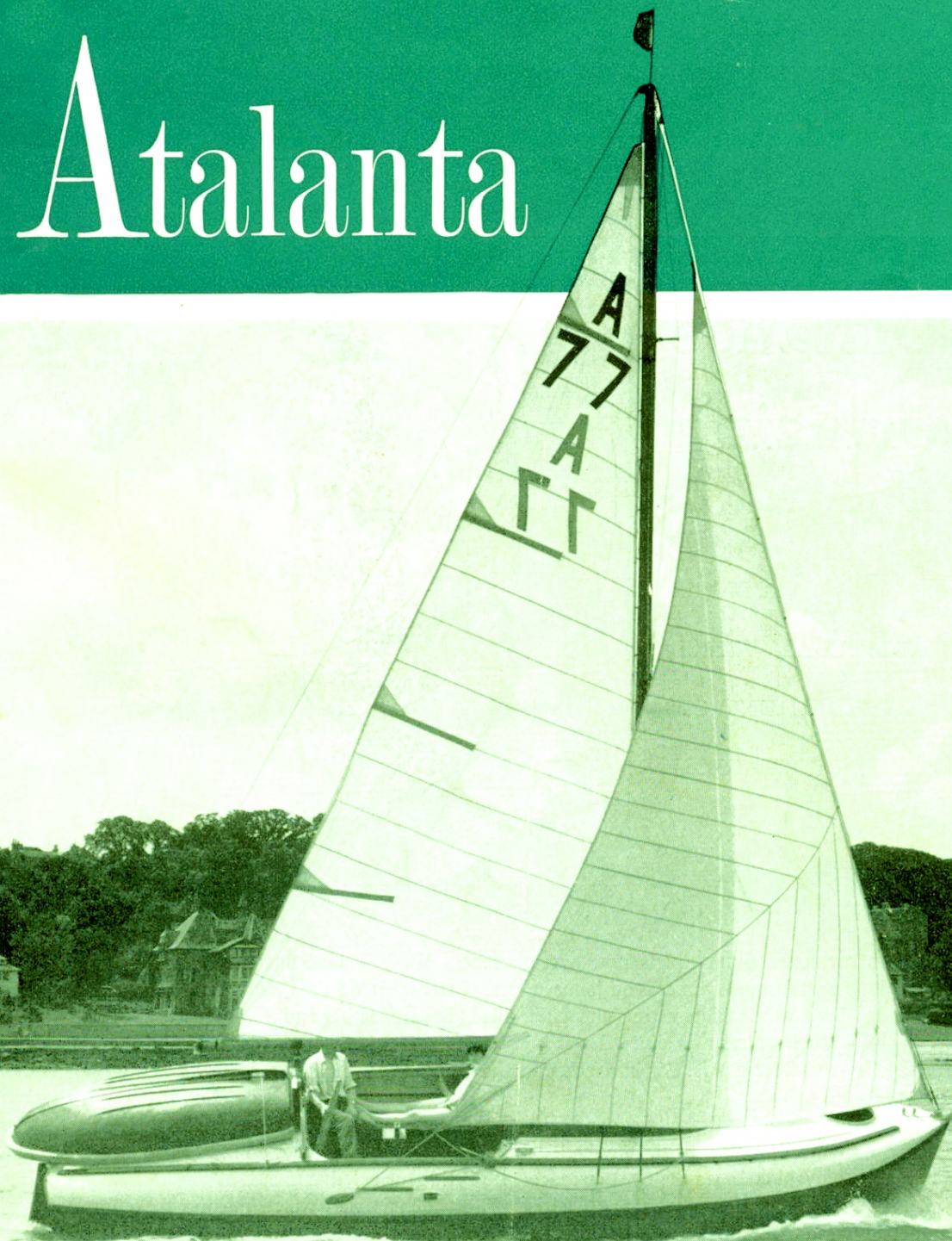


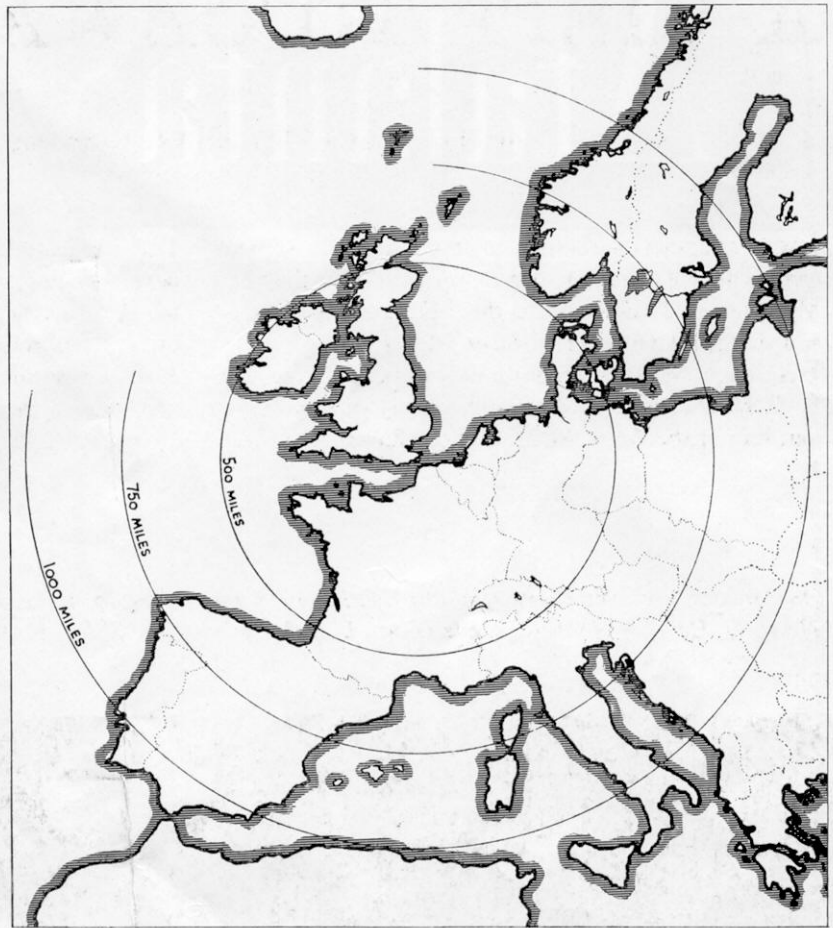
Atalanta



OWNERS ASSOCIATION BULLETIN 1960-1961

Long- Distance Cruising

A NOTE
FROM ALAN VINES
PRESIDENT OF
THE ASSOCIATION



THE ATALANTA OWNERS ASSOCIATION is now over three years old and the next Annual Dinner is on January 10th, 1961. This has been a most interesting and enjoyable evening in the past with films and slides. I was pleased to hear from Uffa that he and Mrs. Fox have accepted the invitation to attend this year.

During the summer, Mr. Etchells and myself were lucky enough to meet in Montreal. We had a most interesting and enjoyable trip up the St. Lawrence with Mr. and Mrs. N. C. D. MacTaggart in "Dalriada". We had hoped to see them in England this summer, but unfortunately they were unable to come.

Mr. MacTaggart has made some very long-distance cruises by road and sea, both in Canada and U.S.A., and the prospect of 500 miles overland does not seem to present any difficulties, especially with the development of modern highways.

We are investigating the possibility of organising transport on the Continent so that owners, looking for better weather and new cruising grounds, may be able to sample the Baltic, Adriatic and Mediterranean.

The 1960 Race Round the Isle of Wight was rather long and disappointing. Unfortunately, the boats that started behind the main fleet, including the Atalantas, were unable to get round the Bridge Buoy before the tide turned, due to lack of wind. Anyway, this is an event which is well worth making the effort to enter—over 150 yachts of all sizes are a magnificent sight in any conditions. The race is on July 8th this year.

All owners are interested in the experiences of others, and any notes or descriptions of your experiments or adventures would be most welcome. They should be sent to the Hon. Secretary, Mr. H. F. Etchells, 1, Richmond Drive, Wolverhampton, Staffs.

