



FAIRLIE 55 *fairlie*

A SPIRIT OF TRADITION SAILING YACHT FROM FAIRLIE

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For 20 years, Fairlie Restorations has built, maintained and restored over 20 of the world's most exquisite and famous classic yachts. Many are from the drawing board of acclaimed yacht designer, William Fife, whose designs are considered by many to be the most beautiful of all time. The complete Fife design archive is preserved by Fairlie restorations.

From legendary racing yachts such as Mariquita, Tuiga and The Lady Anne to elegant cruising yachts such as Kenra and Altair, Fairlie Restorations has been responsible for defining the current high standards for classic yachts worldwide.

Based in Hamble, Hampshire (UK) Fairlie Restorations uses the best highly skilled craftsmen who retain the traditional boat building skills lost to the modern generation. With their craftsmanship, specialist knowledge and consistent delivery of the highest quality, boats restored by Fairlie often sell for significant premiums. As well as complete restorations, Fairlie has also rightfully earned an enviable reputation for building new wooden yachts for private clients worldwide.



Anyone who has ever utilised the company's skills understands that Fairlie knows how to capture the spirit and beauty of a bygone age and that the attention to detail is second to none.

The senior staff at Fairlie, with their large yacht sailing experience and wealth of classic yacht building knowledge are uniquely qualified to advise clients considering such projects.



FAIRLIE 55

Fairlie

DESIGNED FOR BOTH CRUISING AND RACING

Designed for both cruising and racing, this magnificent yacht reflects the style and quality of a golden age of yachting. This, coupled with a modern underwater body and rig, creates a yacht which is as easy to handle as any modern yacht on the market today.

She will be admired and envied in any marina or anchorage and with her performance rig and sails will show many of her closest rivals a clean pair of heels.

Length Overall	16.8m
Length Waterline	11.64m
Beam	3.50m
Draft	2.3m
Displacement	10t
Ballast ratio	40%
Sail Area	117m²
Designer	Paul Spooner



FAIRLIE 55 *Construction*

CONSTRUCTION, HULL & DECK

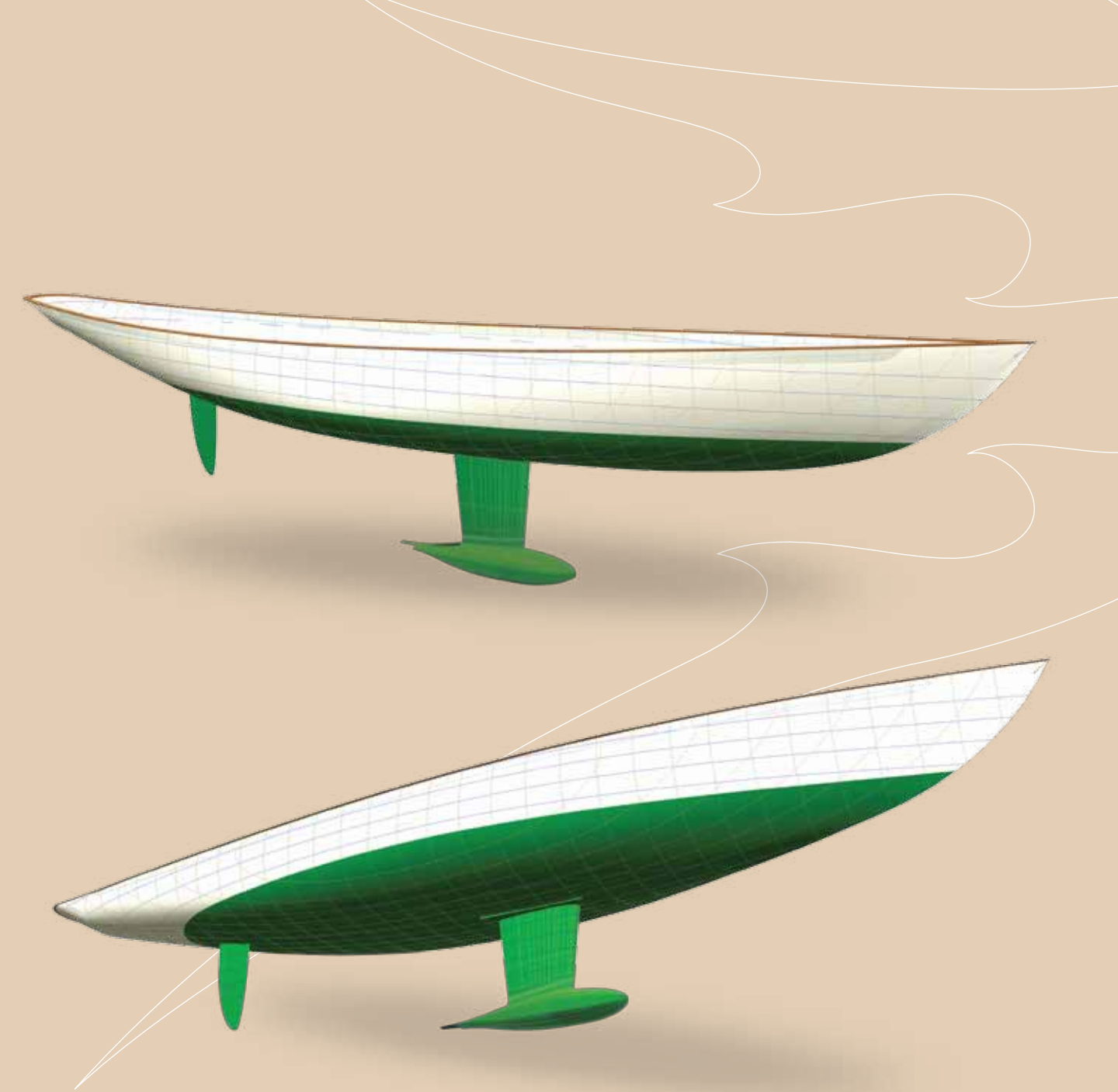
The hull is constructed from a laminated mahogany backbone and frames, with a layer of Douglas fir strip planking, two layers of mahogany veneers laid at 45 degrees and one layer fore & aft. The entire structure is laminated using West System Epoxy Resin and is finally covered with two thin layers of GRP for protection .

