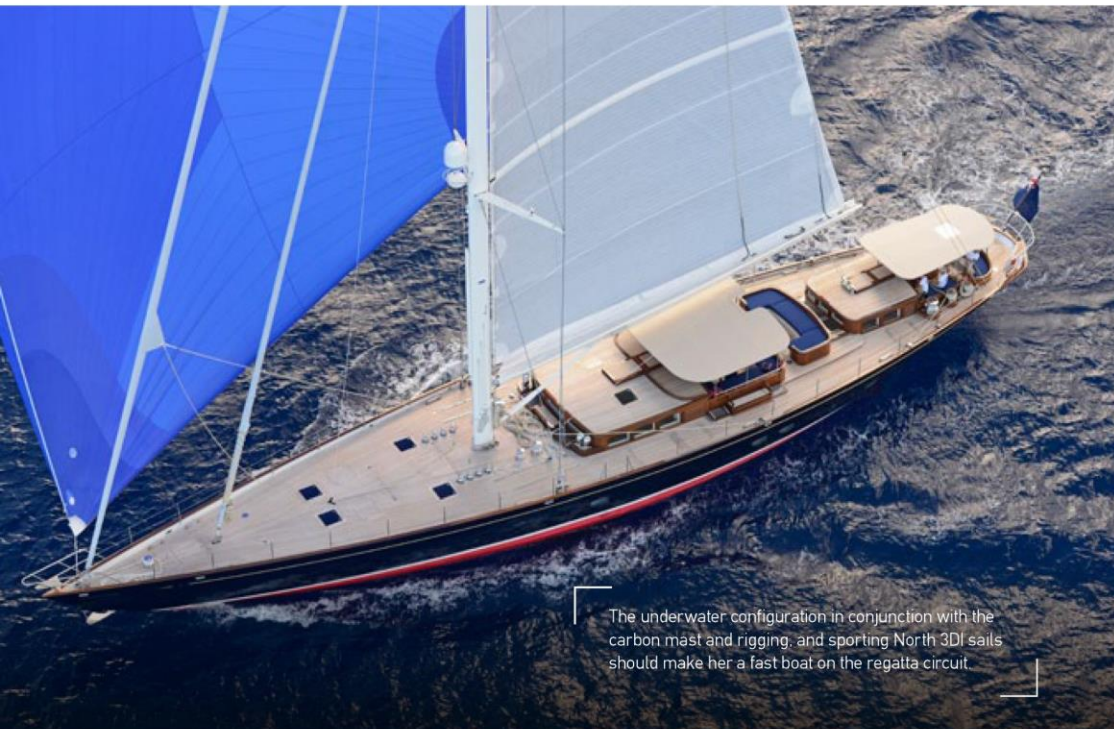


CLASSIC 127 ATALANTE

by **CLAASEN SHIPYARDS**

For the lovers of classic style. The first Truly Classic 127 Atalante has been delivered by Claasen Shipyards to a delighted repeat client and ONDECK seized the opportunity to have a close look.



The underwater configuration in conjunction with the carbon mast and rigging, and sporting North 3DI sails should make her a fast boat on the regatta circuit.

Built for an experienced client, Atalante is the successor to a TC90 of the same name. The owner's brief called for a larger, faster yacht with more comfortable accommodation for both guests and crew, without being so large as to lose intimate contact with the water, and the ability to 'spin the boat on a sixpence' when racing. With continuous longitudinal framing of high tensile aluminium, Atalante is also very performance-oriented. Particular focus was given to this aspect, as she will compete in the bucket regattas and superyacht cups. Atalante has a deep-draught keel, a thin foil section, carbon rudder and cable-based direct steering, all of which give a great feel and feedback at the wheel. The underwater configuration in conjunction with the carbon mast and rigging, and sporting North 3DI sails should make her a fast boat on the regatta circuit.

Layout

On Atalante the main salon is aft of the main deckhouse and the owner's cabin is aft of the saloon. As the owner enjoys being highly involved in sailing and helming the yacht, he wanted the wheel in the aft cockpit and the aft deckhouse to be dedicated to navigation. This means that when the yacht is at anchor, the whole aft area is reserved for the owners. Atalante is equally suited as a cruising boat for a family and a charter yacht. Her interior is executed in raised and fielded panelling of carefully selected West Indies mahogany. The ceilings and walls above the wainscot level are painted white. While the yacht could easily have contained more cabins, the owner specified fewer, roomier interior spaces.



The helm station aft features a large wheel



The main salon is aft of the main deckhouse



Painting by Fassianos over the pleasant bar area, bookcases, TV set and plenty of comfortable seating, ideal for all kinds of entertainment.

Owner's area

The aft deckhouse comprises a large navigation station with two screens, a pilot berth, a fridge for cold drinks and a boiling water tap for coffee or tea. Access forward to the master suite is via an electric sliding door, conveniently connecting the two spaces. First-class sound insulation provides a peaceful environment in the master cabin, even when sailing. The aft deckhouse serves as the owner's office when Atalante is at anchor. The full-beam master cabin has been made as symmetrical as possible. To starboard, a lovely vanity table opens up to display a back-lit mirror. To port is a comfortable sofa providing a quiet place to read or relax. The toilet and bidet are separate from the shower and there are plenty of easily accessible lockers, including some full-length lockers for the owner's wife's dresses.



First-class sound insulation provides a peaceful environment in the master cabin



VIP Cabin



Galley & crew area

Main deckhouse and guest cabins

The dining area is located in the main forward deck, which is half a level up from the saloon via a curved staircase. This bright space comprises a large dining table to port and comfortable seating with a sliding card table and flag locker storage to starboard. The cabinet housing the card table is also home to two cutlery drawers with custom-made inserts in dark blue velvet by Carrs of Sheffield (UK), who also supplied the cutlery. Further forward, two beautiful guest cabins are sited to port and starboard. On the port side is a large double berth with en-suite bathroom, a sofa and plentiful storage. To starboard is an equivalent twin berth cabin with en-suite facilities.



TECHNICAL ISSUE RIGGING

The high modulus carbon mast was produced by Offshore Spars and is fitted with EC6+ continuous carbon rigging. The main sheet is on the captive winch from Harken, while the three pairs of winches for the sheets and running backstays are of a new design from Lewmar. They sparkle in beautifully polished stainless steel, matching the custom binnacle that has the Atalante name and logo cut into the steel. Atalante has a performance-oriented suite of North 3DI Sails. The fully battened main is installed on a Park Avenue boom with lazy jacks and a clever switch track system from Harken on the mast, so 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 by Reckmann are fitted with moment free toggles and load cells for rig control. The units have been grey anodised and are fitted with white carbon foils to achieve a smooth, uniform colour scheme.



Specifications

LOA	38.8 m
Beam	7.7 m
Draft on design waterline	4.5 m
Total displacement on dwt	140 tonnes
Mast above waterline approx.	48.3 m

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