

Atalanta



OWNERS ASSOCIATION BULLETIN 1964-65

A message from Alan Vines . . .

PRESIDENT OF THE ASSOCIATION

Last year I concluded my message to the Association with the hope that the 1964 weather would be better than the previous year.

Well, it certainly was; a marvellous summer was followed by a marvellous Autumn and many Atalanta owners were able to make several extended channel cruises in Mediterranean conditions. Other owners still found wind and sea conditions to test ship and crew.

The Boat Park at Hamble was busy from April to October and the extended facilities which have been improved this Autumn have helped boat owners to enjoy the convenience of shore berthing.

Hearty congratulations to "Joann", her skipper and crew, for her victory in the "Round the Island Race". This Class Victory would also have been an overall win on corrected time had Atalantas raced with the main fleet.

As always I look forward to the Association Dinner and to hearing the adventures of owners and seeing the films and slides which are always an attractive feature of this evening.

I would like to wish a Happy New Year to all Atalanta owners and successful sailing throughout 1965.

ROUND-THE-ISLAND RACE

by S. GLITHERO - "JOANN" - A. 65.

According to established custom it appears that the winner of the Atalanta Trophy for the Round the Island Race must make a contribution to the Atalanta Journal, so "Joann" A. 65 goes to press.

Having been third for two years, second for two years and now first, "Joann" can be said to have come up the hard way.

Indeed the skipper's re-action is that there is nothing now to live for, unless anyone knows of a twelve metre going cheap capable of winning the America's Cup, but to get back to a normal size in head gear the problem now is, what cunning strategies are the Thursfields planning to wrest back the trophy that had nearly taken root in the Thursfield Mansion.

The exchange of repartee between "Joann" and "Rambler" (Dr. and Mrs. Thursfield) at the bridge buoy played no small part in this year's race. "Joann" got the inside position round the buoy, but "Rambler" was carried away by an avalanche of large boats and "Joann" got a lead which held for the rest of the day. Mrs. Thursfield swears we talked them out of it.

It may be that all the extra weight "Joann" carried was an advantage and not a handicap. During the race she was burdened with an unbelievable amount of junk, carried a crew of five and was provisioned for a continental cruise.

It was an added thrill that "Joann" had a better corrected time than the winner of the Roman Gold Bowl; why should we Atalantas not qualify for this just because our vital statistics do not fit the Marquis of Queensbury rules ?

Thanks to a good boat, a splendid crew and the unrelenting pressure of our sporting fellow competitors the 1964 Round the Island Race stands out as one of the most happy and interesting.

Front Cover: "Joann" - A. 65 Winner of the 1964 Round the Island Race.

Photographed by Beken of Cowes.

An ill fated cruise

or

"Achates Infideus" - A 60

by I. C. Humphreys.

"Achates", A. 60, disgraced herself this year. We were a little late starting on our summer cruise as we had to go via Yarmouth to have the Stuart Turner looked at. The crossing to Cherbourg was our worst ever, a silly mistake putting us East of our goal, with only an hour of fair tide and a head wind. In the event the tide off Cape Levi turned earlier than predicted and the six miles to Cherbourg took us six hours.

We motored in poor visibility from Omanville to Peter Port and half way there the petrol pump disintegrated and an emergency repair left us pumping by hand, an interesting experience.

On August 1st, we cleared St. Martin's point at 06.00, bound for Ploumanach, with a forecast of good visibility and a N.W. force 5. By 16.45 there was a thick sea mist and our landfall was Les Heaux lighthouse tower, bearing about one and a half miles North West, so we were sailing roughly into the Pontrieux estuary. It was blowing force 5, so we beat out to sea again and deciding that it was no coast to be off in a fog we prepared to enter Treguier River for the night, keeping the lighthouse in sight in case the fog closed down any more. The bouy off Le Jument eluded us but I recognised the twin towers of Penar Guezec at about a mile distant and placed the remainder of the buoyage. At 17.00 we were sailing at about 130° when "Achates" swung off course and refused to answer the whipstaff, which was quite slack. We were already in amongst the rocks so it was no time to experiment, but as we had come onto the wind it was obvious that the genoa had to be sheeted hard and the main sheet let fly. We had two rolls in the main and "Achates" responded astonishingly. By playing the mainsheet and occasionally slackening the Genoa, we were able to maintain our 130° course for nearly a mile and then turn mainly South West and negotiate the quite narrow and winding passage up the river to Roches Jaunes, some two miles, dropping our anchor at half past seven.

After a bit of telephoning to arrange for our French crew to be picked up by her Papa, who was subsequently most kind and helpful, we turned in.