A VISIT TO CANADA

by H. F. ETHELLES, (A4) Hon. Secretary, Atalanta Owners Assn.

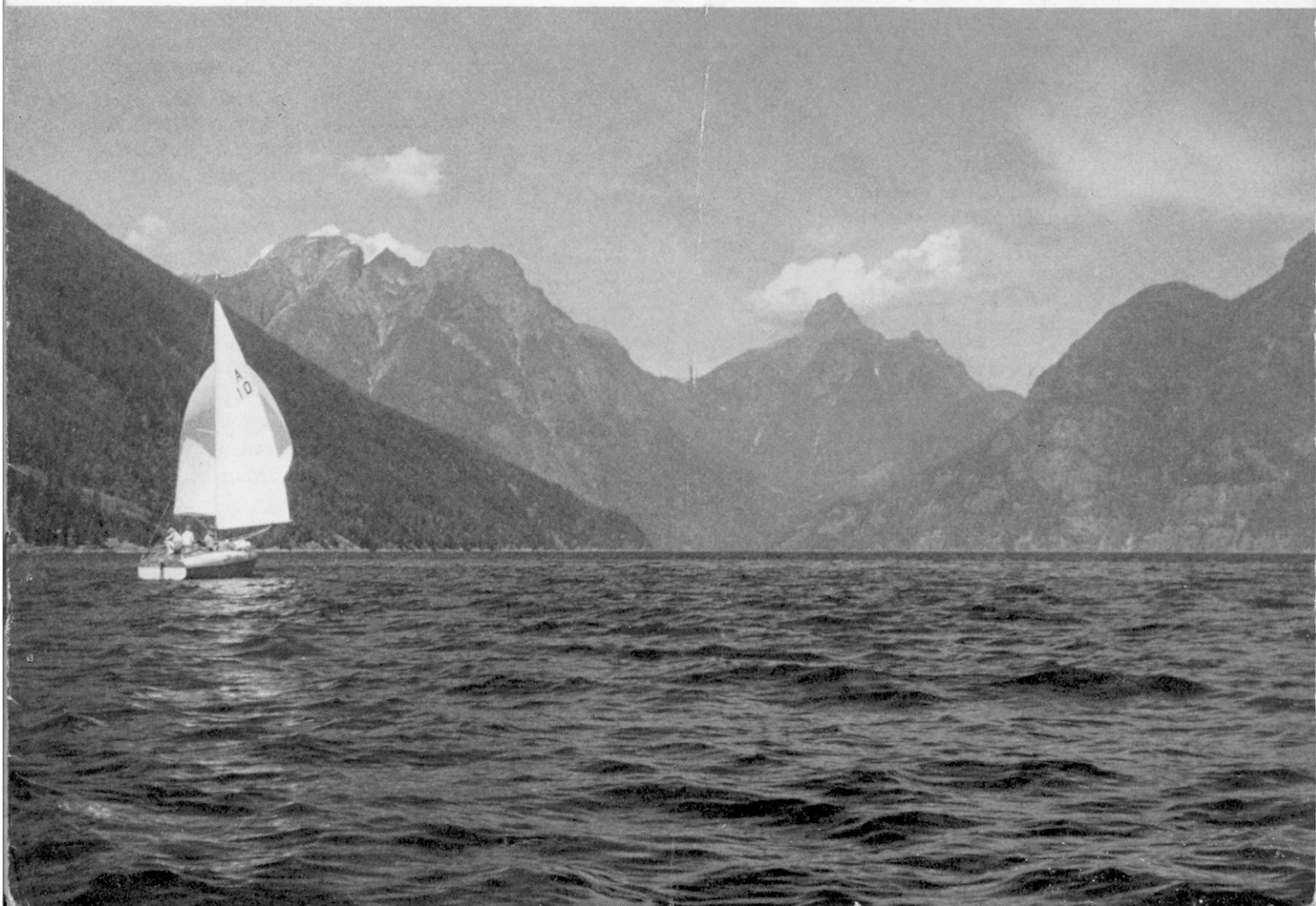
I WAS FORTUNATE enough to meet several Atalanta owners during a business trip to Canada earlier this year. My wife and I sailed aboard the "Empress of Britain" and reached Montreal on Friday, May 27th.

