

MOTOR BOATS TESTED

# Atlantis 35

Can Atlantis pack its usual design thrills into a 35ft sports cruiser? With the backing of style guru Azimut, how can it go wrong?

REPORT BY RAY SARGOOD

**FACT FILE**  
Atlantis 35  
LOA: 35ft (10.6m)  
PRICE: from  
£184,643  
TOP SPEED:  
35 knots







The stylish leather dinette, with some trendy (if small) storage units above

**A**tlantis is the sportscruiser sibling of Italian style giant Azimut and this is the smallest boat yet to bear its name. While Atlantis is very much its own yard, the Azimut effect is felt across a chic, opulent and surprisingly spacious interior. But does the 35 have the substance to match the style?

**Design and build**

The Atlantis range comprises of open and hardtop sportscruisers of typically eye-catching Italian style, so it comes as a bit of surprise to find out that the American design house Michael Peters – famous for its success in the World Powerboat Championship – is behind this and other boats in the range. The biggest visual difference with this 35 is its radar arch-free

cockpit. The reason for this omission is an electric canopy system that folds back into the transom. Novelties are always good for business, but this one is a bit fiddly to use, impeding the operation of the hydraulic engine hatch and not allowing for a transom gate.

We understand, though, that a radar arch



An interchangeable smaller bar table for the saloon

Even the ports aren't allowed to ruin the design, hence these smart covers for the master cabin ports



The master cabin is dressed here in the 'extra luxe décor' with teak joinery

design is going to be offered in its place, complete with a walk-through transom. Behind the scenes Azimut's build methods are maintained. The lay up is vacuum infused, but Atlantis has gone even further, implementing precision technologies often only seen in the automotive industry. Each craft is fitted-out along an assembly line, and even the gelcoating is applied robotically.

**Design & build**

Not sure about the novelties but the boat shines



The end result is a very neat sportscruiser, one that is unmistakably an Atlantis thanks to those long elliptical hull side ports. But the lack of a radar arch does give the boat a smaller, sportsboat look, which could mean problems below decks.

**Accommodation**

Fears that the exterior has taken precedence over the interior are, however, unfounded. In fact, the only surprise is just how big the interior feels. Our test boat was finished in the optional 'extra luxe décor', comprising of dark hardwood floors, cream bulkhead fabrics, teak joinery and a large six seater leather sofa in the saloon. The interior certainly has flair, there are plenty of flat surfaces, straight lines and hardly a curve in sight, but is it practical? There isn't a fiddle to be seen, but this can be said of many boats these days. There is, however, plenty of headroom wherever you wander. Even in the spacious midships guest cabin, which is sited largely beneath the cockpit sole, headroom is plentiful. The master cabin, entered via a comfortably wide concertina door, enjoys a large double berth 6ft 3in x 4ft 6in. And, if you need to sleep more friends, the saloon seating – with aid of the tabletop and cushions – converts into another double.

The galley to port is simple but effective with a two ring electric hob, stainless steel sink and microwave tucked away below. An 80lt fridge and heaps of cupboard space provide practicality, whereas the skylight window above adds style

**Accommodation**

Sleek lines outside hide a truly surprising interior



**Exterior**

To find success in the sportscruiser arena the Atlantis 35 needs to score well in the cockpit area. Initial thoughts indicate that, somehow, the Tardis-like interior hasn't encroached on the cockpit or the layout above deck. But a closer look reveals otherwise. Like the Jeanneau Prestige



The perfect mix: The Atlantis looks a real sportster on the outside and conjures up something special inside

30, an excellent midcabin comes at the expense of any forward port-side seating in the cockpit. Instead, a rear-facing chaise longue is shunted further aft. But to make up for it, much of the aft cockpit has been given over to seating stretching along both sides and across the stern (as there is no transom gate). There is a wet bar and a wonderfully solid, heavy, teak cockpit table is stowed atop the guest cabin opposite the helm. It is an unusual place to stow a table, but it neatly doubles as a flat surface to read a chart or balance a brew in port. The table is secured in place with Velcro (of all things), which does the job but loses considerable prestige in the process. On the down side there is a distinct lack of handholds, and you really only have

the windscreen surround to hang on to when underway.