In the morning we decided that we'd be better at Treguier, so mounted an oar over the stern and by slowing down when we needed to change course we motored up the river comfortably. Inspection revealed that the rudder had snapped off at the stock and still hung on the wires, so we dismantled both parts of the blade and took them by car to Paimpol, where a fitter reprofiled the remaining blade to make a reduced sized rudder.

Unfortunately while we were away the anchor-bouy line fouled the anchor chain and tripped the anchor. Kelvin who was alone on board mounted the oar again to steer by which time my wife had returned and lifted the anchor. The boat was drifting down onto other anchored boats so Kelvin started the engine and not being able to hear against the noise, did not realise that the bouy was still not aboard. He engaged the engine and dived back to the oar, so that there was no-one in the cockpit to stop the engine when the propeller picked up the anchor-bouy.

Subsequent inspection revealed symptoms of a twisted crankshaft. We had cabled to Fairey's for a new blade to be sent to St. Malo for us and what with August Bank Holiday and another week-end and French customs we were obliged to wait ten days for the replacement.

Engineless, we had a hair-raising 35 hour passage back to St. Peter Port, drifting all round the Roches Doeuvres in light airs from dusk until 1 a.m. At St. Peter Port we bought a long-shaft Seagull 102 Plus, which just managed 3 knots in a flat calm. We were gale bound for three days in Alderney and the Southerly winds lasted until we were half way out of Braye Harbour and then turned N.W. We were almost becalmed and motored for 14 hours and at midnight were nine miles south of Dunose Point. I was sick of climbing over the dinghy once an

hour with petrol can and funnel, not to mention the torch, so we dropped our anchor in 20 fathoms, on 45 fathoms of warp and dragged it gently for most of a foul tide, being set back about four miles. Under way again at 04.00 with a brisk head wind we cleared customs whilst we had breakfast at Itchenor at noon.

It was a disappointing cruise, but it is interesting to find how well Atalantas will handle without a rudder. The plates were set at 4' 6" at the time, which is rather lower than we usually drop them.



GOING

STRONG

by T. W. STANIER

"ATALANTA" - A. 1.

Al has not done anything very exciting this year, but she has crossed the Channel on four occasions, twice for week-end trips to Boulogne, and twice for pottering holidays to Le Touquet and the Somme Estuary.

Our first visit to Le Touquet was quite memorable. We arrived off the Caunche estuary just before high tide, but it was dusk, the bouys marking the entrance channel are unlit, and we had no large-scale chart. We motored slowly in at the centre of the two-mile-wide estuary, until we saw a line of surf ahead, then turned South, parallel to the bar, sounding for the Channel. There was no joy, so we turned North, still sounding our way, and eventually found the channel quite close the North bank of the estuary.

We motored in, sounding all the way, and when we were past the bar, turned South across the river until we found ourselves among the moored boats off the Yach Club du Touquet. Here we anchored after testing the bottom, raised the keels and rudder, had supper and turned in for the night. In the morning, we woke to find Atalanta sitting comfortably on the most glorious stretch of sand, and among the nearer boats, another Atalanta (I think Elissa).

For three days we had idyllic weather, swam, painted and went up to Etaples at high tide for supplies. The Caunche is a most attractive estuary, a bit startling at first, owing to changes in the course of the main river, but perfectly straightforward once you have seen it at low tide. Ideal conditions for an Atalanta.

Later in the year, my partner and his wife took A. I. down to the Somme Estuary, where again they found a slightly tricky entrance, but inside, a snug berth in the unspoilt fishing village of Le Hourdel. There was a gale while they were there, but the anchorage alongside the quay was completely protected, and they stayed nearly a week within the estuary, participating in a local regatta, and enjoying much French hospitality. Both these estuaries, although they must be treated with caution in bad weather from the west, are pleasant and unspoilt, well worth exploring by Atlanta owners.

NOTES ON AN OWNERS EXPERIENCE WITH AN ATALANTA

by L. A. Biddle. "Epeneta II" - A.39

1. My boat is a standard model with low foretriangle and the small Coventry Victor engine. She is equipped with Calor gas cooking and a 12 volt electric light system. I use a BB 4 wheeled close coupled trailer towed by a standard S. W. B. Landrover.
2. The Coventry Victor M. W. 2. has one priceless virtue, it can be lifted out of the boat without tackle by two men. Other points are:-
 - (a) With the three bladed propeller 9 x 6 the motor just failed to provide 4 knots in calm water even after complete overhaul. The engine was extremely quiet and it did not seem to be able to run at sufficient speed to develop full power. We took the engine out and set it up on a test bed in order to check H. P. produced at the speeds at which it could usefully drive the propeller and obtained the following results:

R. P. M.	H. P.
750	1.13
900	1.64
1,000	1.83
1,500	2.5
2,000	4.3

The conclusion reached was that a smaller propeller would enable the engine to run slightly faster and develop greater power and an 8 x 7 two bladed propeller was fitted and the motor will now give $4\frac{1}{2}$ knots. Another advantage is that the propeller having greater pitch and fewer blades gives substantially less resistance when sailing. Furthermore the blades can be fixed in a vertical position so as to reduce resistance. An alternative would be to fit a reduction gear but the makers do not produce one and a specially made one would be expensive as it would have to include thrust bearings.