A letter was delivered to us on board from Mr. N. C. D. MacTaggart (A40), inviting my wife and me to join him at the Royal St. Lawrence Club that evening.

He arranged a very merry party under the trees on the lawns between the club-house and the river. In addition to Mac, his wife and family, we met other Atalanta owners and members of their families. They included R. C. Stevenson (A33), R. W. Merrivale Austin (A67) and some of their friends.

Despite a large share of Canadian hospitality we

An Atalanta exploring Prince of Wales Reach, Jesse's Inlet, about 50 miles north of Vancouver. A10 is owned by Mr. Norris D. Hoyt, of Newport, Rhode Island, U.S.A.



A VISIT TO CANADA continued

managed to get up on Saturday morning in time to go aboard "Dalriada" A40 with Mr. and Mrs. MacTaggart and their daughter. We were joined by Alan Vines, who happened to be staying at the same hotel as ourselves.

Of particular interest were the floating landing stages, alongside which members moor their boats. The stages run out from the club lawn and enable people to walk aboard their boats and get under way with the minimum amount of trouble. Unfortunately, there was very little wind, but under power we crossed the St. Lawrence to the main lock gates of the St. Lawrence Seaway. This is something like crossing the Solent. Mooring alongside the jetty landing stage, we walked ashore to have a look round. We returned to the club in the late afternoon.

We were invited aboard A40 again the following day. This time we had some light airs and we were able to do a certain amount of sailing. We warped our way up the Ottawa river, out of Lake St. Louis and passed through the lock gates at St. Anne de Bellevue into the Lake of the Two Mountains. We tied "Dalriada" to a tree on a small island for lunch.

The wind freshened somewhat in the afternoon and we had a very pleasing sail back to the club, in the company of several other boats. We learned that these light conditions are quite normal in the Montreal area. Several Canadian owners have suggested a taller mast and more sail for the Atalanta, and there is no doubt that the modification would suit their particular conditions.

The Royal St. Lawrence has two club-houses, an assembly room and a large swimming bath. The members have decided to demolish the club-houses and replace them by a modern one. It will include a curling rink, in order to keep activities going through the winter months. I cannot help feeling that it will be a pity to pull down the original timber building—it has a certain charm of its own, to my eyes.

On Sunday evening we were entertained by friends of the MacTaggarts at a popular restaurant on the outskirts of Montreal. There one can choose between eating Chinese food in a dimly-lit Oriental atmosphere, or confronting large steaks in typically Canadian surroundings.

My wife was very kindly looked after by Mrs. MacTaggart and her friends during the beginning of the week, whilst I was at work. On June 1st we were very happy to meet Mr. and Mrs. Jim Knox, owners of A34, and we spent a pleasant evening with them.

We then moved off to Toronto on business, and were taken to see Niagara Falls before flying west to Edmonton, Alberta. After two days of work we went by train to Banff, in the Rocky Mountains, before carrying on to Vancouver. I had hoped to meet Mr. H. W. Kalis (A38) while we were in Toronto, but unfortunately we could not contact him.

In Vancouver I was interested to see the floating landing stages at the local club, and some floating aluminium-clad sheds in which owners keep their motor cruisers.

After two days of business in Vancouver we flew over to Victoria, on Vancouver Island, where Roy Denny, owner of A88, met us by car. He took us to his charming, modern, timber-built home for lunch with his wife, Helen, and himself. In the afternoon Roy Denny took us for a short sail from the Royal Victoria Club, and in the evening we looked at some of the colour photographs he has taken during cruises northward between Vancouver Island and the mainland. Thinking of the crowded conditions back home, we looked with envy at so many quiet anchorages and creeks well away from the hurly burly of modern life.