The side decks are accessed via the bathing platform; the only other way to reach them is by clambering across the cockpit seating. They are wide enough at 9in and fairly safe, with a guardrail on one side and that useful windscreen surround to the other. At the bow, the self-draining anchor chain locker houses around 98ft (30m) of galvanised steel chain attached to a 15kg anchor. The 1000W electrically operated winch can be controlled either from the helm or at the bow with a pedal push button. The fittings are good quality, as is the overall finish. Even behind the scenes the GRP has been neatly finished and coated with either paint or a gelcoat. Six cleats and two fairleads come as standard and optional foredeck cushions can be specified at an extra cost.

The automated cockpit canopy is a great idea but not without fault. It raises quickly and when erected, is secured by meaty stays that attach to each side of the windscreen surround, which enables the canopy to be used while underway. You can seal out the elements further, by zipping in the side screens. However at £7500 it doesn't come cheap and when at rest you will have to raise the canopy each time you wish to fully access the engine room.

**Exterior**

Lack of forward seating due to spacious mid cabin



**Engine options and access**

Twin Volvo Penta 260hp D4s, twin 310hp D6s or twin 350hp D6s are the standard sterndrive options available. Quick access to the



Deft touches and detail in the toilet cubicle



A galley so sharp you could cut bread with it. It makes sense!

“The interior certainly has flair”





Clean, sharp lines adorn the cockpit, but where are the grabrails?

engine room is via a small manual hatch set within the cockpit sole. For complete access to the engines you need to raise the canopy and only when completely clear will you be able to raise the electric/hydraulic engine room hatch. However, once open you have an abundance of space to work your way around the engines. Separate diesel tanks are fitted with manual valves enabling isolation, if necessary. The seacocks are easily within reach. Access around the engines is good for daily checks and service intervals. Raw water filters are remotely fixed. The



A teak central walkway adds a touch of class

**Engine options & access**

4cyl power does the job and leaves lots of space



**Performance and handling**

Leaving the confines of our sheltered Italian marina with over a metre of swell and building, what lay ahead was an expanse of fun and thrills. It was the ideal set-up with conditions that would allow a worthwhile report on how the Atlantis 35 performed in the chop. There are no steps in the hull or forward facing drive systems on this boat (IPS not yet an option) and yet, through its simplicity, it really excels. Pushing through the top of each crest, the 35 took off and subsequently landed softly each time. The harder we pushed, the better it proved to be. Climbing onto the plane somewhere around 2500rpm our boat – fitted with the meekest twin D4-260hp option – marched on past 34 knots parallel to the swell. The steering was responsive and quickly translated a turn of the wheel into smooth



Plenty of space around the twin diesel engines

“The automated cockpit canopy is a great idea but it’s not without fault”



Open sesame! 10 out of 10 for effort but the electric canopy system restricts boarding access. A less fun but infinitely more practical option will be available soon

precise turns of the drives. Notably, the hull felt solid along with the rest of the boat. Even after a punishing test a look around the interior showed nothing out of place. Sound levels at the helm briefly topped 80 dB(A), which was far from obtrusive. Recorded noise levels in the saloon at a slow cruising 3000rpm (24.9 knots) also reached

**Performance & handling**

Soft riding hull gets better with speed, D6s promise much



levels of 80 dB(A). On the whole, we thought the 35 handled and performed extremely well, so we would love to see how much the larger engines add to the whole experience.

**Value for money**

Our test boat was equipped with the smallest of the engine options – twin 260hp D4s – and as such the base package at £184,643 looks rather attractive. However, when you option in a few of the extras, like the wooden saloon floor at £3357 and the saloon ladder steps in teak at £814, things tend to get a bit pricier. The interior decoration ranges from £840 for the ‘deluxe’ package to £2099 for ‘extra deluxe’ (leather). A little luxury in the cockpit doesn’t come cheap either; the test boat had teak cockpit floor at £3944 and the Velcro-fixed teak cockpit table costs a further £545, not to mention the £7554 electric canopy system. The cockpit griddle and the 50lt cockpit fridge cost an extra £630 each. The 4hp bow thruster is £3651 and the hydraulic trim tabs will set you back £1216. You also need to factor in £2518 for commissioning and a further £403 for the Builder’s Certificate. This brings the extras to £28,813 and the test boat to a whopping

**Specification & value**

Pricy options list, but you’re paying for quality



£213,456. At these prices it’s just as well that the base-engined boat is so good, because if you add these options to the D6-powered craft, you are approaching the £250,000 mark.

