

ATLANTIS 20

Simon Everett reveals his thoughts on the latest offering from Atlantis Marine, which he reckons is an amazing piece of kit for the money.

Centre consoles have featured as practical style of fishing boat for several decades now. Many of them are hybridised between a family dayboat and a practical fishing vessel. The Atlantis 20, designed and built by Patrick Wheeler in Guernsey, is a simplified version of the centre console with clear decks rather than seating at each end of the boat. For fishing, this open layout suits much better with easy access right around the boat and little to get in the way of your lines, especially for saltwater fly fishing or the new craze of light line lure fishing. It is possible to have additional seating fitted, of course, but the whole ethos behind the Atlantis is a simple, punchy boat that gives the ability to get out to sea when other boats are harbour bound.

Deep V And High Freeboard

The signature of the Atlantis boats is their high sheer bow coupled with high freeboard all round. The hull shape is a very deep V with incredibly fine entry to cut through waves with disdain. Normally one associates such sharp angles with greater power requirements, but the Atlantis uses a similar reverse chine to the Tremlett design of the 70s and 80s to give massive lift with little power requirement. The sharply defined strakes are also oversize and angled to provide high lift and excellent grip in turns. It is a simple concept that works extremely well and provides a very soft ride through building chop or

big seas, which is what the Guernsey channel can be like on most days, hence why she has been built to deal with nasty water.

Normally a high freeboard means a high mounted motor, or a cutaway transom or an extra long shaft motor. The Atlantis uses a different solution by utilising a moulded Gill bracket that puts the motor at normal height and further astern, aiding the rough water handling by keeping the propeller in the water even in particularly steep seas, and allowing the motor to be mounted lower, again helping with the handling by keeping the weight of the motor low. The transom can maintain the high freeboard to prevent



The hull design provides superb handling and speed.

becoming pooped by a following, breaking sea.

The boat is well found and built with foam-filled stringers and bulkheads with large limber holes to drain water from the voids and prevent water settling in any compartments. Positive buoyancy is placed below the deck according to the customer requirements. On this boat the gunwale run was flush as the entire void had been foam filled, but in-gunwale racks or lockers can be incorporated into the build without compromising the rigidity of the build.

The gunwale height all round is unusually generous at 800mm, making this a very safe boat and only needing

a low rail (8in) to meet the coding regulations. There is a useful raised area in the bow over the main forward locker that acts as a casting platform and for working the anchor. The chain locker is huge, with access from the forward bulkhead or from the hatch on the bow. The anchoring cleat is of a substantial size, to take a proper warp without over filling it. There are further, large cleats positioned amidships and each quarter.

The Helm Position

The helm seat on the test boat was kept simple on purpose. It is a stainless framed leaning post and seat, only the foam in the cushion was so thin

This boat flies along with the 90hp outboard, imagine her with a 115hp or above!



and soft as to be virtually useless. I sank right through it onto the metal framework. I have pointed this out to the builder as it is such a simple thing, yet so important for the comfort and safety of the helm. The console is well moulded and securely mounted to the deck. I have seen a few consoles that have come adrift on other boats due to poor fitting, but the console on the Atlantis is well and truly fastened down. The wheel is mounted almost on the centreline so the helm is well protected, but passengers only get partial protection behind the console. The screen is high enough to keep the majority of windblast off, but there is some that comes round the sides. A rolled edge to the screen might be all that is needed to widen the diffusion effect. There is a good amount of room to mount ancillary equipment with all the necessities close to the wheel within immediate reach. There is even room to mount a tackle tray or box for throwing loose items in.

The steering is fed through a hydraulic ram, making it extremely light at any angle of trim with five turns from lock to lock. The wheel has been fitted with a speedball to facilitate easy spinning of the wheel in tight spots, but to be honest, I just hook my finger in a spoke and do the same thing. This doesn't create a risk of a broken finger, because it is only in the confines of a berthing situation. The throttle is on the starboard side, top mounted and this suits me providing a good hand steady and access to the trim for heavy weather running.

Excellent Performance

Talking of running in big stuff, the Atlantis is proven in conditions that would make most people wince just at the thought of it. We had relatively benign conditions for the test off Falmouth, just a moderate swell and the first vestiges of white tops. The Atlantis hardly felt a thing and we could run in comfort at full chat with the Suzuki 90 singing merrily from the back row. The Atlantis 20 is rated up to 150hp, so the little 90 was somewhat underpowered really, even though it would give her a cruising speed of 21 knots right in the economy band and would take her up to a maximum of 25 knots. The fine hull cut through the sea maintaining an equilibrium that hardly had the keel leaving the water at all. This is the strength of the Atlantis, comfortable

running in harsh conditions. Over the couple of days I had to become acquainted with her, both fishing and passage making, she proved to be a very handy yet spacious boat with the three of us fishing from her. One of the aspects that did make itself evident was how the fuel tank level really affects the trim angle, more so with the smaller motor. Once we got below about a quarter of a tank, the bow became very light and she didn't ride quite as nicely as when there was extra weight in the bow. A more powerful engine would have driven her into a better trim angle and I can only conclude that while 90hp is enough to drive her she would be much better suited to a 115hp or above and would be just as economical. For the price she is an absolute beauty though, £10,500



There's plenty of room up the bow for fishing.



The moulded Gull bracket is a brilliant idea for mounting the engine.



This platform at the bow lends itself to flyfishing.



This is all you really need for a helm seat.



The centre console is compact.

buys you the basic boat ready to take whatever engine you finally decide upon. That really does put her in the same price bracket as much lesser boats. With the 115hp she is still under £21,000 and that is money well spent in my opinion. ☺

PERFORMANCE FIGURES

Obtained with Garmin GPSmap 78S

ENGINE (RPM)	SPEED (Knots)
750 idle	1.8
1000	2.6
2000	5.8
3000	8.2
4000	13.3
4500 Cruise	21.6
5000	24.9

SPECIFICATIONS

HULL LENGTH	6.00 m
LOA	6.65 m
BEAM	2.25 m
DRAFT	0.50 m
WEIGHT (approx)	800kg approx
FUEL CAPACITY	180 litres
POWER	90 to 150hp

INFO

Prices and Availability
 Boat only £10,500
 As tested with Suzuki DF90 £19,300
 Boat with Suzuki DF115 £20,500
 Boat with Suzuki DF150 £22,800

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