



CLAASEN
— SHIPYARDS —



NEW CLASSIC YACHTS - SY ATALANTE

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Classic Yachts with a modern twist

The Dutch are known for their straightforward approach to life and business, and this is also reflected in their rich heritage of maritime trading around the globe. Over recent decades, Holland's superyacht industry has become a byword for quality. The Claasen story is inextricably linked to this rich history, with a background that reflects Dutch excellence in boatbuilding.

Established in 1985, Claasen Shipyards builds premium yachts that are renowned for their flexibility, quality and craftsmanship. This is hugely appreciated by the growing number of proud Claasen owners, each of whom has been able to incorporate their own tastes and preferences into their custom yachts.

From Truly Classics such as *Heartbeat* and *Kealoha* to groundbreaking performance yachts such as *Louise* and the first ever F-class *Firefly*, the Claasen Shipyards fleet contains some of the most renowned superyachts of recent times. It also illustrates how we are able to offer you a full range of custom and semi-custom options from the boards of the world's leading designers and naval architects.

If you would like to find out more in person, why not arrange a visit to the yard: We are only 20 minutes from Amsterdam Schiphol Airport and would love to show you around our facilities. Who knows, you too may soon find yourself at the wheel of your very own Claasen yacht. In the meantime, we are proud to introduce to you the beautiful *Atalante*.



The facilities at Zaandam.



SY ATALANTE

The first Truly Classic 127 *Atalante* was delivered to a delighted repeat client in the summer of 2015. Thanks to the excellent cooperation we enjoyed with her owner, *Atalante's* build quality and design place her among the finest boats in this category and confirms Claasen Shipyards' position among the yachtbuilding elite.

Truly Classic Excellence

These much-acclaimed superyachts combine the elegant aesthetics of the 1930s with modern underwater hull configurations in seven lengths ranging from 56 to 127 feet. Each yacht has a customised interior layout and style, sail plan, keel, draft, deck gear, rig, technical systems and performance level. All have made history in their own way.

Equally suited as a family cruising boat and a charter yacht, *Atalante* has a comfort and elegance that is second to none.

She will also be a great competitor in cups and regattas thanks to a continuous longitudinal framing of high tensile aluminium, deep-draught keel, thin foil section, carbon rudder, mast & rigging, and cable-based direct steering. The result is an extraordinary performance and exceptional feedback at the wheel.

With her stunning overall looks, imposing rigging, delightful interior décor, ultramodern equipment and snug social spaces, *Atalante* is a very special yacht in every respect.



TRULY STUNNING

SY ATALANTE



INTERIOR

SY ATALANTE

Creating an interior of this exceptional standard required a true team effort between the Claasen craftsmen, Hoek Design and *Atalante's* experienced captain and crew. Every nook and cranny of the sleek indoor spaces reflects an unprecedented attention to detail, material selection and top-class production techniques.

Atalante's interior is finished in raised and fielded panelling of carefully selected West Indies mahogany. The furnishings were designed by London-based Hamilton Weston and add to the elegant ambience. While the yacht could easily have contained more cabins, the owner instead chose for fewer, roomier interior spaces. As you can see overleaf, *Atalante's* full-beam salon seats at least ten people and is flooded with natural light. It also includes a lovely separate bar area (below). And the bright dining area (left) comprises a large table to port and comfortable seating with a sliding card table to starboard.





