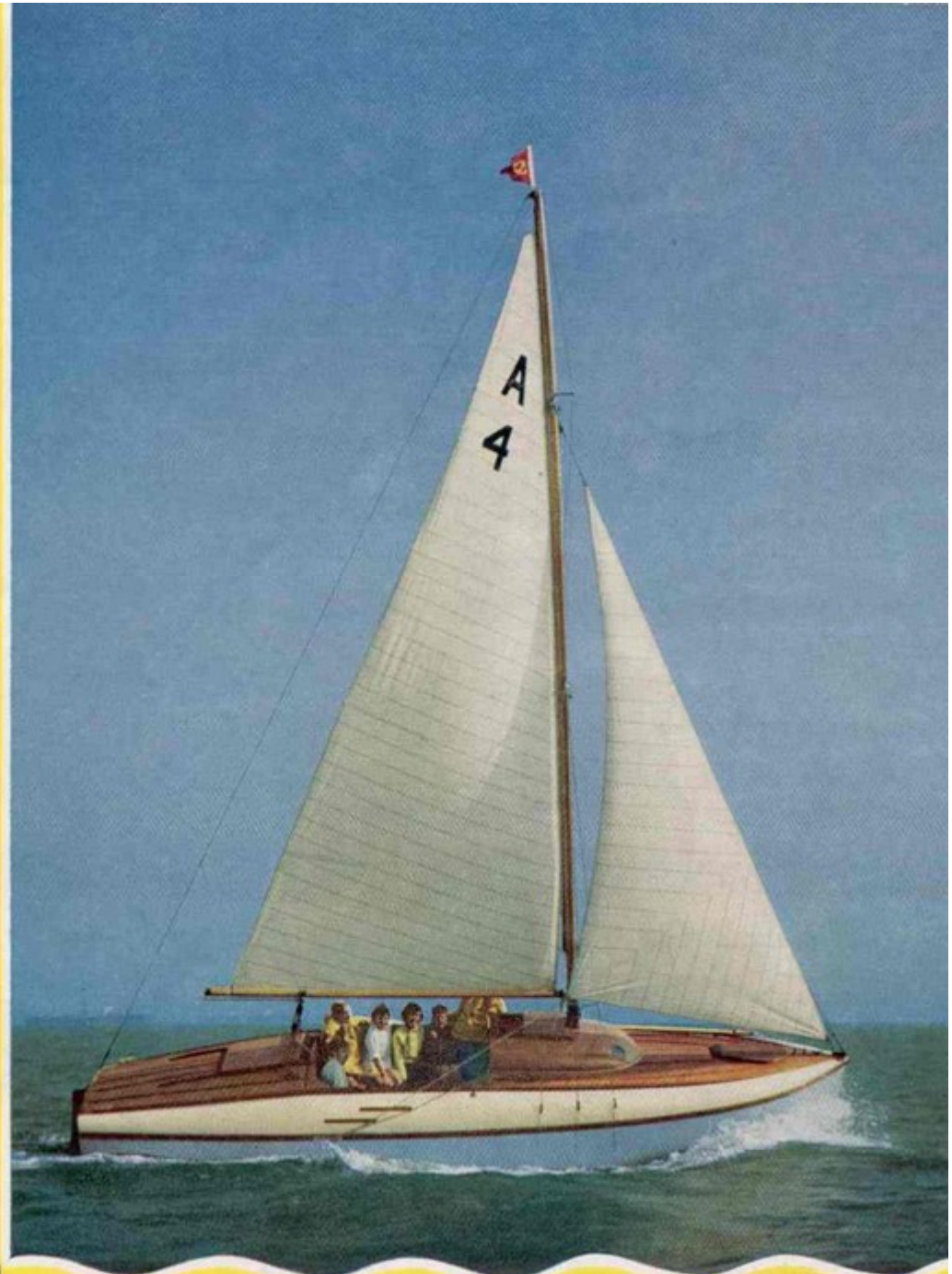




PIXIE
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DINKY
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DUCKLING
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GOSLING
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FIREFLY
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14'
INTERNATIONAL
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ALBACORE
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SWORDFISH
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5-0-5
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JOLLYBOAT
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ATALANTA
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FAIREY MARINE LTD

HAMBLE · HANTS · ENGLAND

A subsidiary of The Fairey Aviation Company Limited



FAIREY MARINE

26'

