



FAIREY MARINE

ATALANTA 26





**Always snug! Atalanta's have crossed the Channel, Biscay, the Med' and the Atlantic**



**Atalanta makes the complete amphibious home: use her as a caravan on the way to cruising grounds. Note the neat manner in which a dinghy stows on the after deck**

**The low-loading trailer is safely submersible for launch and recovery. Special brake-washing arrangements are provided**





Outdoor boating families choose Atalanta 26. No other boat can provide such a comfortable, secure base for week-ends afloat. Children love to explore those fascinating creeks in the marshes near at home—or may be in France. Room in the cockpit and on deck to work the boat and take the sunshine; room on board to care for six in style—and for the navigator.

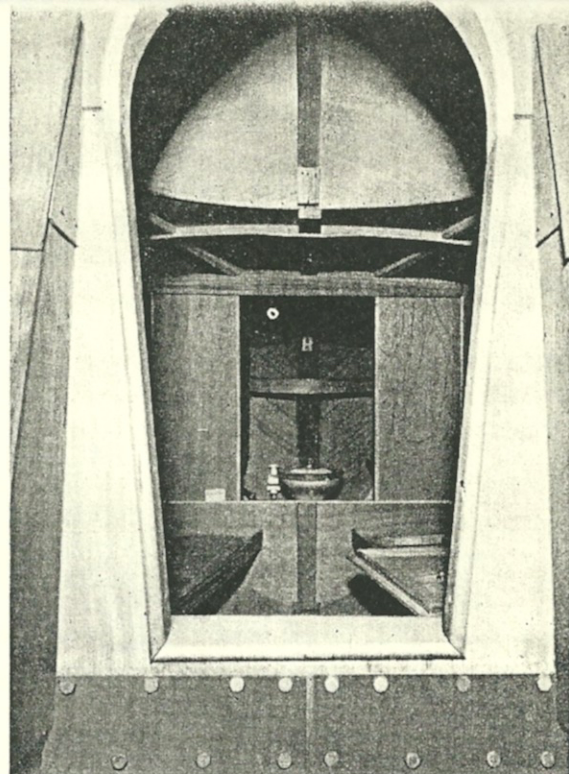


## Part complete hulls

Fairey part complete hulls are outstanding value. Atalanta 26 is available in several forms from the bare shell up. The shell is intended primarily for professionals who simply require a hull of this size and character without deck or any internal stiffening.

**Stage 1.** This provides a basis for the skilled amateur to finish to his own requirements. It consists of the assembled hull with deck, cockpit, coachroof, keel cases and main structure complete. Specialised equipment such as the keels themselves and the rudder gear is supplied loose. The shaft log has a pilot hole drilled for the stern tube. Unpainted throughout.

**Stage 2.** A more complete kit with the special metal fittings in position, keels and hoisting gear installed, steering gear in operating condition, machinery complete and with the basic bunk structure in both cabins. The spars and fittings together with the made up standing rigging and halyards are supplied loose. No equipment. The outside of the hull is primed and stopped up with one undercoat; the interior remains bare.

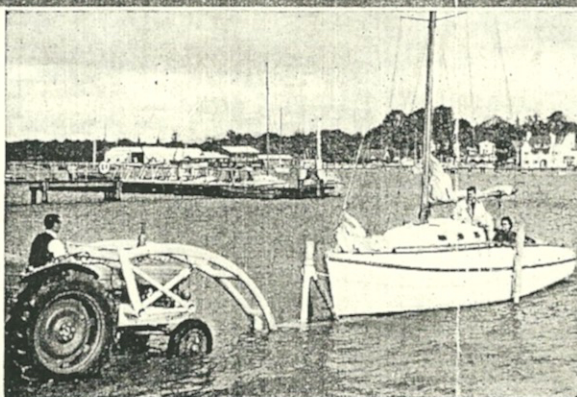


### SPECIFICATION

Length overall	26'
Maximum beam	7' 9"
Freeboard forward	3' 2"
Freeboard aft	2' 6"
Headroom, under coachroof	5' 8"
Headroom, under tent, In way of hatches	6' 3"
Draught, keels raised	20"
Draught, keels lowered	5' 9"
Height of sail plan	29 ft. above sheerline
Total weight of keels	950 lb.
Designed displacement	2 tons

