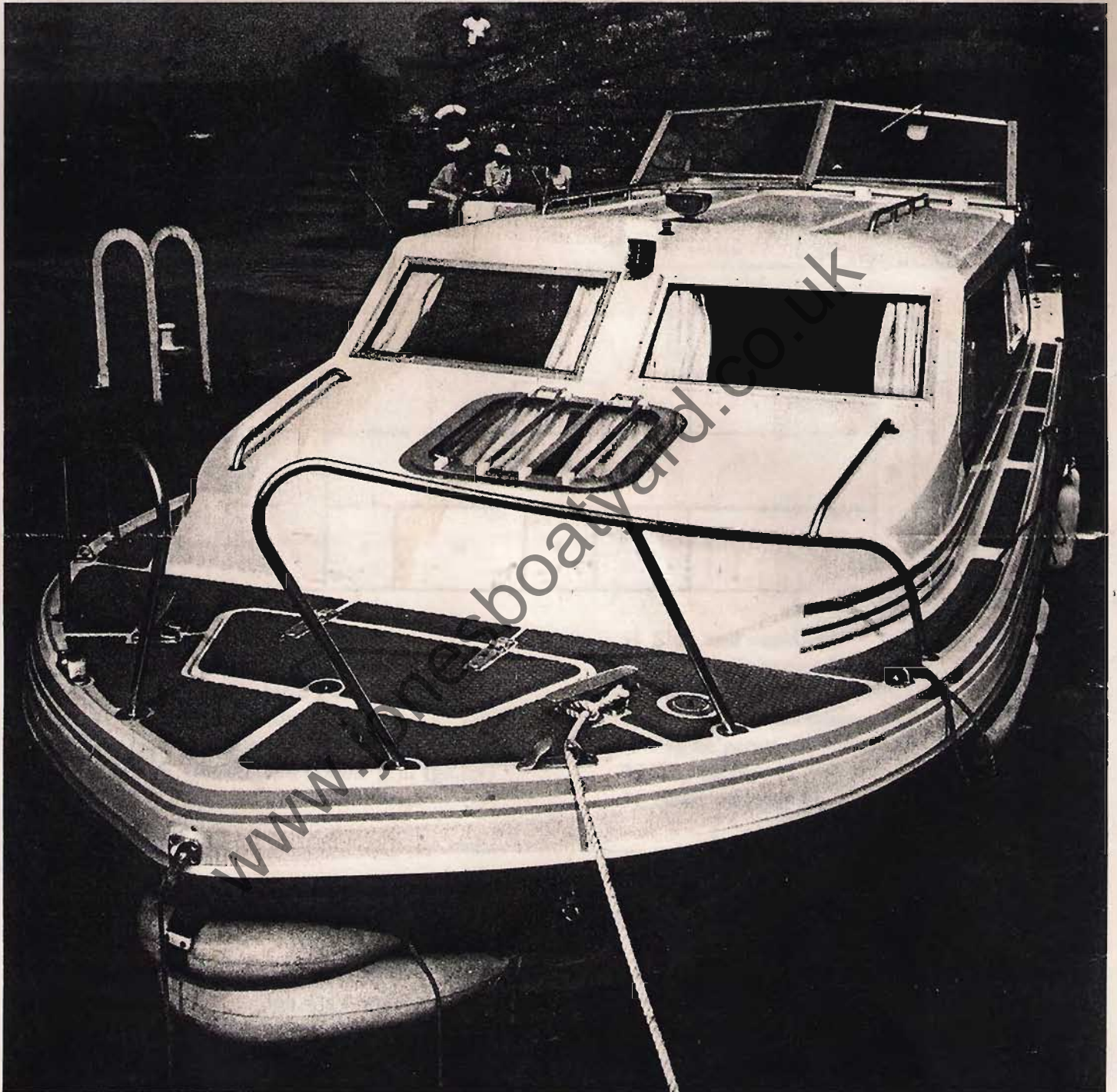


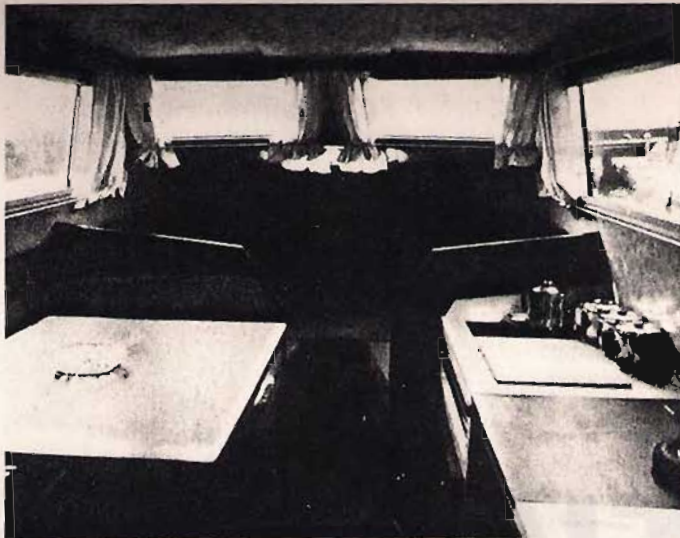
ATLANTA 24

fibreglass CONSTRUCTION

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JUNCTION STREET, BURNLEY BB12 0NX.



ATLANTA 24 - The ultimate 24' canal cruiser. A superb design throughout comprising of two double berths, a full galley equipped with cooker, refrigerator and sink complete with hot and cold water system. The ATLANTA 24 is extensively equipped with shower and chemical toilet to full head height throughout the boat.

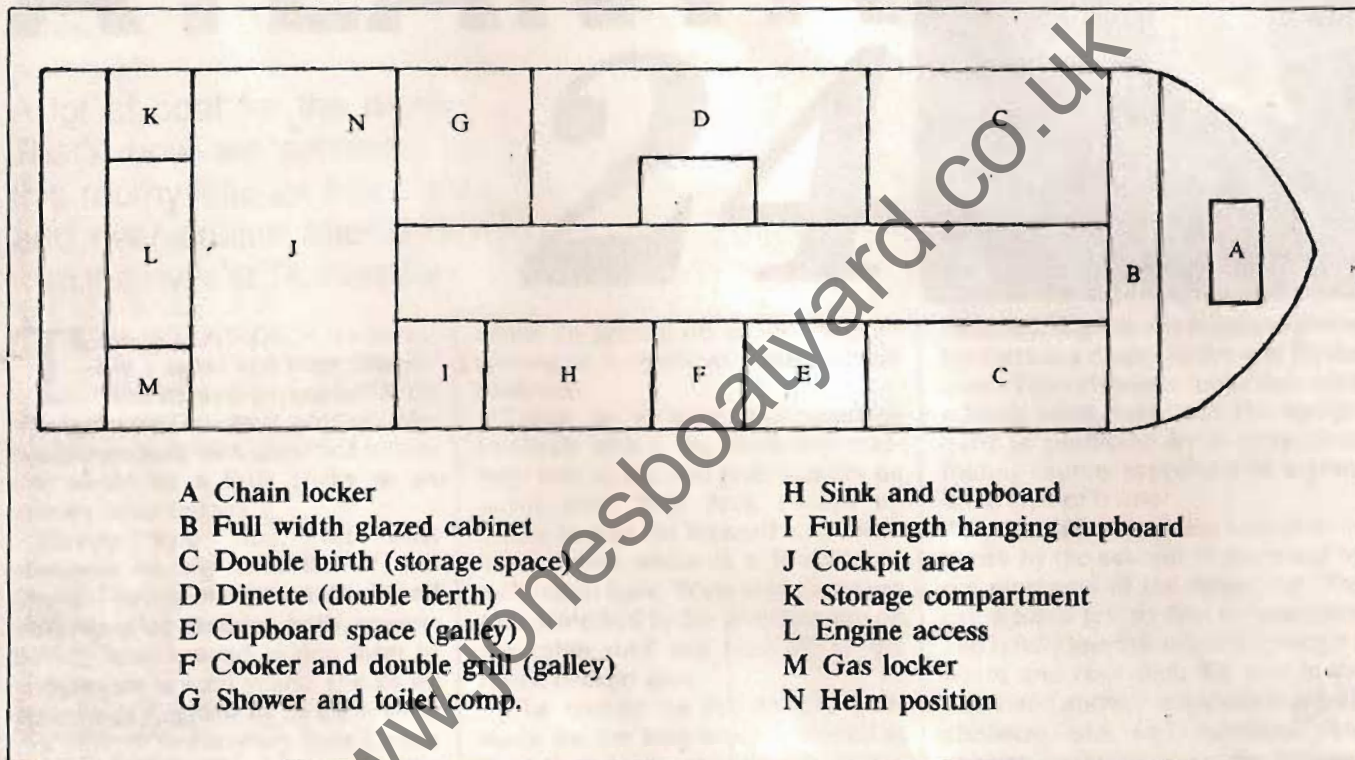


PRINCIPAL DIMENSIONS

Draught	- 1'2"
Height above w/line	- 7'8"
Height above w/line with canopy and screen down	- 5'8"
Overall length	- 24'5" <i>7.44m</i>
Beam	- 6'10"
Weight excluding engine (approx)	- 1370 kg

BFD = 8' = 2.44m

UNDERWATER AREA = 18.14 m²



STANDARD SPECIFICATION OF ATLANTA 24

DECK FITTINGS - Self draining bow locker - pulpit, deck and forward deck rails, bow and stern cleats - navigation lights, kerion wood strakes, anodised aluminium fender section complete with rubber insert - anodised aluminium folding screen, full canopy - horn and deck water filler, stainless steel water tank approximately 22 gallon.

COCKPIT - Spacious area providing hinged helm seat, vented gas locker with additional gas bottle storage. Storage space under floor.

INTERNAL ACCOMMODATION - hand built by craftsmen and finished in teak (teak faced ply). Anodised aluminium framed opening windows. Two double berths providing sleeping accommodation for four adults.

TOILET COMPARTMENT - chemical toilet to choice. Sink and shower with hot and cold water, automatic electric shower pump out.

GALLEY - working surface - sink - two burner cooker with grill - fridge - hot and cold water.

ATLANTA 24

A lot of boat for the money. That's how we summed up this roomy little 24 foot canal and river cruiser after a day on the river at Tewkesbury

THE ATLANTA 24 is ostensibly a canal and river cruiser. With its medium vee hull form which flattens out as it goes aft, she could cope well with unruffled waters but would be a little tricky in an estuary or on the sea.

Having said that, the boat alongside its big sister the 27, has found a strong market on the inland waterways of Britain; both cruisers having been around in one form or another for several years. The 24 we tested was supplied by its main western dealers Tewkesbury Boat Centre who are based at the confluence of the Avon with the Severn and is a fully updated and re-modelled version of the original boat.