ATALANTA



FAIREY

SPECIFICATION

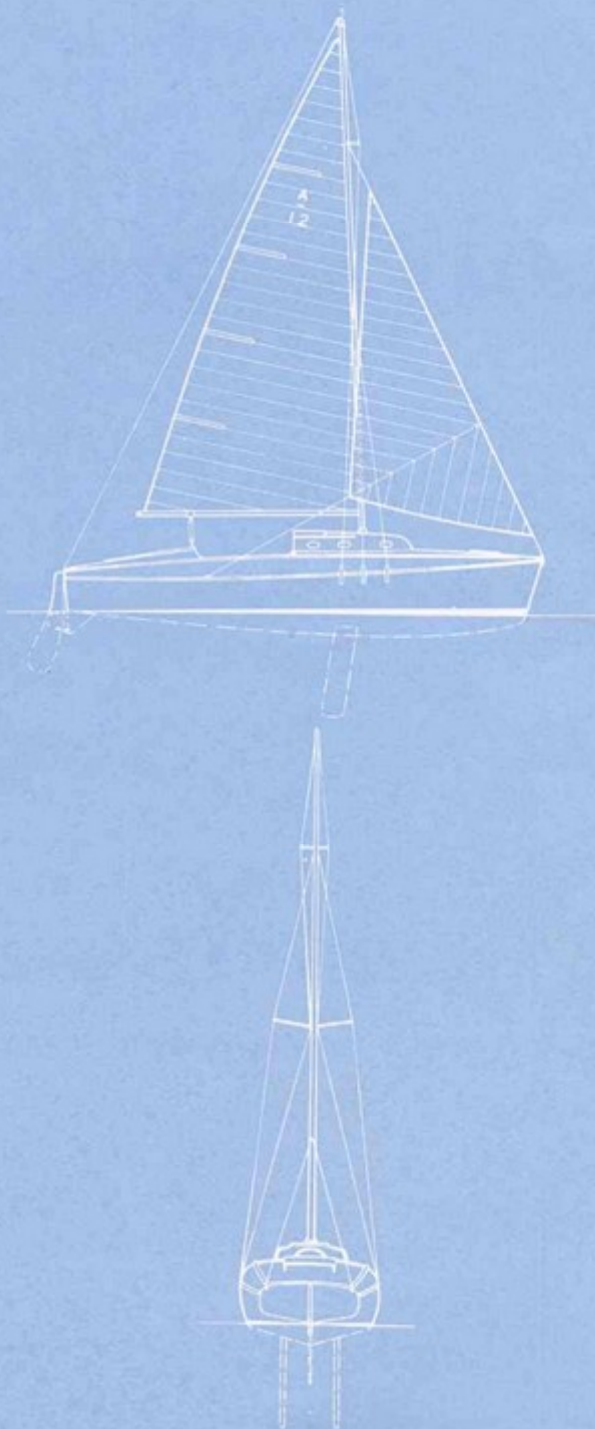
Length overall 26' 0"
Maximum beam 7' 9"
Freeboard forward 3' 2"
Freeboard aft 2' 6"
Headroom, under coachroof 5' 3"
Headroom, under tent, in way of hatches 6' 3"
Draught, keels raised 18"
Draught, keels lowered 5' 9"
Total weight of keels 950 lbs.
Designed displacement 2 tons

SAIL PLAN :—

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

KEELS :—

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

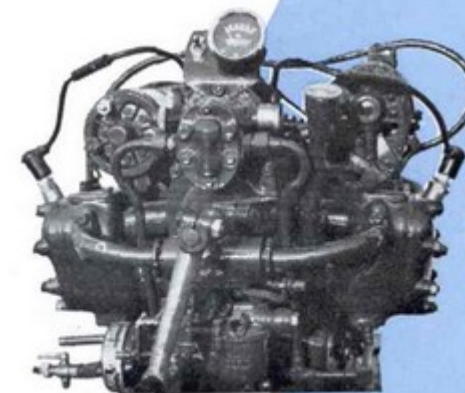


Engines

Alternative inboard or outboard auxiliary power to suit owner's requirements.

Inboard

The Coventry Victor M.W.2, 6 b.h.p. horizontally opposed 2-cylinder 4-stroke petrol engine stows out of sight under a low hatch at the forward end of the cockpit with ample provision for ventilation. Electrical/hand starting is available, with or without reverse gearbox. A beautiful motor, quiet and without vibration, starting at a touch, the M.W.2 gives ATALANTA a continuous speed of 4.5 knots with full cruising equipment aboard. As an alternative any outboard up to say 15 h.p. may be fitted. When not in use this motor stows under the cockpit hatch.



Trailing Atalanta

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





ATALANTA

Designed
by
UFFA FOX
R.D.I.

Sail, beach or trail

SINCE the 26 FT. ATALANTA was first announced, reaction from all over the world has shown that at last we have the solution to the problems of family cruising.

Atalanta is as safe at sea as any comparable yacht because of exceptional self-righting characteristics plus a self-draining central cockpit. The retractable twin keels of high aspect ratio, totalling just under 1,000 lbs., provide ample positive stability to 90° of heel even when retracted. When they are down, the righting force is greatly increased and is effective to considerably beyond.

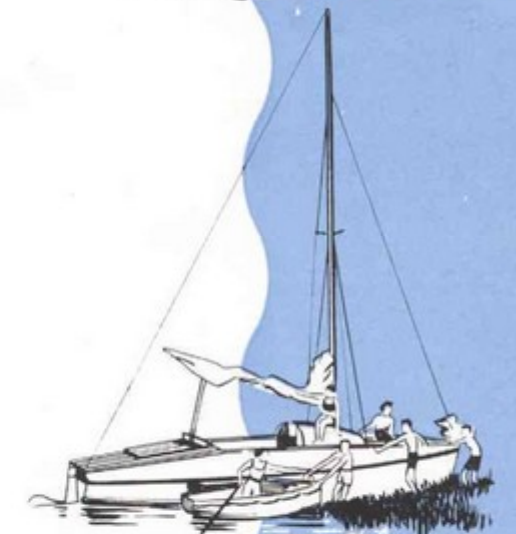
These keels are easily worked by a girl. Clamping gear prevents them moving or working in a seaway and retains them in any position unless they are struck by a submerged object. The keel slots act as large self-draining areas for the cockpit.

There is really good accommodation—four full-size berths and two quarter berths under the cockpit benches. There is a generous galley and either sea stowage or a toilet compartment to port and starboard forward of the cockpit. A tent with large plastic windows rigs over the boom to make a deck saloon with over 6 ft. of headroom in the hatches for use at moorings or on the trailer.

Atalanta floats in under 2 ft. of water, coming about with keels and rudder blade raised. She handles with the ease and precision of a dinghy and has excellent sailing ability, especially to windward and in strong winds. The layout permits all sail handling to be carried out from cockpit or fore-hatch.

Atalanta can take the ground on any reasonable surface. The keels protrude sufficiently to hold her upright on a hard slipway.

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



Cockpit Layout

Self-draining cockpit

- Positive stability at well over 90° of heel

- Retractable twin keels with Fairey special hoist and clamping gear - weight 950 lbs.

- Roller reefing

- Sheet winches for foresail

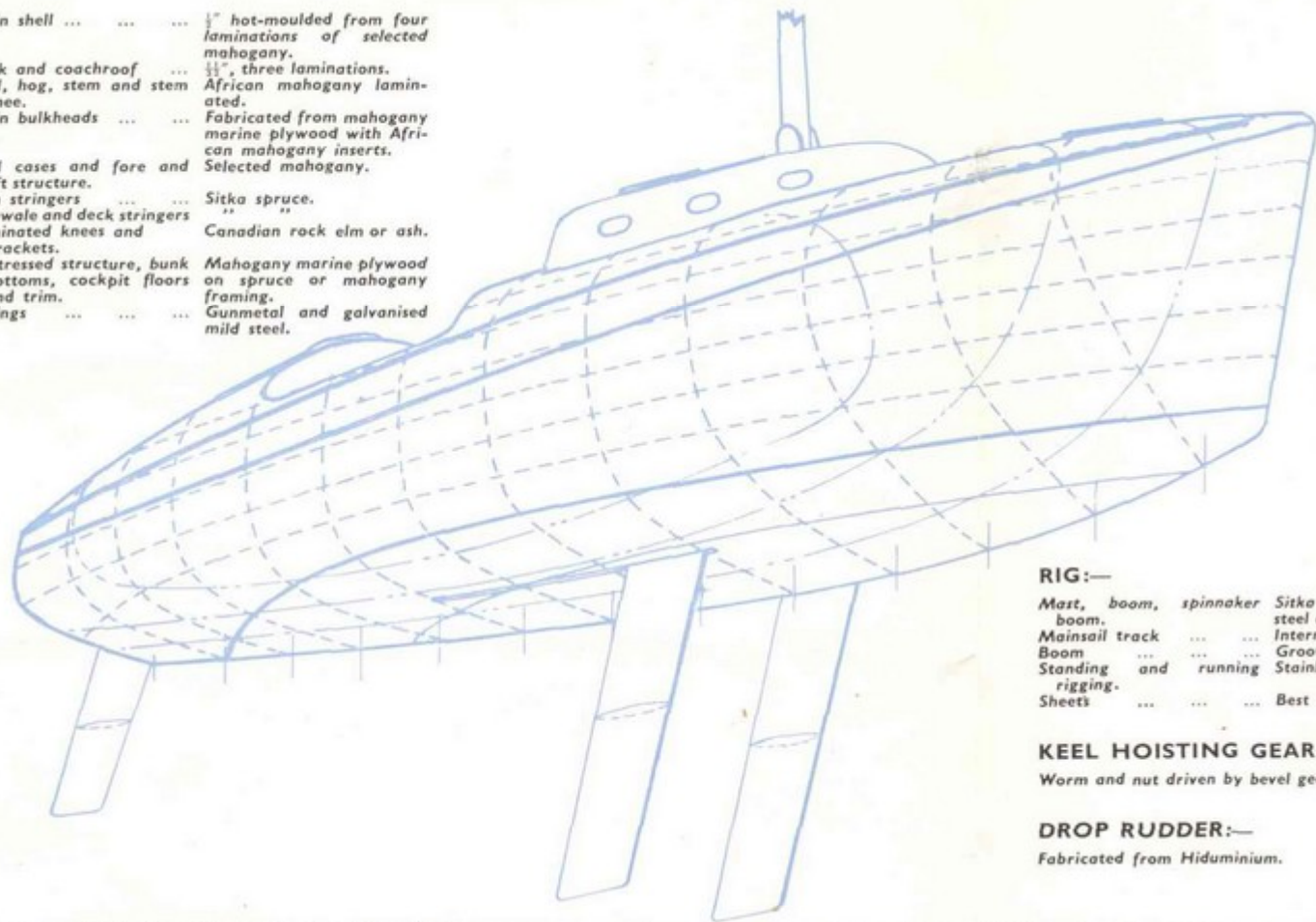
- Engine controls and sheet cleats within easy reach of helmsman