### SAIL PLAN

Mainsail	155 sq. ft.
Foresail	85 sq. ft.
Genoa	115 sq. ft.
Spinnaker and Genoa conform to R.O.R.C. requirements	
Class III Rating	



From pick-up to . . . . . launching just five minutes flat

Atalanta A.175 'Inyonyamanzi'  
— owned by Mr. L. J. Downing, crossing  
the French/ Swiss frontier



## ATALANTA 26

design by Uffa Fox

development by Fairey's

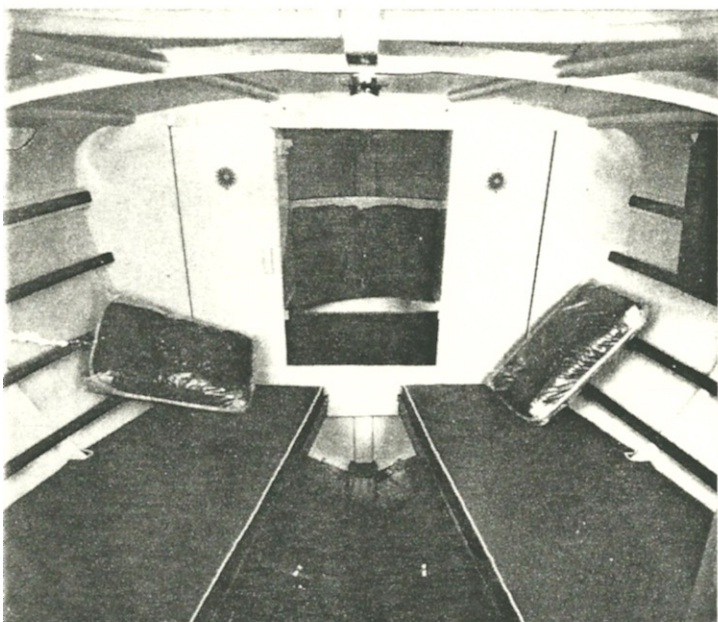
Your first cruise in an Atalanta will be a voyage of discovery. A sound, trustworthy boat at sea, Atalanta can also penetrate into fascinating inland waterways that are quite beyond the reach of the conventional cruiser. With her keels up—a girl can easily raise them—Atalanta floats in 20 inches of water, and can be beached on any reasonable surface; when you find a good place to go ashore, you go ashore.

This wonderful go-anywhere quality of the Atalanta is further increased by her ability to travel by trailer. In this way you can extend your cruising range by using the roads to cut down your time going and coming—and you can live in Atalanta as a caravan while ashore. Atalanta is a first-rate sea boat, she handles with the ease and precision of a dinghy, and her ability has won the highest praise from experts, family crews and beginners alike. All sail-handling can be carried out from cockpit or fore-hatch, making it unnecessary to go on deck at all. As well as a fine ship to sail, an Atalanta is a good place to live. There is really first-class accommodation—four full

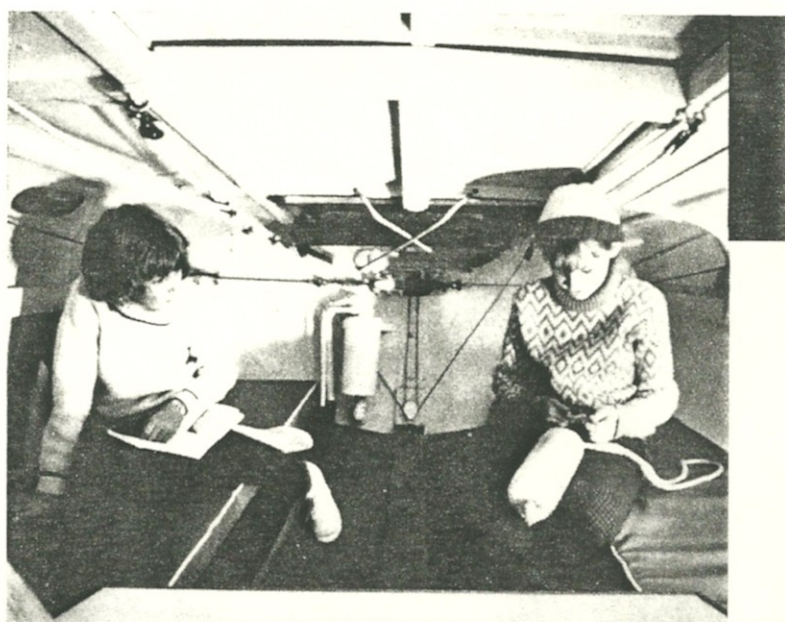
size berths and two quarter berths under the cockpit benches. There is a generous galley; a w.c. can be installed either under the fore-hatch or amidships. A tent with large plastic windows, rigs over the boom to make a deck saloon for use at moorings or on the trailer. From any point of view, this remarkable boat opens up a new and exciting world of sailing—a world that is waiting for you to discover in your own Atalanta.

