

ATHAENA

OFFSHORE BILGE KEEL DESIGN BY MAURICE GRIFFITHS

Named after a goddess of Greek mythology with a sturdy figure, the *Athaena 26* is a simple-to-build single chine cruising yacht whose pleasing lines show the designer's experience in producing shoal draft boats which are both good seaboats and pleasing to the eye of any seaman.

The layout embodies comfort for four adults, with one of the saloon settee berths 7ft in length for a tall crew member, an enclosed heads compartment, ample clothes hanging space, and a roomy 5ft long self-draining cockpit. There is standing headroom for average height through the cabin where 3ft width of sole between the settees gives plenty of leg room. The masthead sloop rig is standard, but for those who would like to carry more headsails details are given for a short plank-type bowsprit for a jib and a larger Genoa.

With a central iron ballast keel of 1,660 pounds (753kg) *Athaena*, like all Maurice Griffiths designs, is self-righting in the unlikely event of being rolled right down by a breaking sea during a gale off shore. This is a well proved design, for boats of this type have already made many ocean voyages and survived through some of the worst of weather conditions. With the long straight keel they stay well on course, with helm pegged or shockcord-held or while steered by hand, and they have none of that exhausting tendency to weave and sheer about that many present day fin keel yachts display at sea.

The twin bilge keels, of 3/8in. steel plate through-bolted to heavy stringers through frames, enable the boat to sit upright on hard ground. They also assist in beaching, hauling out and transporting, and when running down wind before a seaway they act as highly effective stabilisers, reducing rolling to a minimum. When sailing close-hauled the lee bilge keel gives as good a grip of the water as a Dutchman's leeboard in reducing leeway. Both bilge keels could, however, be omitted if the owner does not wish to have them. The boat will still be a good sailer if not so good to wind'ard.

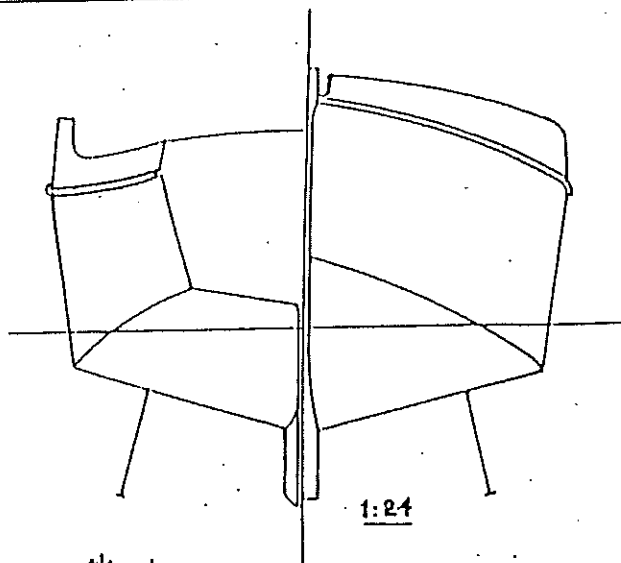
The plans, drawn mainly to 1in. to 1ft scale, include the set of lines with a table of offsets and details of iron keel and bilge keels, general arrangement plan showing layout below decks and construction details, with parts specified and details of fuel and water tanks, boxtrap ventilators &c, &c, sail plan with optional rigs, details of rigging and spars, and a cutting list for hull and joiner work.