The deck is built from a layer of marine plywood grooved on the underside, and laid with 12mm thick, swept teak decking with a varnished king plank, covering boards and toe rail.

The ultra-modern fin and bulb keel has an SG cast iron fin and a lead bulb and is assembled and bolted through the hull structure. The spade rudder is a laminated plywood blade with a stainless steel shaft.

The hull is painted with an Awlgrip / International urethane paint system on the topsides and a hard antifouling.

On deck the varnish work will be Epiphanes Gloss Varnish.



FAIRLIE 55

DECK EQUIPMENT

Deck equipment

All fittings are securely mounted using A4 stainless steel fastenings.

- A 20kg delta anchor with 20m of 10mm short link chain and 100m of warp led through a custom stem-head fitting to a Lewmar 12v V3 anchor windlass and drum. The chain self stows in a self draining chain locker which may be accessed through a flush deck hatch
- 6 stainless steel fairleads and adjacent Clyde style bar cleats for mooring
- 14 removable stainless steel stanchions mounted on bases with double guard wires covered in braid
- Forestay chain plate bolted through the stem
- Clear tinted flush hatch to forecabin
- Lewmar pinstop adjustable headsail sheet tracks
- A pair of Andersen 52 primary winches
- A pair of Andersen 46 secondary winches
- A pair of Andersen 46 coachroof winches, jammers and organisers for main and Jib halyards, reefs 1 & 2, boom vang, outhaul
- 12V electric Andersen 52 Mainsheet winch behind helm position
- Stainless steel chainplates securely fastened to the structure



- Deck fillers for water, fuel, black water pump out
- Custom built utile wheel connected to Lewmar Mamba steering gear
- Deck plate giving access to rudder head and aluminium emergency tiller
- Flush hatch covered with laid teak to aft storage area
- Navigation lights mounted on side of coachroof
- Stern light built into transom
- Self draining cockpit, with life raft stowage to starboard and generous locker space to port
- Sealed gas locker and tool stowage to aft of cockpit
- Mushroom ventilation on top of coachouse to fore and aft head compartments
- 5 mooring lines in 16mm 'Z' plait line, 1#15m, 2#10m, 2#5m
- 8 22 x 64cm white fenders

T H E F A I R L I E 5 5

MAST, RIG & SAILS

- White painted aluminium mast and boom
- 10.5oz Crosscut Dacron mainsail with 2 reefs
- Furling headsail from 8.5oz Crosscut Dacron on foil with manual furling unit
- 2 sets of spreaders
- Manual, adjustable backstay (winch handle operated)
- Gas Strut vang
- