

[MEGASAILER]



Atalante

This 127-footer is both the largest Truly Classic and most performance-oriented vessel to emerge from the Claassen Shipyard. Her fine detailing and virtuoso lines were penned by Hoek Design

by Mary Hegarty - pictures courtesy of Claassen





*T*lothed in sweepingly classical lines, at first glance the 127 foot Atalante may look like a beautifully orchestrated symphony of 1930s glamour. But beneath her neat red and white boot stripe, the absolutely modern underwater configuration of her gleaming navy hull is at work to ensure she cuts through the water with absolute grace and speed. Nimble enough to “spin on a sixpence” in the words of her owner, the cutter-rigged sloop is not just the largest Truly Classic yacht to emerge from the Claassen Shipyard but arguably the most performance-oriented too. However,

she wears her power lightly thanks to fine detailing and virtuoso execution. Flawless decking joinery, beautifully crafted deckhouse mouldings and plentiful lounging and seating in cockpits sheltered by two removable biminis, create an instant sense of easy elegance. Nonetheless, a deep-draught keel, thin foil section, carbon mast and rigging, performance-oriented suite of sails and cable-based direct steering will deliver the exhilarating speed, agility and feedback from wheel every owner dreams of, making her a force to be reckoned with in competition.

A shot that highlights the cutter-rigged sloop's exquisite lines. Her retro aesthetic hides the soul of a thoroughbred racer, however, as Atalante has been moulded to deliver on her owner's racing ambitions



Moving inside, Atalante's warm, classically graceful interiors are the product of a dream team made up of Claasen's skilled craftsmen and Hoek Design with pivotal input from her own experienced captain and crew. As with her exterior, detailing of the finest quality underpins the overall impact. The unstained Sapeli used for the raised and fielded panelling has been polished to a soothing honeyed glow beautifully complimented by the white painted walls and ceilings above it. The Hamilton Weston custom-designed furnishings further enhance the atmosphere of

subtle luxury. Upholstery, cushions and bed covers in a mix of timeless royal blue, sky blue and white with splashes of bright red add a cheery, maritime touch too, mirroring the colours used for the exterior upholstery.

Atalante's full-beam main saloon is a light-flooded triumph capable of seating at least 10. It has a separate bar area as well as comfortable sofas, a custom leather coffee table, TV and bookcases. The cheerful dining area in the main deckhouse, up half a level from the main saloon, features a main table to port but also two white and blue-upholstered



seats to starboard with a sliding card table between them. Atalante's owner restricted the number of cabins to create fewer but much more spacious accommodations. There is a cocoon-like sense of peace in his cleverly symmetrical full-beam suite, thanks to state-of-the-art sound insulation, the glow of the wood and the pale blue and white of the linens and upholstery. A cosy sofa to port affords a peaceful nook for reading or relaxing. An electric sliding door leads directly to the aft deckhouse where there is a large nav station with two screens and a pilot berth. However, when Atalante is at anchor, the owner uses it as his personal office. In fact, the whole aft section of the yacht has been specifically designed to be easily reserved for his use. Last but very far from least, two comfortable guest cabins lie side-by-side forward: the large double to port and a twin to starboard. Truly a Classic indeed!

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The Naval Architect

Andre Hoek

The basic concept of the Truly Classic series is semi-series, semi-custom, which saves time and reduces the amount of decisions a client has to make compared to a fully custom boat. It also makes sense financially, due to the economies of scale. Clients choose a basic hull concept that doesn't change and can see and feel the yacht for themselves, even trial sail it. Atalante is the largest yacht in the range at the moment and has been designed so that her layout is flexible. For instance, Atalante's main saloon is in between the owner's cabin and the main deckhouse but the TC127 is designed so that you can also switch the positions of the guest cabins and the main saloon. We also looked into a ketch rig instead of a sloop and an aft owner's cabin, for instance. Overall, Atalante is a timeless hull with moderate sheer line, highly detailed exterior styling and vast cockpit areas. All the sailing, helming and winch handling is from the aft cockpit, giving the main cockpit area more privacy for guests especially during charters. Atalante's owner wanted the wheel in the aft cockpit with the aft deckhouse for navigation when the boat is sailing. He specifically wanted a yacht that could sail long distances in the Pacific or other remote areas. Furthermore he wanted to use the yacht for bucket regattas and superyacht cups, so she has a relatively deep fixed keel with a wide bulb giving her a good edge upwind. The decision to increase her length from 115 to 127ft enabled us to add a separate laundry area as well as a starboard flex cabin that works as a captain's office during owner use and doubles as a single cabin for a stewardess during charters. Atalante is also a good example of the Hoek Classic above and modern underwater configurations we started developing in 1986. More than 100 33 to 210 ft craft have been built to this concept and these are the yachts we are most passionate about.