DESIGN REF 197 ~ ATHÆNA

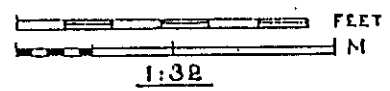
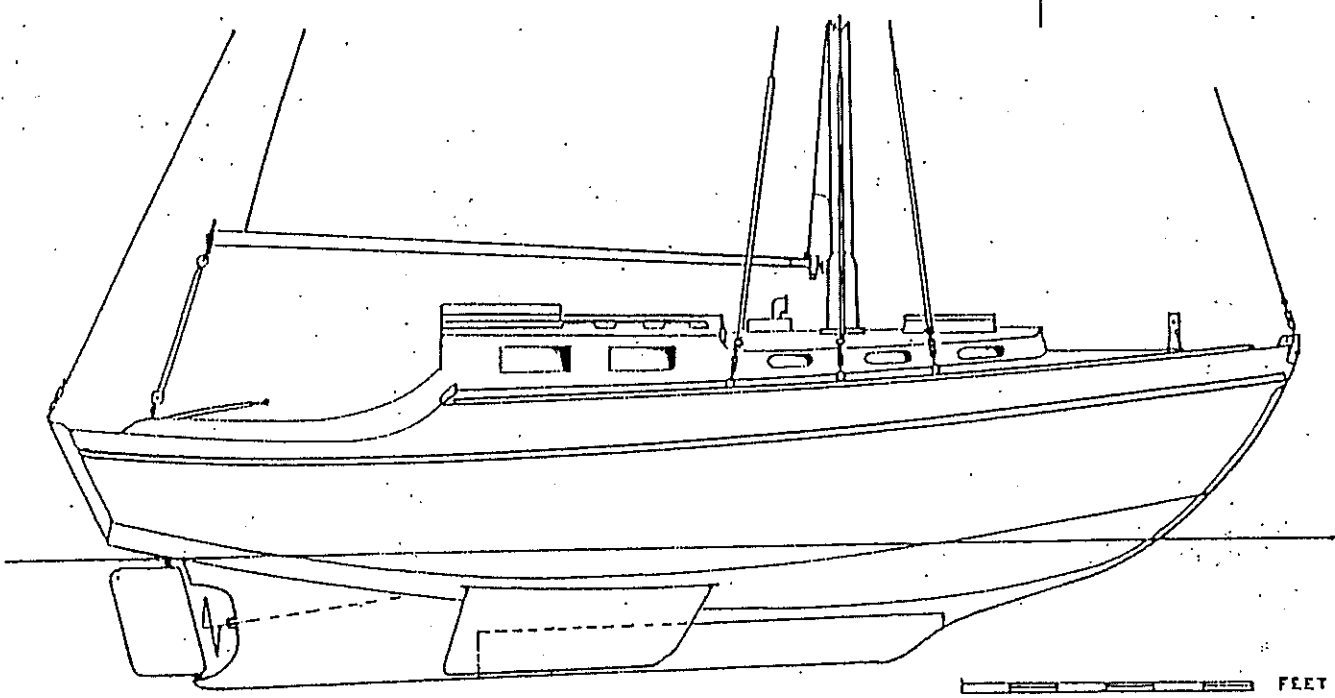
CHINE BILGE KEEL SLOOP

LOA	26'-0"	7.92 M.
LWL	20'-4"	6.19 "
BEAM	8'-2"	2.50 "
DRAUGHT	2'-6"	0.76 "
DISPLACEMENT	5700 lb.	2585 kg.
IRON KEEL	1,660 lb.	753 "
SAIL AREA		
MAINS'L	170 sq.ft.	15.8 M ²
N ^o 1 JIB	103 "	9.5 "
GENOA N ^o 2	160 "	14.9 "

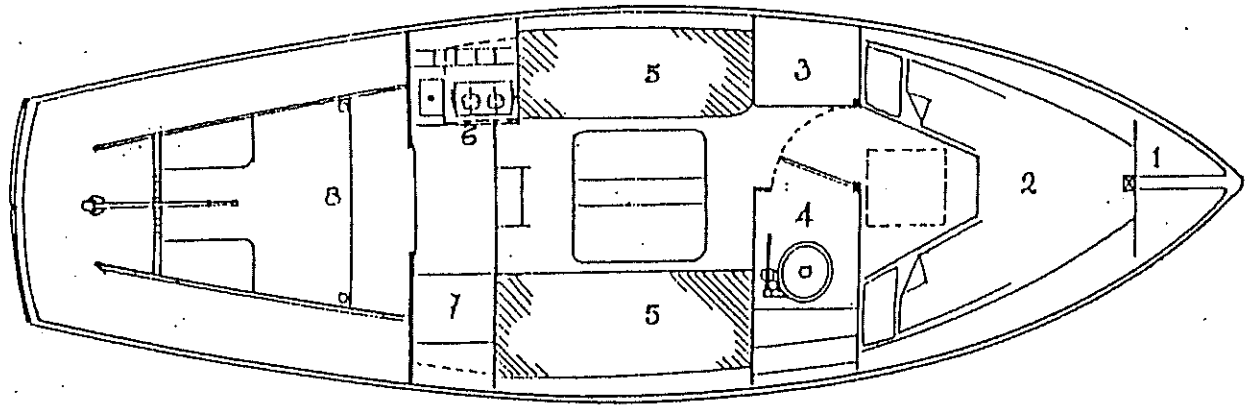
CONSTRUCTION: Marineply planking & decks with mahog. or teako framing. Keel & hog, chines & deck beams to iron ballast keel & steel plate bilge keels.



1:24



1:32



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|--------------------------|---|
| 1 Chain stowage | 5 Settee berths extending aft |
| 2 Fore cabin berths | 6 Galley & engine flat |
| 3 Clothes hanging locker | 7 Bookcase & chart space over berth extn. |
| 4 Heads, with shelving | 8 Bridge deck & SD cockpit |