



The console is superb

Handy storage space under the console

The extra seat in front of the console

of several options available with this boat. Similarly the helmsman's seat is well sited, comfortable, and includes additional dry locker stowage space beneath. The console location can be adjusted to suit individual buyers' requirements.

As mentioned, the Atlantis 20 has been designed with a full beam transom. In addition to adding to cockpit safety, this design appreciably increases the amount of available deck space aft. Free deck space is, after all, one of the primary requirements aboard any angling boat. In order to accommodate this, the outboard engine is mounted on to a bracket/swim platform extension outboard. A stainless steel boarding ladder is also fitted – one of the most significant safety features you can have aboard any boat. I liked the recessed gunnel moulding inboard that has been designed to incorporate a rod rack.

No prizes for guessing the overall length of the Atlantis 20. Yes, 20ft, plus an additional 26in when you include the addition of a standard outboard engine. She sports a 7.4ft beam and a 2ft draft. Conforming to CE Category C, this boat is rated for carrying up to six persons. I'd suggest that four would be a far more practical maximum.

The hull itself is completely self-draining through sizeable twin scuppers aft, and the deck has a no-nonsense hardwearing non-slip finish, while buoyancy and structural strength are provided by a substantial fore and aft stringer system, along with plenty of reinforcing at strategic points and built-in foam buoyancy.

The standard fuel tank has a capacity of 91 litres, although a larger 180-litre fuel tank can be installed at the build stage at the request of the buyer.

Other standard equipment includes an automatic and a manual bilge pump, stern lockers, stainless steel windscreen frame and bow rail and fuel inspection hatch, along with all necessary deck hardware.

THE ATLANTIS CHALLENGE...

CLEARLY the Atlantis 20 is built to take on the challenge of offshore conditions, but the day I got to test her coincided with virtually flat-calm seas. Thankfully we were in the Channel Islands, where the tidal range is such that it is possible to find a variety of testing conditions including choppy seas, even on a calm day.

We started off from a berth in the marina at St Sampson's Harbour, Guernsey, and headed out around Brehon Tower and Little Russel. Even as I stood back to observe this boat being put through her paces, I could see she was indeed a top-end performer.

With the photographs safely in the can, it was my turn to take the helm and we motored over to Shell Beach, on Herm. Here I enjoyed pushing her through a series of high-speed manoeuvres, during which I concluded that her handling was crisp, responsive, always positive and predictable, with no noticeable side slip or even the slightest hint of cavitation.

Next we took off at high speed and shot through the narrow Goulet Passage before heading into a small harbour on Sark and then back to St Sampson's. In total the GPS log recorded we had run 20.6 nautical miles with an impressive top speed of 39.8 knots. The test boat was fitted with a 150hp Suzuki four-stroke, though she is rated for engines from 75hp up to 175hp. I was told that when a 90hp option was fitted, a maximum range of approximately 200 miles was achievable from a 180-litre tank.

If you are in the market for a serious offshore boat to fish distant wrecks or reefs, either at anchor or on the drift, then you must take a look at this boat.

A basic Atlantis 20 centre console retails from £10,500, rising to £12,500 for an open cabin version, both excluding engine. A package as tested, with a 150hp Suzuki DF150TL, will cost £18,500. All quoted prices are ex-works and excluding VAT. ●



The test boat had a 150hp outboard



Excellent access to the bow



The engine fits on a swim platform extension



There is loads of space on deck



The test boat had a canvas Bimini top

“The hull is a classic deep-V that provides a smooth, dry ride through typical British seas”

CONTACT

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