The Interior Designer

Andre Hoek

Atalante's interior styling is very similar to the owner's previous yacht, a Truly Classic 90, which was also done by our office. We had a close working relationship with him. He wanted a warm, functional interior in line with the outside of the yacht: in other words, timeless and classically styled but with the use of modern materials. I feel the interior and exterior styling blend very well, both in style and atmosphere. Their time periods are historically quite similar, creating a sense of holistic unity. Generally speaking, attention to detail and sourcing of the materials, such as the Sapeli Mahogany used throughout, was top of our list of priorities. Atalante's interior is designed both for cruising and for charter so the steering wheel is in the aft cockpit, creating privacy for guests in the centre cockpit. The interior layout changed a little bit during the design process - we added a section of approximately 10 feet to incorporate an extra crew cabin/captain's office as well as a separate laundry. The main saloon

is aft of the main deckhouse and connected to the owner's cabin, just aft of that. As far as we know, this is the first time that this has been done. The reason behind it is that when the owner is sailing without guests, he basically can have half the boat to himself. The full-beam main saloon becomes an extension of his cabin, creating a huge suite. This is my favourite part of the interior as it can be used by the owners, but also to host parties. The overall result is stunning. The interior looks very large for a yacht this size and every inch of the space has been utilised. This can be seen in small things such as the vanity table with integrated mirrors and the cutlery storage drawer in the main deckhouse, among other things. It is also very bright, thanks to the white upper panelling and lots of natural light.

These pages, interior sketches. The owner wanted a warm, functional interior in line with the outside of the yacht: in other words, timeless and classically styled but also using modern materials





The Owner Representative

Nigel S. Ingram

Having sailed his previous 90ft Atalante for several years, I believe that the owner was ready for something larger that offered somewhat more space and comfort. Also, his crew were an important part of the success of the first Atalante and he wanted to make sure that there was sufficient space and service areas to allow them manage the larger yacht and larger crew. The previous Atalante had been an enjoyable build experience and a successful cruising yacht, so when the time came for a new build the owner elected to largely bypass the usual bidding process and go directly to the same team that produced the original yacht. That was principally MCM, Hoek Design and Claassen Shipyards but also some important suppliers such as North Sails and Offshore Spars. The owner was very closely involved in the design of the yacht, both inside and out. Systems development was largely by the build team but also with the owner's input. Simplicity and reliability were important factors, as well as the need for comfortable spaces for owner and crew. The crew were fully consulted from the start of the project and were an integral part of the build team. The owner is more than happy with the new yacht - the build quality, spaces on board, interior decoration and her overall look and feel. He is particularly happy with the yacht's performance under sail, which is fast and balanced. Atalante was on display at the Monaco Yacht Show. Principle cruising grounds will be Mediterranean and Caribbean with the capability to travel further afield at any point. An occasional superyacht regatta will also be part of the programme.

Two sensational shots of the yacht by night.
The cockpit acts as a romantic seafront
terrace with plenty of corners for hanging
out in company or simply relaxing





The Shipyard

Joachim Kieft

It is always a great opportunity to build a second yacht for a repeat client. When a client gives the order to build a yacht, it's about trust and confidence. For us, it meant the client enjoyed the first TC90 Atalante to the maximum, and was convinced about the yard's capabilities, which made him decide to build the new 127ft Atalante with the same team - Claassen Shipyards, Hoek Design, Nigel Ingram of MCM - and suppliers. Our goal is to have clients who are ambassadors for the yard - potential new clients appreciate the fact we've established such a relationship with the owner of Atalante. As we had known the owner and the crew of Atalante for several years, we knew their expectations during the build of the new Atalante 127ft, which gave us the opportunity to maximise the construction of this new yacht to their specific wishes. They both shared their experiences with the first TC90ft Atalante, and this input helped optimise the new 127ft Atalante. We have also built more than 30 yachts with Hoek Design, mostly Truly Classics, which are also doing very well in the superyacht cups. However, during sea trials for each new yacht, our technical team checks what can be improved to optimise the next yacht from a performance and technical point of view, so we are always improving our yachts. Future TC 127s will have the same hull shape as Atalante, but the interior layout and styling can be changed as every Truly Classic is a custom design. For example, the guest cabins could be located aft of the deckhouse instead of in the front. Two helm stations between the two deckhouses can be installed also, which means the winches will move forward, creating a more private area for the owners in the aft cockpit. A retractable keel instead of a fixed keel is another possibility.

