



FAIREY MARINE

ATALANTA 31

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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 hydraulic jacks were devised, operated by an electric pump. Alternatively, a hand pump can be used 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.

Atalanta 31 is intended for beaching on any reasonable surface. The rudder blade retracts to clear the line of 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 separated from the parents, or the after cabin used as 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 underneath 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. crew.

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 panel carrying the 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 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, cordage is synthetic and the rigging stainless steel.

A 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 cockpit panel, 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 system provides power for the electrical equipment, including the starter and cabin lighting.



An Atalanta 31 hull part-completed to stage 1 (see below). In this form all the difficult boat-building work has already been done—the hull is assembled complete with deck, cockpit and coach-roof etc.

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 $2\frac{1}{2}$ m.m. material as 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 mahogany main frame, bulkheads and other structure follow the usual Fairey Marine practice and are similar to the well-tried methods used in 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.

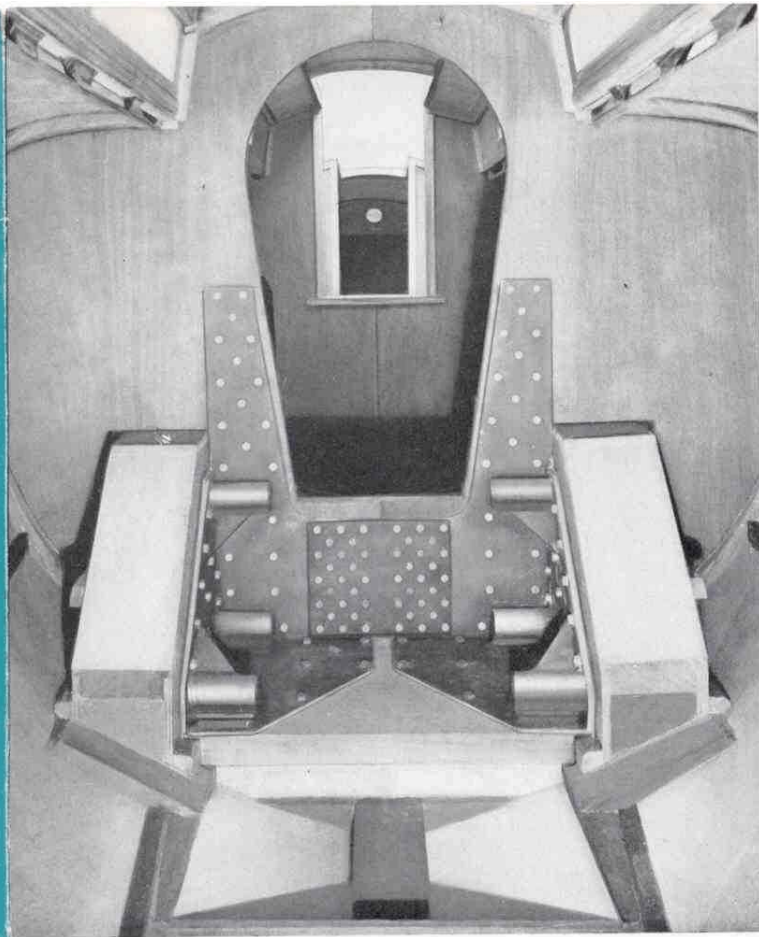
Atalanta 31 is an unusual boat developed from the first-ever sea-going cruiser with all the main ballast retractable. Her sea-keeping ability is beyond question. Her high speed under power means wider cruising grounds and certain return in any conditions from weekend trips. The sailing performance, although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

Part complete hulls

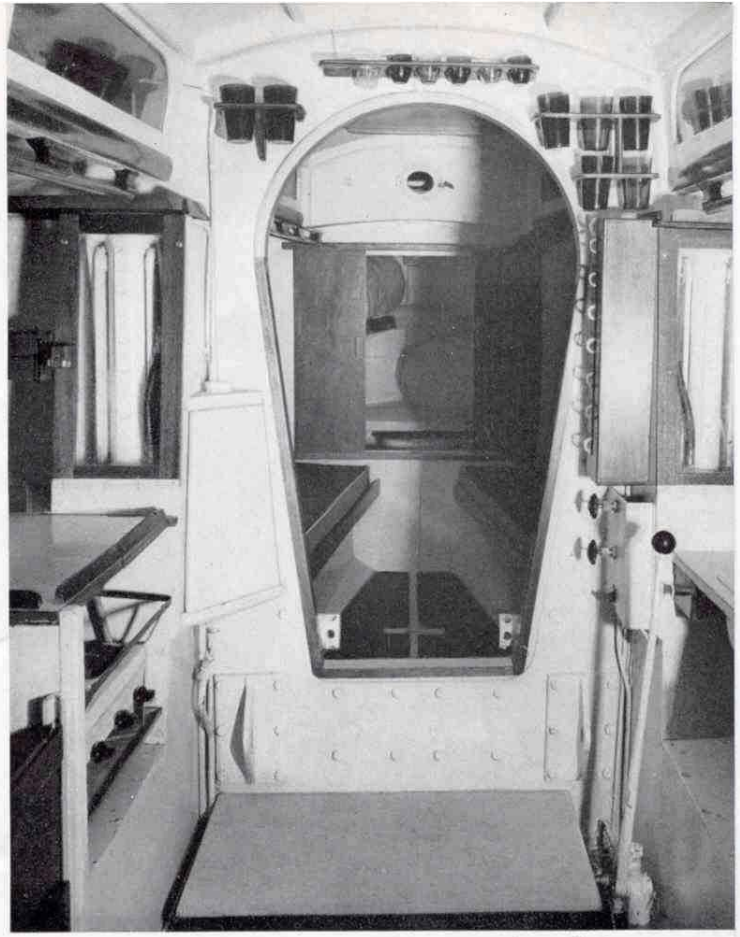
Fairey part complete hulls are outstanding value. Atalanta 31 is available in several forms from the bare shell without deck or internal structure. This shell is intended primarily for professionals who simply require a hull of this size and character. Kit quotations are arranged to suit owners, here are two examples

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 is drilled ready for the stern tube.