- (b) The oil cleaner cannot be serviced without taking the engine out of the boat. It is fortunate that the engine comes out so easily.

3. EQUIPMENT

- (a) We fitted a 2-ft. stainless steel wire strop to the point where the backstay divides. We find that we never bother to put up the gallows unless we want to erect the tent. The wire strop is hooked into the eye at the end of the boom as soon as the mainsail is lowered and supports the boom until the sail is hoisted. This is much simpler than a toppinlift and we find a most useful piece of equipment.

- (b) We found that the standard dinghy chocks fitting into the rowlock holes were time wasting and inconvenient and we have therefore fitted 4 permanent teak chocks to the after deck.
- (c) Compass. The compass is fixed to a removeable thwart which fits between the cockpit seats just aft of the engine. In this position it is quite difficult for the crew to get between the helmsman and the compass.
- (d) Berths. With three children we originally intended using the port quarter berth for the youngest child. We find this is too useful for storage and we have now built a fixed berth across the stern.
- (e) Ground Tackle. We use a 15-lb. C.Q.R. with 3 fathoms of 3/8 chain and 30 fathoms of terylene rope. The C.Q.R. is on the light side and I should be interested in the experience of other owners.

4. MAINTENANCE.

- (a) Antifouling. So far I have found no satisfactory means of antifouling the rudder. International Light Alloy antifouling seems to be less effective than the International hard racing copper I use on the rest of the boat.
- (b) Scrubbing. In the Zandcreek which is tideless we scrubbed by anchoring bow and stern in about two feet of water and careened her with a third anchor laid out on the beam with a tackle made fast to a rope to the top of the mast. Apart from a small area close to the keel where the fouling is negligible we were able to do a complete scrub with none of the risks involved in beaching a thin skinned boat.

5. STORAGE.

- (a) The boat is laid up on her trailer in a Dutch barn built from a pre-fabricated kit. The barn has concrete posts and an asbestos roof supported on plywood trusses which are extremely light to handle and erect. The mast can be tied under the ridge without detaching the rigging.
- (b) I read with interest and some apprehension the instructions issued by Fairey Marine for taking out the centreboards. Two years ago I jacked the stern up and rested the aft bulkhead on a specially built trestle 3-ft. high. It was then possible to jack the bows up and following Fairey's instructions I removed the plates so that they lay just below the bottom of the hull. The trailer was not moved and Fairey's instructions are very adequate but when letting the fore end of the plates down on the C.B. tackle it would be very easy to damage the tackle if the plates are not pushed aft in accordance with Fairey's directions.

6. TRAILING and LAUNCHING.

- (a) We have no special tackle for erecting the mast and use the main sheet tackle on the jib halyard with the Spinnaker boom as a strut. The mast is not laterally stable until it is nearly erect and I rely on a 6-ft. boathook with the end fixed in the mast track to control the mast from swaying while it is being erected. This method is only safe on dry land or on smooth water.
- (b) I used to use an 18-ft. wire rope between the Landrover and the trailer when launching but I now find that a similar length of nylon rope is much better as it provides some elasticity.
- (c) In hauling out there is a moment when the bows are out of the water and the stern is still water born. At this moment there is very considerable pressure on the trailers bow jockey wheel and unless the ground is very firm it will dig in and give trouble. A very substantial bow wheel would be an advantage. The Tolbridge trailers keep the bow low and the stern high, no doubt with this point in mind.
- (d) I have now fitted the boat with slings supplied by Fairey and I find launching and recover by crane extremely easy.

Every owner has his own particular requirements. When I bought A. 39 she had a motor cycle fixed across the stern in the aft cabin. When I asked the last owner why he found it necessary to carry a motor cycle he said he found Queenborough hard very long at low tide !

HOLIDAY IN TORQUAY

by Lt. Cmdr. John Bolton R.N. and Family. "Kookaburra" - A.168

It was on the return Channel crossing (our first in "Kookaburra") after a week-end in Cherbourg, that somebody suggested taking the boat to Torquay. The ensuing discussion lasted most of the way home. The aim of the trip was to provide a holiday for the children and to be on the finishing line to see the end of the Offshore Power Boat Race. The main complication was, that although the holiday would last three weeks, I would not be on leave myself. Furthermore, certain long made appointments with the dentist had to be fitted in for the children, and it was also decided that they would not come on the journey down by sea. It was obvious that Dad was in for some heavy week-end motoring.