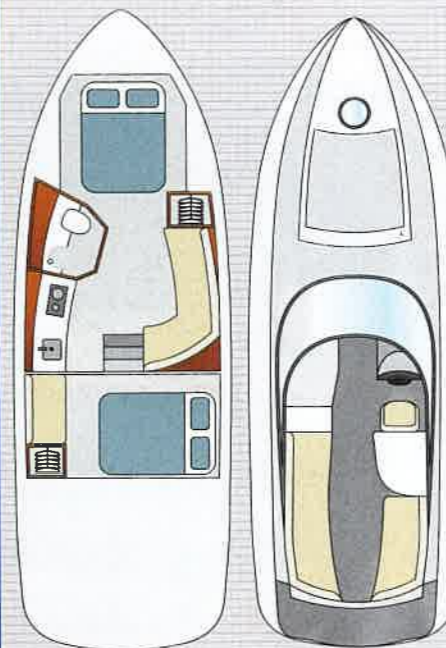
**Verdict**

The styling works well, but the canopy operation needs more thought. The cockpit is lacking sufficient handholds and the optional extras seem a bit pricey. However, we can forgive its few misgivings as the 35 excels in spacious accommodation and its agility through the water.

8/10



**Atlantis 35 technical data**



**specifications**

BUILD	GRP
RCD	Category B
LENGTH OVERALL	35ft 0in (10.6m)
BEAM	11ft 9in (3.6m)
DRAUGHT	2ft 11in (0.9m)
AIR DRAUGHT	11ft 11in (3.65m)
DISPLACEMENT	7.9 tonnes
FUEL CAPACITY	143 gal (650lt)

**key dimensions**

WATER CAPACITY	40 gal (180lt)
WIDTH OF SIDEDECKS	9in
HEADROOM IN SALOON	6ft 3in
MASTER CABIN BERTH	6ft 3in x 4ft 6in

**performance**

Engines	twin Volvo 260hp D4s
Configuration	4cyl 3.7lt 260hp @ 3500rpm
Conditions	Force 4, sea state 1-1.5m swell
Load	fuel 50%, water 100%, crew 3

Rpm	knots	lph	gph	mpg	range	noise
2000	10.1	26	5.7	1.77	202	81
2200	12.5	30	6.6	1.90	217	74
2400	15.1	38	8.4	1.80	206	78
2600	20.2	46	10.1	2.00	229	79
2800	22.2	54	11.9	1.87	214	80
3000	24.9	70	15.5	1.61	184	80
3200	28	81	17.8	1.57	180	80
3400	31.6	96	21.1	1.50	172	81
3600	34.1	106	23.3	1.46	167	82

Range figures in miles, based on standard fuel tanks and include a 20% margin. GPH and MPG refer to imperial gallons. Noise readings are in dB(A) and were taken in the cockpit.

**prices**

STANDARD BOAT	inc VAT
with twin 260hp D4 diesels	£184,643
with twin 310hp D6 diesels	£197,233
with twin 350hp D6 diesels	£211,500
BOW-THRUSTER	£3651
TEAK DECKING	£3944
TRIM TABS	£1261

BOAT AS TESTED £213,456

ENQUIRIES Gibbs Marine. Tel: 01932 242977, www.gibbsmarine.co.uk



**the rivals**



SUNSEEKER P 35

£268,000 (2 x 310hp D6s)

Slightly longer, beamier, faster, and more prestigious than the Atlantis. The Portofino also comes with a hefty price tag.

Tel: 01202 381111  
www.sunseeker.com



BÉNÉTEAU MC 37

£147,000 (2 x 260hp D4s)

It looks good, goes well and costs far less than it should. The accommodation is sparse, but it can't be beaten on price.

Tel: 023 8021398  
www.dickles.co.uk



FAIRLINE TARGA 38

£227,318 (2 x 260hp D4s)

Although a larger, costlier craft, it is the award winning Targa 38 that Atlantis would love to emulate.

Tel: 01832 273661  
www.fairline.com