TRULY RELAXING

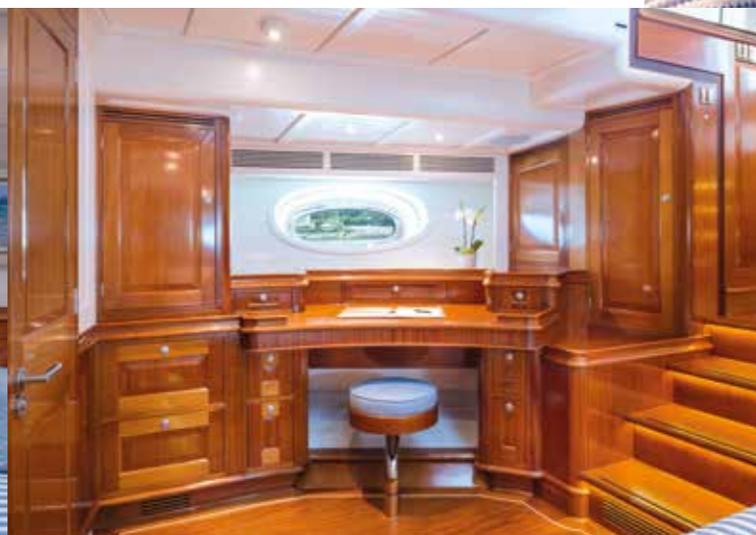
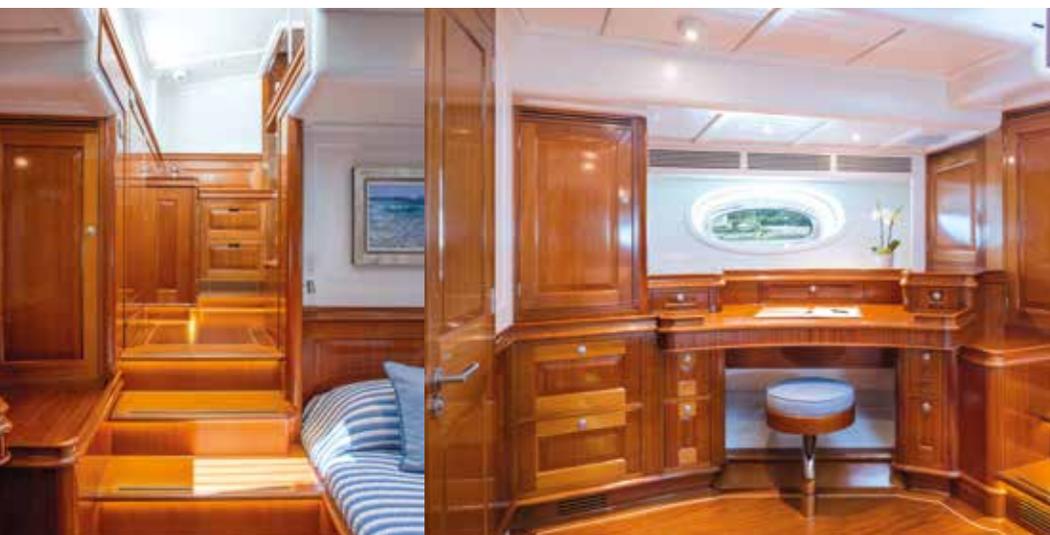
SY ATALANTE

INTERIOR

SY ATALANTE

The full-beam master stateroom on *Atalante* has been made as symmetrical as possible. The lovely vanity table to starboard opens up to display a backlit mirror, while the comfortable sofa to port provides a quiet place to read or relax. Locker space has been optimised and the head is separate from the bathroom to ensure maximum convenience.

The suite is adjacent to the aft deckhouse, connected via an electric sliding door. This area includes a large navigation station with two screens, a pilot berth and various catering facilities. The aft deckhouse also serves as the owner's office when *Atalante* is at anchor. In fact, the whole aft part of the yacht, including the cockpit, can easily be reserved for the owner's exclusive use.



TRULY STYLISH
SY ATALANTE



TRULY EFFICIENT
SY ATALANTE

INTERIOR

SY ATALANTE

The fine detailing and clever details that are *Atalante's* hallmark are clear to see in the galley, which has all the equipment required to produce top-of-the-line cuisine (plus the efficiency required for charters). The induction hob and oven gimbal through 30 degrees to prevent spills, while the twin fridge/freezer units provide an impressive amount of storage.

Originally conceived as a 115-foot boat, the owner expanded *Atalante* to 127 feet in order to boost the crew and technical spaces. Finished to the same high standard as the rest of the boat, the extension comprises a well-appointed captain's office that doubles as an extra crew berth, and an additional space housing the laundry room and an extra freezer. The chain lockers are also ingeniously integrated within this extension, locating their weight as far aft as possible.







TRULY SPACIOUS
SY ATALANTE

EXTERIOR

SY ATALANTE

Moving outside, perhaps the most striking thing about *Atalante's* deck is the impeccable teak joinery – like so much on this boat, it is subtle yet markedly flawless. Equally inspirational are the various social areas, ideal for alfresco lounging or dining in the sun or under one of the two biminis (removable for racing purposes). The low deckhouses are accentuated by beautiful mouldings and other striking details.

The helm station aft features a wheel that is large enough to be comfortably operated by a person sitting on the very edge of the cockpit looking forward past the deckhouses. The keyhole-shaped cockpit is designed with this in mind, as well as to enable operation of the primary winches while standing upright. Those who prefer not to be involved in sailing can relax in the main cockpit while the other one is occupied by the crew.



EXTERIOR

SY ATALANTE

Atalante features a high modulus carbon mast fitted with continuous carbon rigging. The state-of-the-art winches sparkle in attractively polished stainless steel, matching the custom binnacle that has the *Atalante* name and logo cut into the steel.

The performance-oriented suite of sails includes a fully battened main installed on a boom with lazy jacks and a clever switch track system on the mast. This means that the head of the sail is low on the boom when the sail comes down, making it easier for the crew to put on covers. The furlers are fitted with moment-free toggles and load cells for rig control.

Last but not least, the boarding platform to port folds out of the hull hydraulically and facilitates easy boarding. *Atalante's* diesel-powered Williams tender can also be refuelled here via a hose reel, another sign that everything has been thought through to the max on this super sophisticated vessel.