We decided to make the passage over the Bank Holiday week-end and the four crew moved on board on Friday 31st July, having parked the children with a good neighbour and a car, for use later, at Southampton Central. As we were to find out, juggling with cars played a large part during the holiday.

We sailed from Fairey's Boat Park the next morning with a Force 5 wind from the North West. Once through the Needles we found the sea defiantly lumpy and the going somewhat uncomfortable; a stop at Swanage for lunch was therefore welcome. We were amused here to watch escaped beach mattresses blowing over and over to sea, one after the other. As we read later, the wind and sea took their toll on the crews and gear racing during this first day of Cowes Week. In the circumstances we consider that our Atalanta treated us very well.

We sailed on from Swanage at 16.30. The going continued tough round Anvil Point and we wondered what St. Albans would have in store. After taking three rolls in the main and dropping to the No. 2 jib - a gymnastic feat in itself - we weathered St. Albans in fast and fairly comfortable time. As we approached Portland Bill with the Shambles L. V. flashing abeam, the wind died on us, and with 5 hours foul tide ahead, we decided to put in for the night, and ghosted into Portland.

The sail across Lyme Bay on Sunday was uneventful. It was a dead beat all the way with a slowly dying wind. Towards evening we sailed into a shoal of mackerel and with our spinners trailing we soon caught a splendid supper. As darkness fell a huge black cloud gathered from the West. With still about 10 miles to go, little wind and visibility becoming less, we decided to start the motor and finally picked up moorings in Torquay shortly after midnight.

The next day was a mad scramble. "Kookaburra" was left at her moorings and the Dinky with Harry Wheaton, who entertained us to a quick "noggin" and then drove us to the station where we just caught the train back to Southampton. There we picked up the car we had deposited earlier and made our way home.

The return to Torquay was made on Wednesday - this time by car - and I was left on my own while Sue and the children set off for their holiday. They arrived at Torquay at 1600 hours and having collected the Dinky from Harry Wheaton, who was always most kind and helpful throughout the holiday, moved on board. Shifting a family of small kids with all the necessary food and equipment across the harbour in one small boat, is rather like the old problem of getting the fox, the goose and the bag of corn across the river. You can't leave the fox with the goose, or the goose with the corn, and the boat is only big enough to take one at a time. They could have used the ferry, but it was more fun to be independant, and they managed it in time. After supper all were ready for bed. It always intrigues me to see four youngsters disappear into the after cabin and settle down with just four heads visible from the hatch.

A week later our nephew, John, joined the crew and I motored down at week-ends. On these occasions we were sleeping seven aboard and quite comfortably. In fact, we had plans to make it nine - a real tribute to the capacity of the Atalanta.

As far as the rest of the holiday is concerned, the following notes taken from Sue's log are sufficient to give the pattern:

The family consists of:-

Parents - Johnny and Sue
Anne and Carol aged 12
Sally aged 10
Julia aged 7
Ailsa aged 4
John (cousin) aged 14



Thursday 6th August. Wind North, Force 4. Sailed round Thatcher Rock and Orestone, leaving at 12.00 hours and returning 15.00 hours. Children rowed ashore to find dairy and swimming pool.

Friday 7th August. Carol and Anne rowed ashore for milk and necessary shopping. After breakfast all children ashore to swimming pool. Cleaned boat. All off to Silverton to visit Grandparents by car. Johnny joined the boat at midnight having driven down from Portsmouth.

Saturday 8th August. Carol and Sally ashore for milk. Week-end victualling. Explored Torbay under sail. Found Elberry Cove.

Sunday 9th August. Set sail for Dartmouth. Wind nil. Arrived mouth of Dart 14.00 hours. Wind freshening. Anne fishing and she caught one mackerel which she ate for supper. Arrived back at Torquay having used every sail in the locker. Towed dinghy and nearly capsized it.

Monday 10th August. Johnny to Devonport, rowed ashore by Sally and Anne. Sailed to Elberry Cove visiting Canadian minesweeper on the way. Anchored and children swam ashore. Two of them were towed back by a motor dinghy. Wind nil so motored back. Choke cable jammed, engine very ropey, so up sails and drifted. Just made it using protesting engine, to enter harbour under critical eye of husband who had been waiting 2 hours on jetty. Supper ashore.

Wednesday 12th August. Usual milk run and row Dad ashore. Grandparents brought nephew John to join crew. Harry Wheaton's plumber unblocked sink and fixed "heads" pump. Children went swimming. Johnny returned to Portsmouth. Children spent afternoon rowing about harbour. Young John picked it up very quickly.

