

# For sale

## Fairey Atalanta A65 Joann



<b>Builder/Designer</b>	
Builder: Fairey Marine 1958	Designer: Uffa Fox
<b>Dimensions</b>	
LOA: 26'	LWL: 25'
Beam: 7'9"	Draft: 5'9" keels down 1' 8" keels raised
Displacement: 2 Tonnes	
<b>Engine</b>	
Engine(s): Beta Marine	Engine(s) HP: 13.5
Engine Model: BZ482	Hours: 600
Cruising Speed: 5	Max Speed: 6.5
<b>Tankage</b>	
Fuel: 50 Litres	Water: 50 Litres

**£7950 ono**

**Includes purpose designed road trailer (1999) and lifting gantry.**



Joann being lifted from road trailer



View from stern showing gas lockers companionway doors and large forward coach roof.



Main cabin

Lockers to port and stb. Table is stored on stb side and bolts to floor when required. Large enough to seat 4.



After cabin with infill. Seat backs form large double berth or more if friendly or drunk! Large openings allow access to space under cockpit seats. Stb side large enough to store inflatable and fenders. Port side for access to hydraulics and storage of spare fuel etc. Checked cotton covers over tan leathercloth new foam and covers to all bunks 2005.



New DSC VHF has since been fitted and an enlarged chart table top has been added. Top lifts and provides storage. Tool storage under.



New ss Neptune 2000, 2 burner gimballed hob and grill cooker has since been fitted



Hydraulics for port keel, compass and GPS sounder Nasa clipper log fitted since.



View from the bow. Coach roofs are epoxied and varnished to protect finish.



Aft cabin with whipstaff steering and engine controls. Companionways fitted with bifold doors conventional washboards behind



She doesn't float as low as the picture suggests!  
Deep safe cockpit with easy access when mooring or reefing.

#### **Accommodation**

4 berths in two cabins.

From bows: Anchor locker with shelf above, Lockers to port and starboard with large warp locker between. Forward facing hatch for access to foredeck. Two lights and clock barometer set. 6' berths to port and starboard with lockers under. New foam mattresses 2005. Lockers to port with sliding doors and shelves. Table stowed to stb. with shelves and cave locker. Stereo radio cassette and speakers. Large catalytic gas heater and fluorescent cabin light on bulkhead. Four port-lights. Main bulkhead then Galley to port, two burner and grill Neptune 2000 ss cooker, gimballed (new 2005). small locker and shelving, drawer under, fire extinguisher and fire blanket. Hinged single sink and footpump for tanked water. Electric coolbox (2005) Light & vent on rear bulkhead.

To stb Simpson Lawrence marine toilet serviced 2006. Sliding lift top chart table above. Fire extinguisher and 12v socket. Bookshelf and shelf for VHF main set. Sole in sanded marine ply. Interior of coachroof in white gloss, grabrail all round. At foot of companionway ladder and pan storage. Manual bilge pump and flexible hosing.

Centre Cockpit with vented gas lockers to port and stb. Hatches to engine and shaft areas. Removable cockpit table. Engine panel to port, locker to stb.

Aft cabin two single berths 6' plus with infill to make large double berth, lockers under. Catalytic heater, 12v socket and access to lockers under cockpit. Single fluorescent light and fire extinguisher. Rudder winch and warp locker.

#### **Mechanical Systems**

Beta Marine 13.5 HP marine diesel (1999). freshwater cooled via heat exchanger. 600 hours. 2:1 gear box shaft drive to fixed 3 blade propeller. Stuffing box stern gland. New shaft & prop 2005.

#### **Spars & Sails**

Masthead sloop, with most running and standing rigging replaced 2005. Plastimo 609 dual groove roller reefing. Boom roller reefing for main. All lines accessible from cockpit. Mainsail & cover new 2005. Mitre cut furling Genoa (2006 with sock) by North sea sails. Spinnaker (OLD!), spinnaker pole stored on lifelines. SS Mainsheet traveller with 4:1 mainsheet system (2002) (Lifting to allow easy access to rear cabin). PVC fitted cockpit cover (2001).

#### **Deck Equipment**

2 x Tufnol genoa winches, 2 x mast winches, manual windlass and 25lb CQR anchor with 5m chain & warp. Warps and fenders. Substantial bitts bow and stern.

#### **Navigation Equipment**

Main compass, Nasa clipper Log, Garmin 235 chart plotter & fish finder with dual frequency transducer, Raymarine ST1000 tiller pilot, Standard Horizon 3500E DSC VHF at chart table with full function ram mike in cockpit (2006). Aerial and windex fitted at same time

**Safety Equipment**

Radar reflector on mast, Horseshoe lifebuoy and light, manual and 4 automatic electric bilgepumps. Fire blanket and three fire extinguishers, plus auto-extinguisher in engine compartment. Original wooden fitted boarding ladder and additional Plastimo stern ladder. Easy prop clearing or getting back aboard. SS pulpit & pushpit. SS lifelines and cockpit strongpoints

**Electrical System**

Two isolator switches (service and engine) VSR battery switching and charging. 2 switch panels, 12V outlet at Chart table. 2005 Batteries, 2 x 75AH Leisure batteries. Electro-hydraulic pump for keels

**Construction**

Hot moulded agba ply, sheathed from new. Hot moulded agba decks and coach roofs epoxied, sanded paint finish to decks and varnish finish to coachroofs. Teak toe rail Cockpit coamings in varnished mahogany, Epoxied and painted cockpit seats Sanded paint finish to cockpit sole. Stored under cover in barn every winter since extensive renovation by previous owner. Extensive maintenance programme carried out each year to maintain high standard. Twin lifting cast iron keels. Hydraulically operated with electric pump. Rams serviced 2006 and new ss pistons fitted. Transom hung lifting rudder with whipstaff tiller steering.

**Comments**

Joann was restored by her previous owner with little regard to cost and was recommissioned in 2000. As her current owner I tend to regard her as a classic to be enjoyed by all and with that comes the responsibility to maintain her to a high standard. Hence new sails which are copies of the originals in modern materials and extensive work to keep her as one of the best of her type whilst being highly functional.

She is unusual in having a larger forward coachroof similar to a titania which affords 6' headroom in the main cabin. The rear coachroof gives sitting headroom in the after cabin and when the infill is fitted forms a very large double berth or more if good friends

She has been proved to be a remarkable sea boat when faced with challenging conditions having carried me through 38Knots wind against tide and in a force 9 in the North sea. I am only selling as another classic boat has come into my possession and I cannot maintain both to the standard they deserve.