



I liked the idea of all the electronics running into a 19-inch screen – very handy.



How smart does this throttle look! Very sleek and sexy.



This option is ideal if you happen to get a fouled prop!

who is a keen diver and angler. The well padded leaning posts double as seating perches, but any seating requirement can be accommodated and a galley could be incorporated too, if wanted, there is more than enough room. Likewise, in the cuddy where the owner intends to use the space purely for stowage of his gear, the space has been designed around full standing height and a head on the centreline with a raised Vee berth. The test boat had a flat deck throughout.

The helm on this Atlantis has been cleverly kitted out by the owner who has used a small screen Lowrance HDS5M at the remote helm combined with a Lowrance M260 structure scanning sonar, a larger main combined chartplotter and sonar unit in the Lowrance HDS8 both relaying to a solid state PC with a 19 inch screen in front of the wheel, thus providing the ability to have multiple large windows open and to record everything to memory and then download the information for archiving and later analysis, or of course prior planning can be uploaded.

Entertainment is provided by the Lowrance Sonic Hub with a digital stereo radio and iPod dock. Communications are by Lowrance LVR fixed station VHF.

The helm suited my height and reach whether I was sat, perched on

the leaning post or stood pressing into it. The hydraulic helm and fly-by-wire engine control is easily changed between main or remote steering stations by simply putting the engine into neutral and then pressing the activation switch at the control station. Once locked in the other control is neutralised and cannot be used until the changeover procedure has been completed, protecting the system from inadvertent override as control cannot be accidentally transferred between the helms.

Safety On Deck

The Atlantis is given a very generous freeboard all round with an especially high prow. The internal freeboard around the cockpit is 95cm, very nearly coding height before a guardrail is added. This makes the cockpit extremely safe and, with the angled bulwarks that are kept free of protusions, comfortable to lean against. The transom wave dam is full height and massive, to prevent a wave breaking over the stern and flooding the cockpit, which while it is drained through large scuppers, they drain into the bilge and require pumping, rather than being emptied overboard. This is a slight flaw that is currently being rectified for a commercial craft that has been ordered. I think drainage overboard is essential so there is no

reliance on the bilge pumps to take out rainwater.

The strength of the Atlantis layout is enormous. The entire boat is honeycomb cored with the engine mounted on a 50mm thick transom, the deck and hull sides are 20mm thick, as is the wheelhouse after bulkhead. The coachroof has been built to stand on, as has the wheelhouse roof so it is both strong and rigid. The entire boat is as stiff as a raceboat and you can feel the girder-like strength as she carves her way through the rough and tumble of the Channel island waters. The very fine entry cuts the water cleanly while the specially developed strakes and chine direct the water flow to trim the boat at cruising speed. As the 23-knot mark is reached the boat flattens off due to this water flow along the hull.

Superb Handling

Putting the Atlantis into turns reveals her very deep vee hull as she heels over onto her double chined hull side, which is barely noticeable

except in some light. The ability to spin the wheel at speed and feel her heel in and come round very tight is useful picking your way through the Skerries and sandbanks on the north and western side of Herm and her directional control was welcome as I took her through the Gouilet Passage, a narrow gap in the rocks barely 50 yards wide, between Brecqhou and Sark with the tide running creating a popping water as well as the surge of the swell. Overall we clocked up 28 miles mostly in open water with swell and some breaking seas with the sea at all angles. Running with the sea astern was particularly revealing with the rake of the bow and high prow keeping her on course and preventing her from burying her nose.

The test boat might seem a little sparse, but that is because she is destined for angling and diving use around the islands. If you can see beyond the open space to a boat fitted out for cruising and comfort you would have to go a long way to find another craft of this size capable of the rough water passage making that the Atlantis 26c has already proved is well within her capability, and if you did, I doubt it would come in at the £50,000 price bracket of the Atlantis. 



Dual controls can be handy, especially when drifting over wrecks.

Prices and Availability

Boat only ready for engine	£27,000 (ex VAT)
With Optimax 200	£37,900
With Suzuki DF300 lean burn	£46,200
Volvo GXIE 270 Duo prop	£39,500 (petrol stern drive)
Volvo D3 170 Duo prop	£46,300 (diesel stern drive)
Volvo D3 200 Duo prop	£49,000 (diesel stern drive)

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