Thursday 13th August. Sailed round Torbay and anchored in Elberry Cove. Children swam ashore and explored rocks. Wind failed on the way home. Motored in.

Friday 14th August. Miserable. No wind, fine misty rain all day. Swam in morning, cinema in afternoon. Visited Poetons family in neighbouring boat. Also four kids, very large boat. Sally rowed elder children over to "Bateau Morgat" for musical trip around the bay. Rowed back by herself for the first time. Johnny arrived 00.30 hours.

Saturday 15th August. Very misty. Children visit swimming bath in morning. Motored outside harbour and anchored off finishing line to watch the end of Power Boat Race. Saw "Lucky Moppie" loose first place by taking the finishing mark on the wrong side so letting "Surfrider" through to win. Saw Charles Currey and Freddy come 16th in "Sea Plough" to claim first prize in the Restricted Diesel class. Returned to mooring and to congratulate Charles and Freddy. Elder children off to "Bateau Morgat".

Sunday 16th August. Charles took the lot of us for a run in "Sea Plough", round Torbay. We all took a turn at the wheel except Julia who refused. Voted as the highlight of the holiday by the children. Gale warning. Returned home to Fareham by car.



"Kookaburra" at Torquay

Wednesday 19th August. Returned to Torquay by car with young John, Carol and Anne dropping Sally and Julia with Grandparents at Exeter.

Thursday 20th August. John and Anne ashore for milk and water. "Heads" pump fixed again! After swim, children visited "Brave Borderer" while I did the week-end shopping.

Friday 21st August. John and Carol for milk and water. Wind N.N.E. Force 3. Sailed at 11.30. hours for Dartmouth. Tide with us. Arrived off mouth of Dart 14.30 hours and sailed up the river to Dittisham with a flukey wind. Lunched under way. Wind died at mouth of river on return. A lumpy sea made conditions very uncomfortable. Children behaved well under the circumstances. Motored back to Torquay and arrived 19.00 hours. Harry Wheaton sent out patrol. Crew for return passage to Hamble joined the ship in the small hours after a tedious and chilly trip by British Railways. Welcomed with hot tea and pasties.

Saturday 22nd August. After bringing "Kookaburra" alongside the dinghy slip to land the retiring crew and unwanted gear, we signed off with the Harbour Master, said good-bye to Harry Wheaton, and set sail for Hamble at 10.00 hours, leaving Johnny to take all five children home by road which he found to be anything but plain sailing !

Wind N.E. Force 3-4 as we sailed between Thatcher and Orestone, but we had to start the motor in the early afternoon when the wind died to give way to hot sunshine. As we chugged along the crew sunbathed on deck while the helmsman amused himself with a spinner over the stern and pulled in some very fine mackerel. At 16.00 hours the wind freshened and we were able to sail again. By this time the mackerel were coming aboard thick and fast and with all hands absorbed in the fishing navigation was neglected until it was almost too late. The crew came to as "Kookaburra" hit bumpy water and we realised that we were being swept into Portland Race. We made an attempt to sail out, but with a strong tide and little wind, once again it was on with the motor and we headed in under the Bill to avoid the heavy over-falls. The panic over, we set course for Portland Harbour during which time we stowed the sails and prepared a fresh mackerel supper which was served just as soon as we dropped the hook at Old Castle Cove at 22.00 hours.

The next morning after a hearty breakfast, we sailed at 10.00 hours. Wind N. W. Force 3. We had a pleasant sail under main and genoa, but reached St. Albans half an hour late on tide. It was decided to take the inside passage through the Race along with a small ocean racer, but with a west going tide the Race was inshore and the water was like a boiling pot. However, we surfed through without difficulty just ahead of the 12-metre "Septre". The ocean racer went close inshore and made sufficiently heavy weather of it to give cause for some alarm with the Coast Guard who came to the cliff's edge to take a closer look. It took a long time to clear the Race as it was building up to the East at almost the same speed as we were travelling and an ominous wave sat on our stern for a good half hour. In order to escape we set the spinnaker which did the trick and we romped away towards the Needles. Off Anvil Point a freak wave rolled up astern which caused "Kookaburra" to broach, dipping the main boom in the water and part filling the spinnaker. It looked ghastly, but before we could stop to think, she righted herself and sailed on.

We passed the Needles on the first of the flood. With a fair wind and tide, we made excellent time up the Solent and by reaching with the spinnaker from Calshot L. V. we were able to sail right into our berth at Fairey Marine.

Three of the children have given their impressions below:

WHY I LIKE SLEEPING ON THE BOAT IN TORQUAY

I like sleeping on the boat in Torquay because when I wake up and look out of the porthole I see the boats swaying to and fro. I also like to look out of the porthole and see the waves splashing against the other boats. On the boat I like to have the cockpit tent up. It makes everything warm. My sister Carol can cook on the stove. I can not. I wish I could. In the morning two of us would go ashore. We would take the rubbish to the shore while one of us would hold the boat (dinghy), while the other one would go and get the milk and the cream. I love sleeping in a sleeping bag.

