



A well-founded boat is critical in these waters. This boat is born and bred for demanding conditions.

**I**n the fast-moving waters around the Channel Islands, boating and boat fishing is not far short of a religion. The seas around the various islands are dotted with shipwrecks - some dating back centuries and some considerably more recent. These are a testament to the challenges of navigating waters where currents in many places exceed 5 knots on each tide, coupled with tidal ranges of around 12 metres. Adding to this lively mix are Atlantic swells of several metres and numerous clusters of severe overfalls and rips.

So with this all in mind, those seeking their sport a little further offshore or hoping to regularly transit between the islands must choose a vessel they know has the capability to safely and comfortably handle varying seas and keep the crew comfortable and safe as it does so. Perhaps as a result of the often tricky local waters, and given the islands' close proximity to the French coast, where a day trip always beckons, muscular centre console craft have always been very popular here. My own first powerboat of any significance was a Kelt White Shark 215, and acquiring that allowed me to rove much further offshore more often than assorted old Orkneys had permitted previously. Venturing through overfalls that could promptly double in size once wind went against tide never seemed a price worth paying for an indeterminate amount of bream or mackerel!

So my own personal history with power craft of this type meant that when I travelled to Guernsey's beautiful harbour recently and was greeted in the Little Russell channel by the Atlantis 26CC I was there to test, I felt I would be treading familiar ground indeed. She looked an inviting sight too, the royal blue of the hull and the stainless steel fittings dazzling in the bright sunshine. She rocketed by, helmed by Patrick Wheeler - designer, builder and owner at Atlantis Marine. This Guernsey-based company was established 15 years ago and their craft in different configurations have been a familiar sight to me around Jersey and during my travels to the other islands, but at the time of testing I hadn't yet had the chance of any actual sea time on an Atlantis craft, so I was looking forward to breaking that particular duck.

### No time to waste

Time was of the essence in this particular case as the boat I was there to test had already been sold and would soon be on her way over to a new home in France. Patrick told me that the enthusiastic owner was planning to come and get her and make the trip back to St Malo himself that same week, and in fact, since testing this vessel, I have already spotted her while visiting the beautiful French archipelago of Chausey, so I know for certain that she is already being enjoyed!

### SPECIFICATION

**LOA:** 7.90m  
**Beam:** 2.55m  
**Draught:** 0.85m  
**Minimum recommended power:** 175hp  
**Recommended power:** 300hp  
**Tested with:** Mercury Verado V8 300hp  
**Fuel capacity:** 360L  
 (135L bow / 225L stern)  
**Water capacity:** 50L  
**Displacement full tanks with test engine:** 2365kg  
**RCD category:** B (8 persons)  
**Test engine:** Mercury Verado V8 300hp (21 in 4 x Revolution blades)  
**Hull type:** Deep vee (24-degree transom deadrise)

### PRICE (EXCLUDING VAT)

**Atlantis 26CC standard boat ready for engine:** £25,000  
**Atlantis 26CC with Mercury V6 225hp:** £40,800 (mid-range package)  
**Atlantis 26CC with Mercury Verado V8 300hp as tested:** £45,282

### CONTACT

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