On the water the 24 looks good. It has no pretensions to sleekness, and in fact the shape it presents is rather chunky and slab sided. This is no bad thing and the boat fits the environment for which it was designed admirably. The cabin superstructure sits squarely atop the hull and features big opening aluminium framed real glass windows which gives the interior accommodation plenty of light and fresh air. The fittings on deck are all of the highest quality and comprise a split pulpit, fender eyes, cleats, fairleads and a set of well placed grabrails. Grabrails on an inland cruiser can be just as important as those on a fast sea-going sports boat when it

comes to getting off at lock tails or coming in to moor at a low, muddy bankside.

There is a wide and spacious foredeck with a big hatchway centrally placed and two grab handles on either side. This deck sweeps up gently to join the forward cabin windows above which is a bi-coloured navigation light. Wide side decks are well protected by the grab handles on the cabin roof and lead aft to the raised cockpit area.

The cockpit on the Atlanta 24 is made for the long hours expected at the helm when cruising canals or rivers. The seating is well designed, is plush and comfortable to use. The helm position is to port and features a folding seat facing a special moulded helm console. This console houses the wheel which is of rally car style and the single lever throttle/gear shift controls. The positioning of the control box in relation to the wheel is very good and both fall easily to hand.

Above, on the sloping dash is enough space for the owner to fit his or her own instruments, switches and engine gauges. The owner of the test boat had fitted a small Nasa Marine echo sounder and an engine temperature gauge. Control cables are lead down the side of the console to disappear under the cockpit sole in neat channels.

In the sole of the cockpit is a large



hatch leading into the bilge and across the stern is a roomy bench seat for the crew. The helmsman looks through a folding windscreen and the cockpit itself is protected by a three-piece folding canopy supported on a pram hood type of frame.