SALLY.

TORQUAY

I thought that Torquay was a good shopping centre. The shops had some lovely things for sale. The harbour was sheltered and safe. It had everything one needed. The bay was sheltered to and there was some very nice beaches not far away. The people were friendly and did what they could to help. The weather was fine and I had a very pleasant time there.

CAROL.

TORQUAY

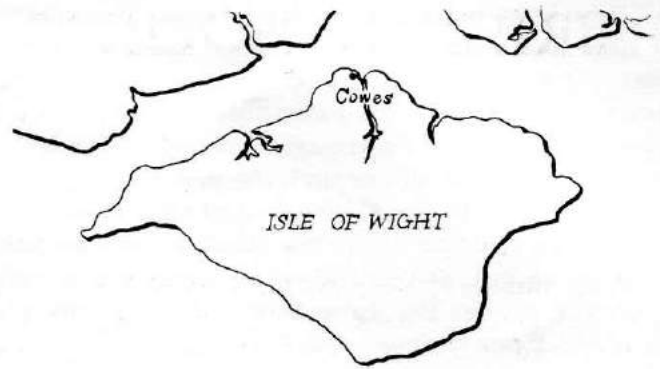
I think Torquay is a very pretty place. There are some lovely places to explore. The people there are very friendly and there are some lovely shops. The beaches are not very big, but they are very safe. There are two harbours, the inner harbour and the outer harbour. The inner harbour dries up at low tide. Torquay has also some very nice indoor swimming pools which are heated. The river Dart is a very beautiful place to explore. There is a very big wood that comes down to the water's edge. You could anchor your boat nearly everywhere, but if you anchor your boat in the middle of the river you will be in the way of the ferries going up and down the river.

ANNE.

To sum up

The holiday was undoubtedly a success. Coping single handed with a bunch of children while living in the middle of a harbour is quite an experience! However, they all learned to row, none of them fell in the water and it gave them a feeling of independence and a sense of adventure and responsibility. Anne probably summed up their feelings when asked how she liked living on board. Her reply - "It's so boring living at home"!

ROUND THE ISLAND



by Sail and Power

by Dr. W. R. R. Thursfield - "RAMBLER" - A. 52.

This race was organised again by the Royal Lympington Yacht Club and was held on August 14th. It was a particularly enjoyable week-end as the Club was extremely hospitable and Atalantas were given a most generous handicap.

This race was originated with the idea of encouraging auxiliary propulsion which would not spoil sailing qualities while providing full power. Handicapping was on the basis of time for which engines could be used, for instance Atalantas were allowed 3 hours 26 minutes of power, but in the case of a few larger yachts there was an additional time penalty. The minimum time for which the engine could be used was 10 minutes and an interesting problem was posed as to the best places to use one's power.

The three Atalantas - A. 46, A. 52 and A. 122 - started in the 2nd Division with the larger boats at 8 a. m. from the mouth of the Lympington river. The first leg was a run to the Needles where many hoisted their black conical shapes to indicate that they were using some of their time under power to clear the doldrums under the high cliffs. The conical shapes were of varied construction and some were indeed more comical than conical! After Freshwater Bay it was a close reach to St. Catherine's and an interesting point here was that under sail alone A. 46, with five adults sitting to windward, was sailing far faster than A. 52 with two adults and a child.

Off St. Catherine's we passed a Falmouth Pilot from the 1st Division which was proceeding without benefit of sail having lost its mast. It was rough here with a dead beat to Bembridge Ledge and the right decision at this stage was to motor into the wind with sails down, and very wet it was too.

Our propulsion unit is a 16 h. p. Coventry Victor with a 2-to-1 reduction and a P. N. P. variable pitch propellor - 16-inches in diameter. This large propellor gives tremendous thrust and was particularly effective in these conditions.

We did not have to round the Ledge bouy and were glad to have a Troll Class 31-ft. Norwegian Motorsailor inside us as we cut the corner, particularly as the tide was out and pedestrian seagulls were clearly visible. Incidentally, our speeds were identical for a long time until, to our embarrassment, our 2 gallon tank ran dry and we stopped rather suddenly!

With quite a lot of motoring time left it was possible to motorsail, on a broadreach, to Nomans Fort and then pass, either inside or outside the Mining ground area which was forbidden territory. The calm patch off Castle Point, well remembered and disliked in other Round the Island Races, needed another 15 minutes of power and after Cowes it was a spinnaker reach to the finish. We used our final 18 minutes of power to reach across to the north shore of the Solent and then picked up the beginning of the west going tide and we finished off the mouth of the river at Lympington at about 3.45 p. m.