The next day we sailed from the Royal Victoria Y.C. to a marina, some 18 miles north of Victoria, where the Dennys have a summer cabin. It was magnificent—but the weather reminded me of home. There was a fresh to strong wind, three rolls in the main and a need to wear oilskins to keep warm.

We returned to Vancouver on the following day, travelling by bus along the coastal road to Nanaimo, some 80 miles north of Victoria, and then by boat across the Straits of Georgia.

I shall never forget the beautiful coastline of Vancouver Island and the wonderful view as we sailed away from Nanaimo. We hope to be able to return one day.

We left Vancouver by air on the next day, Saturday, June 18th, and on Sunday night we were back again in London.



*The largest member
of the family,
Dr. Thursfield, with
some of the smaller
ones at work.*

Careening an Atalanta

by Dr. W. R. R. THURSFIELD, (A52) Seaview, Isle of Wight

ONE of the Atalanta's greatest advantages is its shallow draft when the keels are up. However, this complicates the mid-season tasks of scrubbing and applying a second coat of anti-fouling to the bottom, and particularly to the keels.

At first we dived under the boat and scrubbed the keels vigorously, until forced to surface for air. This was cold and hard work, and had to be repeated every three or four weeks.

We were anxious to try the light alloy anti-fouling which Charles Currey had told me about, so we decided to try careening the Atalanta on the beach near Seaview, Isle of Wight. The danger of being caught out by a change in the weather, when on a relatively exposed beach, was not new to us—but, with a draught of only 18 inches, the boat can be floated before the waves have built up to a size when pounding occurs.

First we secured our Terylene anchor warp to the mast, close to the diamond spreaders. This seemed preferable to using the main jib, or halliards, as they might be kinked by the sideways pull required.

The main halliard and its winch proved to be helpful and adequate in hoisting the largest (and bravest?) member of the family up the mast to secure the warp. This was performed aground and did not result in premature careening.

Using a block and tackle, and the 10-lb. C.Q.R. buried in the sand, two women were able to produce a 45-degree heel with little effort. Plenty of soft sand was shovelled

under the bilge, in the region of the main bulkhead; but Alan Vines has suggested that pneumatic rollers would spread the weight even better.

As the anchor tended to drag it would probably be better to drive a stout stake into the sand or use more than one anchor. Once heeled, a pair of padded chocks were inserted to make sure that the boat did not drop on the paint brigade.

The uppermost keel was dropped at this stage, taking the weight at the outboard end to help descent. A hole dug in the sand gives better access to the tip of the keel and reduces the amount of heel required. Reversing the process enabled us to deal with the other side.

The light alloy anti-fouling produced by International was applied to the keels, rudder and the bottom for 2 feet on either side of the keels. We wanted to do the rest, but unfortunately, I had obtained only a quart of anti-fouling.

All but the rudder blade stayed quite free of weed for the next two months; the rudder had been painted with enamel and, without the correct undercoat, the anti-fouling tended to flake.

Next season I am going to use light alloy anti-fouling throughout, instead of copper-based anti-fouling which must in some degree attack the zinc coating on the keels and the light alloy rudder. Although copper anti-fouling lasts longer I feel that this advantage is outweighed by deterioration which is expensive to rectify.