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

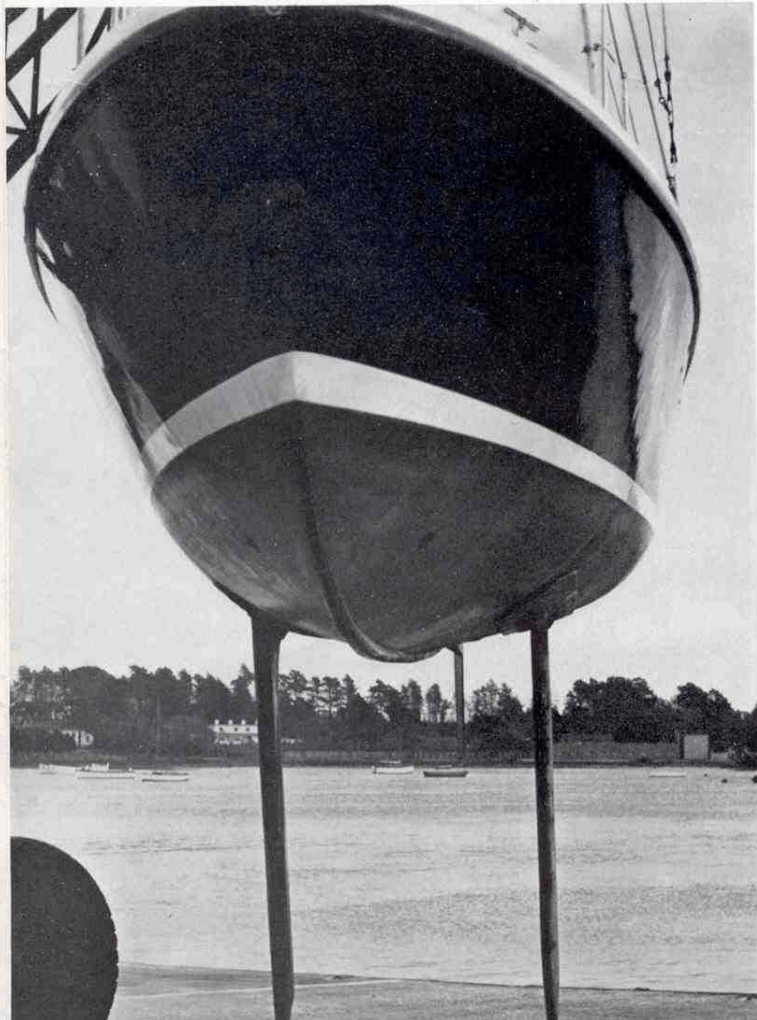


Main bulkhead with keel brackets looking aft—simple and immensely strong



Space and headroom makes comfortable living

Cross Channel . . . Creek Crawling.





Standard jumper rig or Masthead—take your choice. Class III rating with the lower fore-triangle and perhaps masthead for the South of France!—Boats for the Solent, Clyde, and Brittany race for Keith Beken's benefit after acceptance trials.

ATALANTA 31 SPECIFICATION

L.O.A.	31'	(9.449 m.)
Maximum beam	8' 3"	(2.514 m.)
Freeboard forward	4'	(1.219 m.)
Freeboard aft	2' 3"	(0.686 m.)
Headroom under coachroof	6' 3"	(1.905 m.)
Draft, keels raised	2'	(0.610 m.)
Draft, keels lowered	7'	(2.134 m.)
Total weight of keels 2,120—1,060 lbs. each (962 kilos—481 kilos each).		
Designed load displacement 8,000 lbs. (3,628 kilos)		
Sails	Terylene	
Mainsail	192 sq. ft.	(18.12 sq. m.)
No. 1 foresail	190 sq. ft.	(17.65 sq. m.)
Genoa	275 sq. ft.	(25.55 sq. m.)
Height of sail plan above sheerline 37 ft. (11.28 m.)		
Spinnaker and genoa conform to R.O.R.C. Class III Rating.		
Main shell	6 laminations of 2½ mm Agba = ⅜" (16 mm)	
Deck	4 laminations of 2½ mm Agba = ⅜" (9.65 mm)	

Mast and Boom	Light alloy
Rigging	Stainless steel
Cordage	Synthetic
Fittings	Stainless steel, gunmetal and galvanised mild steel
Keel, hog, stem and stem knee. African mahogany laminated as required.	
Main bulkheads. Fabricated from mahogany marine plywood with African mahogany inserts.	
Keel cases and structure. Selected mahogany. Part laminated.	
Gunwales and stringers. Spruce.	
Unstressed structure, bunk bottoms, cockpit floors and trim. Mahogany marine plywood on spruce or mahogany framing.	
Keels. Malleable castings of airfoil section, zinc sprayed of approximately 1,060 lb. each.	
Keel hoisting gear. Hydraulic with electric pump, stand by hand pump and clamping gear.	
Drop rudder. Fabricated from Hiduminium.	



Hard on—but easy off

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