This event was great fun and we hope that many more Atalantas will enter this most interesting race in the future.

HEBRIDEAN HOLIDAY

by JOHN and URSULA VALENTINE "Seamajor" - A. 92

This summer we towed "Seamajor" up the A. 1. and via Scotch Corner, Carlisle, Dumfries and Kilmarnock to Largs, where we arrived about 4 p. m. on the second day. We intended to use the slip at Barrfields to launch, but had to wait for the dead of night for the tide to be suitable. We got up at about 4.15 a. m. when it was just getting light, but even so the retreating tide only just left enough depth of water to float "Seamajor" off the trailer.

Our first port of call was Garelochhead, where we picked up the sixth member of our crew, a 20 year old nephew. This made a fairly tight fit in the aft cabin, with our two girls aged 13 and 16 sleeping down the plug-holes, as we generally call the quarter-berths, and our boy Ross and nephew Gordon, both about 6 ft. tall, in the bunks, and it says much for their general forbearance and good humour that there were so few bed-time battles.

Now we set off down the Clyde again, through the lovely Kyles of Bute and up Lock Fyne to Ardrishaig and the Crinan Canal. We all enjoyed this peaceful interlude, climbing gently up through seven locks gliding quietly through the tree-lined cuts. The lock-keepers go off duty at 8.30 p. m., so as it was evening we spent a quiet night in the lagoon before the last two locks which lead out into Crinan Bay. It was a glorious morning when at last we launched ourselves out into the sea again, and although impatient to be off we had to drop anchor in Loch Craignish and have lunch while waiting for the tide to turn, for it rips through the Dorus Mhor at 7 knots or more - too much for our little engine! At last with the tide with us we set off northwards with a light breeze, threading our way through the islands and rocks, past the Pladda light, and ending with a gorgeous run under the spinnaker in the soft evening light through Kerrara Sound to Oban.

Next we stopped at Lock Nell to meet some friends and spent the night at a pleasant little anchorage between Shuna and the mainland. Now the weather turned sour on us, with low cloud and rain, and we sailed up the Sound of Mull to Tobermory seeing very little. The next day we set out for Coll, which lies due west about 20 miles from Mull, but the forecast was gales and the barometer falling, so we decided to explore Loch Sunart first, a glorious winding loch, narrowed in places by rocky islands, and we sailed up as far as Salen where we spent the night. Next day more gale warnings, so we visited Loch Drumbuy, where the grey seals which we met so frequently are said to breed, and then sailed back to Tobermory through rising wind and sea, and there we had to stay for two nights. At lunch the following day the forecast was down to Force 6, so we set off for Coll at last, through rough seas and with a reefed main, and had some trouble in finding the entrance to Loch Eatharna, the only anchorage on that featureless and inhospitable coastline. However there was nothing inhospitable about the little Coll Hotel, who cheerfully provided a hot meal for us all at about 10 p. m. - unheard-of hour for Scotland!

The following day we pushed on to Eigg and climbed to the top of An Sgurr, that extraordinary 300-ft. sheer basalt ridge which dominates the island. We were lucky to have a sparkling clear day with marvellous views of the Outer Hebrides, Skye and the Highlands. Regretfully we had to turn southwards and hoped to visit Iona, Staffa and other islands, but another gale was coming up and we thought it wiser to keep in the more sheltered Sound of Mull rather than sail down the exposed western coast. Fortunately - for this second gale kept up a Force 7 or 8 for three days, and we were bottled up in Loch Spelve, till at last we made a dash for the Crinan Canal, through driving rain and wind, gunwhales under. From Ardrishaig we sailed down to Arran - in thick fog part of the way - but our last day's sail from Lamlash across to Irvine was a very pleasant run under the spinnaker. The slip at Irvine is rather steep for our Jaguar to haul out the Atalanta, we had a spot of bother, but it is at least sheltered and more convenient than the Barrfields slip. We sailed a total of 435 miles and would have covered more of this beautiful cruising area if the weather had been a little kinder.