Photograph: Daily Express

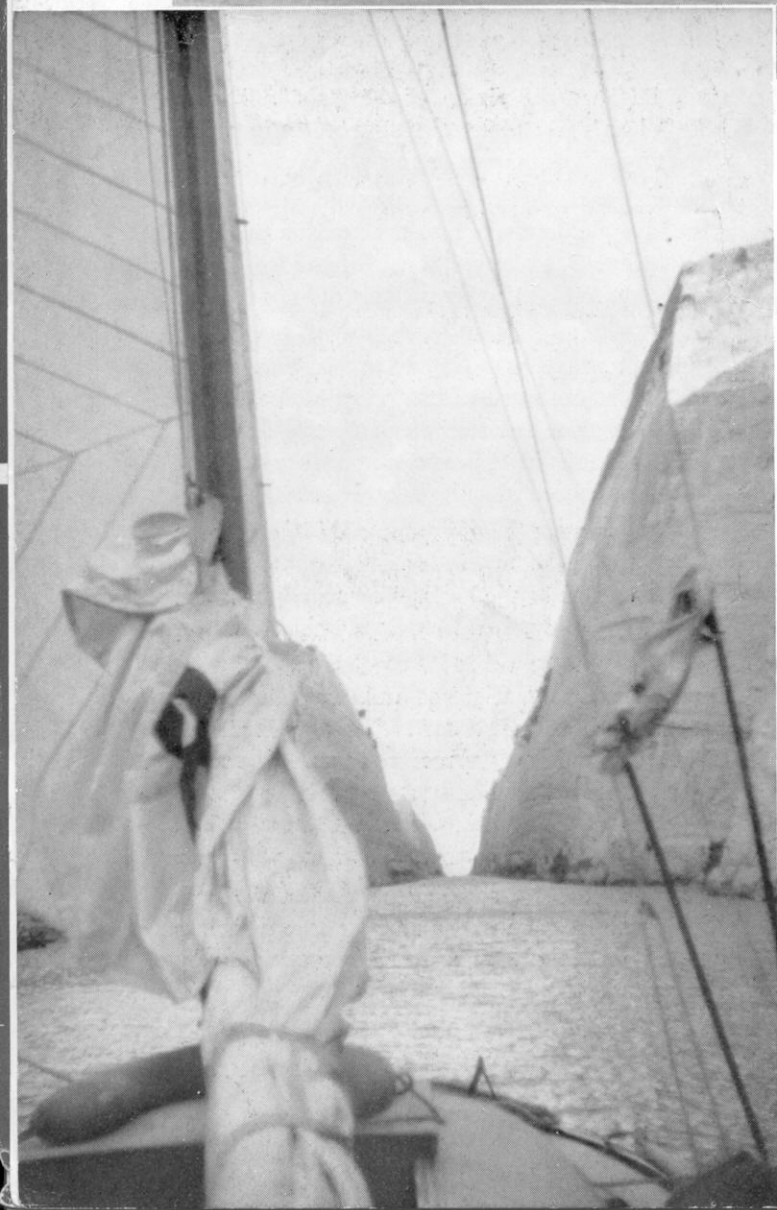
At 08.30 on November 15th, Mr. John Peck in his "Aku" (A113) left Hamble on the longest Atalanta cruise yet. He plans to sail westward round the world—a two-year, 31,000-mile journey. Mr. Peck, an ex-racing motor cyclist, is 49. He is accompanied by 21-years-old Mr. John Riding, of Southport. Their supplies include 800 meals of dehydrated meat, vegetables and milk—and a crossbow for harpooning fish.

Their route will take them to the Canary Islands, the West Indies, then through the Panama Canal and across the Pacific to Tahiti, Tonga, Port Moresby, the Cocos Islands in the Indian Ocean, Mauritius and down to South America. On the return crossing of the Atlantic they hope to visit St. Helena.

John Tunstall, Mr. Peck's godson, is waving goodbye to "Aku" as she motors down Hamble river on the outset of her voyage.

Mr. C. E. Gardner's Atalanta A44 "Vaga" sailing under jib through the Corinth Canal, Greece, during a recent cruise to Athens. It is probably the longest cruise an Atalanta has made on its own bottom to date.

Mr. Gardner, who lives at Bolney, Sussex, says that boats are not usually allowed to go through the Canal under sail, but the authorities did not object in the case of his Atalanta.



AN ENCHANTED COAST

HELLMUT STAUCH, South Africa's Olympic Games Sailing Captain, ordered an Atalanta and had it shipped to Naples. He and his wife, Carmen, went aboard their new boat—"Pumula" A42—and set off on three weeks of glorious pre-Olympics sailing. They were impressed not only by the magnificent setting of the little harbours they visited—such as Amalfi, Piccolo Marina on Capri and San Angelo on Ischia—but also by the warmth and liveliness of the villagers who went about life and their work with such gusto and verve and cheerfulness.