Inside the cabin one is immediately struck by the amount of space and by the plushness of the fitting out. The cabin has a full six feet of headroom and is fully lined throughout giving it a warm and cosy feel. To port is the toilet and shower compartment with chemical loo and constant flow shower operated from the Palomar gas water heater in the galley. To starboard is a full height hanging wardrobe which is situated just inside the door — handy for wet oilskins and boots.

Moving further down the boat we have the standard arrangement of a convertible dinette to port and a galley with stainless steel sink, cooker, oven and storage space to starboard. The dinette table is big enough to seat four and when lowered to make a bed is roomy enough for two tall adults. There is stowage under the seating...

Up forward are the usual twin vee berths which can be infilled making another double bed. Above this is an open slot providing extra stowage for all those bits and pieces normally collected on a voyage. The upholstery used in the cabin is really something

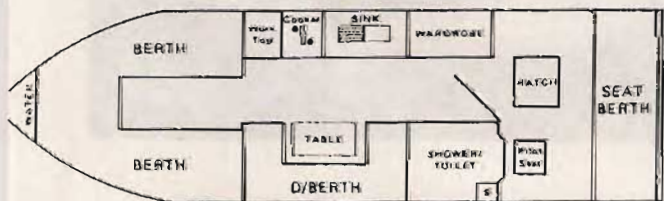


inch foam squabs covered in Drayton and trimmed with red tassle work. They give an overall impression of unity and together with the lead lining acoustically dampens atmosphere.

Atlanta 24 was fitted with one test model of Suzuki outboard which had a horsepower of 20. I would have thought that far too powerful for either a small canal, but perhaps the owner thought differently. Anyway, as it pushed the craft along easily at a regulation 4-6 mph with little wash or wake. The steering is light and the boat responds to tight turns and slow manoeuvring.

When locking up and down, we found it an easy task to come in alongside the lock jetty without standing up and craning to see over the side. From a seated position even a shortish helmsman could see all four quarters of the boat!

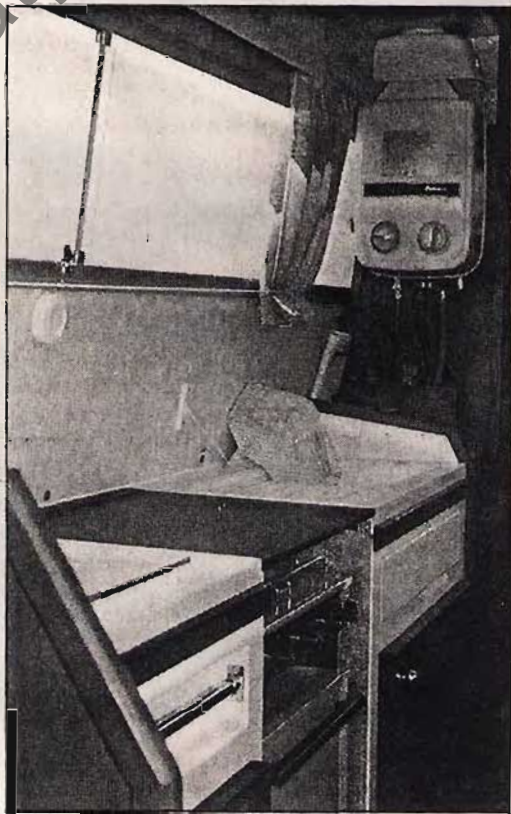
We thoroughly enjoyed our day out on the Atlanta 24. The boat is ideally matched to the river, is well made with a high standard of workmanship in all departments. I think that a smaller outboard should have been fitted for the river — say a 25 hp one, but apart from this we could find nothing whatsoever to complain about. A splendid craft at a price that should not dismay the average family wanting a quality inland cruiser. □



ATLANTA 24 SPECIFICATIONS

all	24 ft 0in.
beam	6ft 10in.
free waterline	6ft 6in.
depth	1ft 10in.
weight	1527 Kgs.
price	£10,600 inc VAT.

Read for test by: Tewkesbury Boat Centre Ltd., St Mary's Lane, Tewkesbury, Gloucestershire, tel: (0684) 294023.



TOP: An excellent helm position with controls and steering wheel falling comfortably to hand. ABOVE: Looking aft on the starboard side is the galley with Palomer gas water heater above on the bulkhead.