List of Owners

No.	Boat	Owner	Tel.	No.	Boat	Owner	Telephone No.
A1	"Atalanta"			A54	"Eala"		
A3	"Andana"			A55	"Sue"		
A4	"Snuffbox"						
A5	"Diaphony"			A56	"Yambo II"		
T/A6 (Titanis)	"Kittiwake"			A57	"Bluebird"		
A7	"Alouette de Mer"			A58	"Winterset"		
A8	"Arabesque"			A59	"Julietta"		
*A9	"Ereina"			A60	"Achates"		
A10				A61	"Elissa"		
A11	"Tomboy of Terhou"			A62	"Coco"		
A13	"Ariel"			A64	"Paradox"		
A14	"Minuet"			A65	"Joann"		
A15	"Artemis II"			A66	"Roamara"		
*A16	"Dervorguilla"			A67	"Bajan"		
*A17	"Gambol"						
A18	"Aries"			A68	"Curlew"		
A19	"Valere"			A69	"Laqlaq"		
A20	"Acantha"			*A70	"Catalina"		
A21	"Chuff"			A71	"Blue Jackaroo"		
A22	"Mary Jane of Moreton"			*A72			
*A23				A73	"Lyde"		
*A24	"Melanion"			A74	"Equandl"		
A25	"Pindar"			A75	"Shang"		
				A76	"Inshallah"		
A26	"Meteor"			A77	"Glue Goose"		
A27	"Sabot"			A78	"Marianda"		
*A28				*A80	"Ario"		
A29	"Yen Tina"			*A81	"Atalanta"		
A30	"Trio"			A82	"Koomela"		
				A83	"Flying Fox"		
*A31				A84	"Desiree"		
A32	"Alchenty"			A85	"Seylla"		
A33	"Pam"			A86	"Vendaval"		
A34	"Syrus"			A87	"Harmony"		
A35	"Christian Mary"			A88	"Tenga"		
A36	"Aquila"			A89	"Colchide"		
A37	"Kotick"			A90	"Mourne Goblin"		
A38	"The Beaver"						
A39	"Ipeneta II"			A91	"Yarina"		
A40	"Dalriada"			A92	"Seamajor"		
A41	"Gale"			*A93			
A42	"Penula"			A95	"Hiran"		
A43	"Ponente"						
A44	"Vaga"			A97	"Seven Up"		
A45	"Marcel"			*A98	"Beki"		
A46	"Theodora"			A99	"Toco"		
A47	"Big Daddy"			A100	"Jolanta"		
A48	"Alata"			A101	"Amida"		
A49	"Terrapina"			A102	"Mary"		
A50	"Astarte II"			A103	"Tambula"		
A51	"Bacardi"			A104	"Arosa"		
A52	"Rambler"			A105	"Taka Maru"		
				A107	"Xapa"		

No.	Boat	Owner	Telephone No.	No.	Boat	Owner	Telephone No.
A106	"Solvenac"			*A100	"Moyra"		
A109	"Sirena"			A151	"Pegasus of Trundles"		
A110	"Turnstone"			A162	"Pelette"		
A113	"Aku"			A163	"Sounlon"		
A114	"Waterwitch"			A164	"Xanthe"		
A115	"Sabrina of Croyde"			A165	"Mavista"		
*A116				A166	"Hullabaloo"		
A117	"Turtle"			A168	"Kookaburra"		
A118	"Creatia"			A169	"Kerry Piper"		
A119	"Tonga"			*A170			
A120	"Jewi II"			A171	"Dinah"		
*A121	"Margo Lyn"			*A172	"Lindora"		
A122	"Jellicie"			A173	"Pesce"		
A123	"Cocktail"			A174	"Cordyl"		
A124	"Helen's Folly"			*A175	"Inyoniyamenzi"		
*A125	"Polaris II"			A176			
A126	"Apple"			A177	"Emira"		
A127	"Hansa"			A178	"Ploof"		
A128	"Topper"			A179	"Emma Duck"		
A129	"Sea Rogue II"			A180	"Eveladne"		
A130	"Castanet"						
A131	"Strega"						
*A132							
A133	"Ann Grey"						
*A134							
A135	"Mic-Mac"						
A136	"Amwara"						
A137	"Babyseal"						
A138	"Sweet Sue"						
A139	"Merrie-Martin"						
A140	"Treenlaur 3"						
A141	"Rakia"						
A142	"Tacrimina"						
A143	"Clymene"						
A144	"Cynara"						
A146	"Sherpa"						
*A147	"Chamois"						
A148	"Caprice"						
A149	"La Toquade II"						
A150	"Salizanda II"						
A151	"Mistura"						
*A153	"Serenity"			A/31 1	"Lulu" (1934)		
A154	"Deeanie"			A/31 2	"Elissa II" (1944)		
A155	"Miranda"			A/31 3	"Kalonek"		
A156	"Xiri"			A/31 4	"Tadpole III"		
A157	"Quatorze"			A/31 5	"Elpenor II"		
A158	"Jane Duck"			A/31 6	"Caper A"		
A159	"Lindora"			A/31 7	"Twinkie" (1987)		
				A/31 8	Kit Set not yet complete		
				A/31 9	"Zamba"		
				A/31	"Kinky"		

* Indicates Owners w

Numbers in brackets are the R, O, R, C, Numbers.