### TRAILING

Atalanta's possibilities as a caravan open up unlimited new cruising grounds. The special trailer can be towed by a Land Rover or a large car and is used as well for launching—the wheel bearings are sealed and the torsion suspension is unaffected by salt water. If you plan to visit more remote cruising grounds, a Land Rover is advisable to 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 simple with the cunning equipment provided.



Plenty of room for all on a wet day



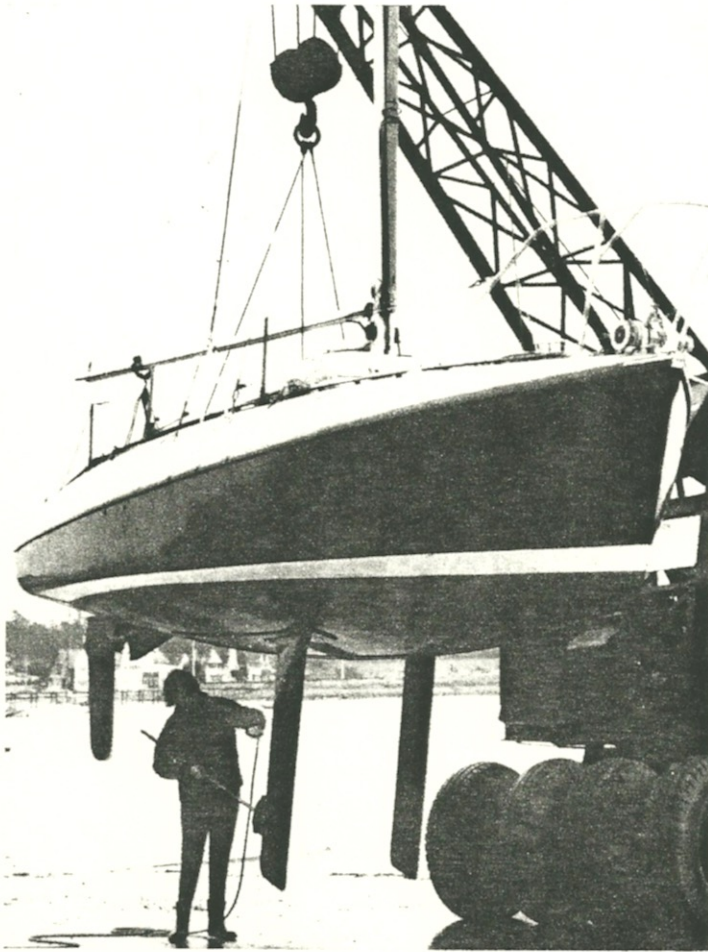
The youngsters enjoy the independence of their own cabin



### Cockpit layout

A really adequate cockpit with room for six without crowding. Protection in bad weather is excellent and the self-draining area easily handles 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.

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 and headsheets, and the 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.



### Retractable twin keels

The retractable twin keels (easily worked by a girl) are of high aspect ratio and, with a total weight of just under 1,000 lb., provide ample stability to well over 90 deg. of heel, contributing to Atalanta's exceptional self-righting characteristics. Clamping gear at the main attachment points prevents them from moving or working at sea, and retains them in any position unless they strike an underwater obstacle. In such a case, as in going aground, no damage results, and it is simple to get off again. Atalanta can be safely beached on any reasonable surface and the keels protrude enough to hold her upright on a hard slipway.

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# Fairey Marine Limited

HAMBLE · HAMPSHIRE · Tel: Hamble 2135  
Ray Mead Boathouse, Maidenhead Bridge, Berkshire  
Tel: Maidenhead 24524

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