The Stauchs cruised along the Italian coast with a tourist map from the Blue Guide as their only chart—sea charts were unobtainable in Naples. They were fascinated by their grandstand view of dozens of little villages, too small to be marked on their map, plastered like swallows' nests against the sheer rock face with narrow terraces of vines, olive trees and lemons, wherever there were a few square yards of soil.

After Naples, Amalfi was their first stopping place and when they motored into the little harbour in a very light breeze they were greeted by the local boatman, Pepino. He made them fast to the wharf and greeted them like old friends.

In describing Amalfi, in an article in *South African Yachting News*, Carmen Stauch becomes almost lyrical. "When we went ashore the Piazza was crowded with



"Pumula" lying at anchor in the harbour of San Angelo, on Ischia. Carmen Stauch holds a lobster pot in the foreground.

people," she writes. "Once again a festa: every village seemed to have a festa when we were there. What our present-day architects cannot achieve—even the most

"Pumula" at the entrance to Porto Ischia in the Bay of Naples.



gifted—these people have got simply by wild, haphazard shapes and forms following the contour of coast and land, achieving the most artistic effects—arches, white-washed walls with creepers, bright bougainvillia and cypress trees in the most effective spots.

“And all this has just ‘happened’ over thousands of years and was never planned or thought out.

“The fishing boats were leaving, their bright carbide lamps reaching the bottom of the crystal-clear sea, reflecting the most dazzling greens and blues. We had a good supper of fish and Amalfi wine, and returned to ‘Pumula’ satisfied with our day, and with life in general.”

Hellmut basks and Carmen Stauch provides the motive power for their Dinky tender at Baia di San Montana. “Pumula” A42 lies quietly at anchor in the background.



South Carolina Cruising

by DONALD L. DUERK, M.D. (A75) Myrtle Beach, S.C., U.S.A.

I HAVE BEEN more than pleased with the performance of my Atalanta, “Shang” A75. It is all and more than it was represented to be.

I cruised for a week in September with four adults and my 10-years-old son. We went as far south as the entrance to the Savannah river and spent time at Hilton Head, Port Royal Sound and seawards near Charleston, South Carolina. The week included several overnight passages off-shore.

On the way home, after my friends had left, my son and I decided to make an overnight hop from Charleston to Murrells Inlet—some 95 miles. At about 11.0 p.m. that night a cold front moved through from the usual quadrant of north-west. It blew steadily at about 25-30 m.p.h. and gusted much higher, with electrical activity. We reefed to the first batten and used the working jib. After an hour or so of beating into it, we decided to run off before it. There were a few anxious moments—spending 30 hours at the helm alone was exhausting; but, in all that time, we did not take aboard more than half a dozen buckets of water.

The Atalanta is a fine sea-boat and took the 10 to 15-foot seas like a cork. She is more boat than I had reason to expect.

It has occurred to me that a useful improvement for a single-handed owner, such as myself, would be a roller-reefing headsail. Has this been worked as yet and, if not, is it feasible? A roller-reefing masthead jib would solve many problems, and allow one the full range from light weather sailing to the small fore-triangle for dirtier weather.

We asked Charles Currey, Fairey Marine Sailing Craft Sales Manager, for his views on Dr. Duerk's last paragraph. He replied:

“To provide a roller-reefing masthead headsail on Atalanta has certain difficulties. By using the conventional ‘twist wire’ reefing device it is possible to roll up the sail entirely, but it is not particularly practicable to half roll the sail for reefing purposes. I know this has been done by having a reefing bobbin at the head of the sail as well as at the tack, but it is not very satisfactory and, of course, the load on the reefing line is considerable.

“Perhaps the only way out is to use a light alloy tube threaded over the forestay as a rigid roller, but again this has to be strong enough to take the considerable torque of the reefed sail. All things considered, I do not think it is a very practical proposition.”

Why is Atalanta Hot-Moulded from Wood Veneers ?

THAT QUESTION is sometimes asked of owners. Here are Fairey Marine's views on the wood versus glass fibre controversy.