TRULY SOPHISTICATED

SY ATALANTE

Technical Details

General

| | |
|---------------------------------------|---|
| Type | 127ft Truly Classic |
| Name & year | Atalante 2015 |
| Yard | Claasen Shipyards |
| Naval Architects & Interior Designers | Hoek Design Naval Architects |
| Class approval | Class ✱ A1 Commercial |
| Yachting Service | (Sailing Yacht) + MCA LY2 Unrestricted |

Principal dimensions

| | |
|----------------------------|---------|
| Length hull overall | 38,80 m |
| Length on design waterline | 27,95 m |
| Beam overall | 7,72 m |
| Draft on design waterline | 4,50 m |
| Total displacement on DWL | 140 t |
| Ballast weight | 38 t |

Rig and sail dimensions

| | |
|-------------------------|---------------------|
| Mast type configuration | Cutter rigged sloop |
| Spars builder | Offshore Spars |
| Sailmaker | North Sails |

| | |
|----------|---------------------|
| Upwind | 952 m ² |
| Downwind | 1356 m ² |

| | |
|---------------|---------|
| I measurement | 45,75 m |
| J measurement | 14,40 m |
| P measurement | 43,00 m |
| E measurement | 16,30 m |

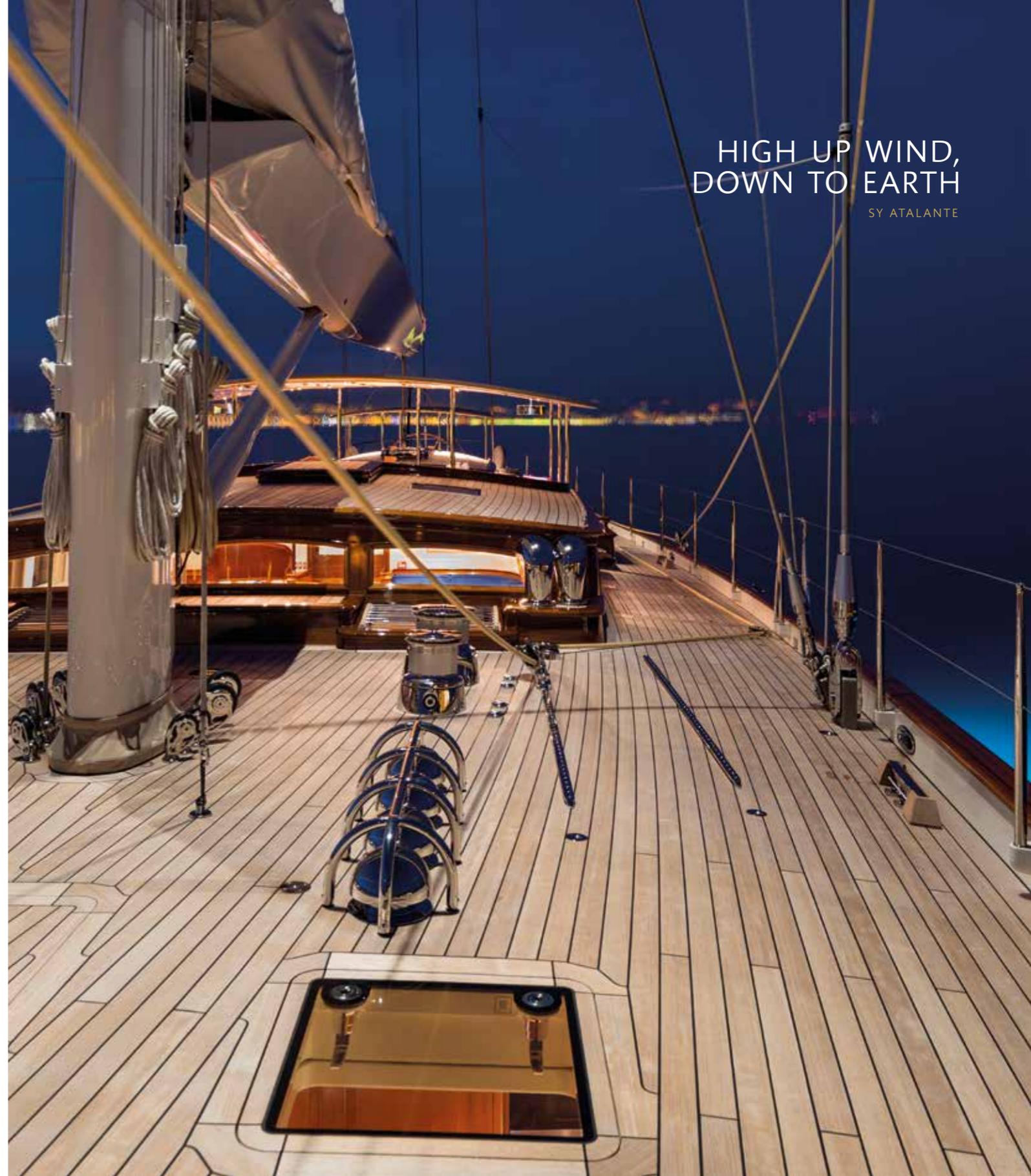
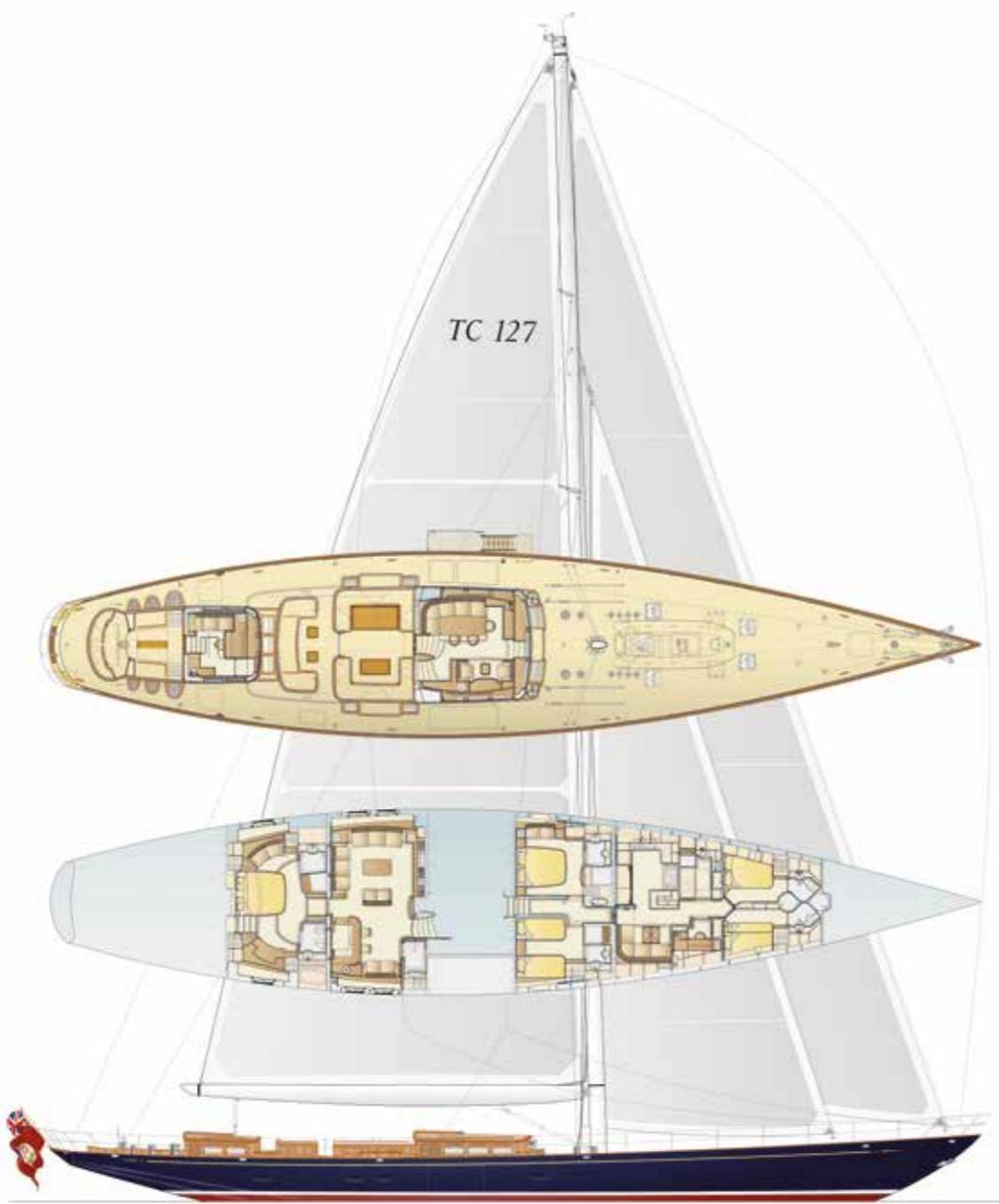
Tank capacities

| | |
|----------------------------|--------------|
| Water tanks | ca. 4.500 L |
| Diesel tanks | ca. 12.000 L |
| Black and grey water tanks | ca. 950 L |

Propulsion arrangement

| | |
|-------------|-------------------|
| Main engine | Scania D1 13 070M |
| Max. power | 352kW / 471HP |





HIGH UP WIND,
DOWN TO EARTH
BY ATALANTE

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