A really adequate cockpit with room for six without crowding. Protection in bad weather is excellent and the self-draining area provided by the slots for the twin keels can easily handle any water shipped. The side benches are watertight and are part of the structure, preventing flooding of the accommodation if ever Atalanta was thrown on her beam ends. All working gear is immediately accessible. The crew have no reason to go on deck or leave the cockpit apart from stowing a headsail, which is best carried out through the fore-hatch.

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

26 ft. Atalanta Mk. 2 designed by Uffa Fox R.D.I. and developed by Fairey Marine

HULL:—Main shell 1/8" hot-moulded from four laminations of selected mahogany.
Deck and coachroof 1/4", three laminations.
Keel, hog, stem and stem knee. African mahogany laminated.
Main bulkheads Fabricated from mahogany marine plywood with African mahogany inserts. Selected mahogany.
Keel cases and fore and aft structure.
Skin stringers Sitka spruce.
Gunwale and deck stringers
Laminated knees and brackets. Canadian rock elm or ash.
Unstressed structure, bunk bottoms, cockpit floors and trim. Mahogany marine plywood on spruce or mahogany framing.
Fittings Gunmetal and galvanised mild steel.



RIG:—
Mast, boom, spinnaker boom. Sitka spruce with stainless steel and gunmetal fittings.
Mainsail track Internal, light alloy.
Boom Grooved to take foot rope.
Standing and running rigging. Stainless steel.
Sheets Best quality Italian hemp.

KEEL HOISTING GEAR:—
Worm and nut driven by bevel gear and rotary handle.

DROP RUDDER:—
Fabricated from Hiduminium.



Handles like a class dinghy, becomes a caravan when on her trailer—Atalanta is the perfect family cruiser for any waterway.



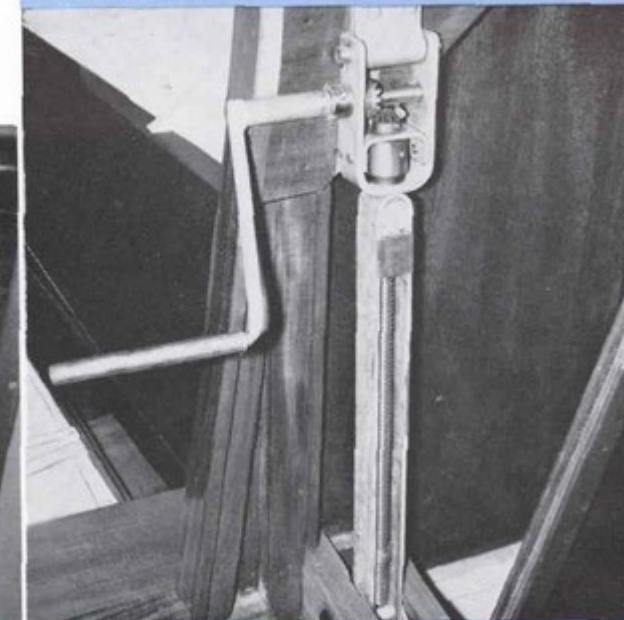
Plenty of room in the main cabin for eating, sleeping, dressing, navigating or just making yourself comfortable.



Working Atalanta can be done without going on deck. Setting and handling foresail and mooring can be handled comfortably from the forehatch.



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



Centreboard winding gear can be operated easily by a girl: the twin keels clamp rigidly in any position.