Building boats by hot-moulding them under pressure is a technique which takes advantage of modern production methods while retaining the classic aesthetic and functional values of the boat that is hand built in wood by craftsmen. It produces hulls that are stronger and stiffer than, and just as durable as, those of comparable weight built in glass fibre or any other plastic material.

There are five basic criteria which any hull must meet. These are, high strength combined with low weight ; good rigidity and thickness ; low specific gravity ; inherent stability of the hull material ; economy of production.

Fairey Marine found in 1946 that by adapting and improving a method of hot-moulding wood veneers used during the war for producing such outstanding aircraft as the Mosquito, a boat hull could be produced which would fulfil these criteria better than one built by any other process. When glass fibre resin-laminates came along a few years ago as practical materials for boat-building, the Fairey Company examined carefully the advantages claimed for them.

Since there are two companies in the Fairey Group actively engaged in the design, development and production of articles in glass fibre and other plastics, the care with which this examination was made will be readily appreciated. In each case the hot-moulded wooden boat

was found to be superior, both technically and economically.

It is stronger, in that for equal weight it is many times as rigid as glass fibre. At a figure of 0.7 its specific gravity is less than half that of a glass fibre material. It is easier to repair. And it has a much higher abrasive resistance than glass fibre, particularly at speeds in excess of 20 knots. Standards of production are far more consistent since shrinkage in the curing of glass fibre hulls frequently causes the exposure of glass fibre, which can act as capillaries when immersed in water.

Hot-moulded wooden hulls sprayed with polyester resin paint require no more maintenance than a glass fibre boat, and for those owners who want a craft with the indefinable appeal and sparkling attraction of varnished wood, Fairey Marine can now supply a clear, polyester varnish finish.

So successful has the hot-moulding process been, that Fairey Marine are now the largest boat builders in Europe in terms of numbers built and types available. Their output is exceeded only by one or two builders in the U.S.A.

More than one-third of all the boats produced at Hamble—and production is now approaching 1,000 per year—are exported mainly to the United States, but also to Canada, South America, Cyprus, Australia, New Zealand, Hong Kong, France, Belgium, Holland, Germany and Sweden, and in smaller numbers to practically every other country in the world.

A line of Atalantas in the Fairey Marine yard at Hamble.



LIST OF MEMBERS

No. BOAT
A1 'Atalanta'
L
A2
A3 'Andana'
A4 'Snuffbox'
*A5 'Diaphony'
A7 'Alouette De
Mer'
A8 'Arabesque'
A9
*A10
A11 'Tomboy of
Terhou'
A13 'Ariel'
A14 'Minuet'
A15 'Artemis II' }
A16 'Dervorguilla' }
L
A17 'Gambol'
A18 'Aries'
A19 'Valare'
A20 'Acantha'
A21 'Chuff'
A22 'Mary Jane of }
Moreton' }
*A23
A24
*A25 'Pindar'
A26 'Meteor'
*A28
A29 'Windsong'
A30 'Trio' }
L
*A31
A32 'Alchemy'
A33 'Pam'
A34 'Syren'
A35 'Christian Mary'
*A36 'Aquila'

No.	BOAT
A73	'Lyde'
A74	'Equanil'
A76	'Inshallah'
A77	
A78	'Marianda'
A80	
A81	
A82	'Jacaranda'
A83	'Flying Fox'
A85	
A86	'Robbie'
A87	
A88	
A89	
A90	'Panda'
A91	'Yarina'
A92	
*A93	
*A94	
*A95	
A97	
A98	'Icaria'
A99	'Toco'
A100	
*A101	'Amida'
A102	'Mary'
*A103	
A104	'Arosa'
A105	'Taka Maru'
*A107	'Xapa'
A108	'Solvendo'
A109	'Sirena'

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

Safety &
 Navigable Equipment — £150
 DF — 50
 Flare 15
 Pye Doleh 49
 Echo

Flare 15
 Drip 25
 Echo 70
 Log 26
 DF 50
 R Tel 130
 150

Echo white £20
 50
 S 40
 J 20

Home 45
 Home 20
 65

Home 70
 135
 19
 176

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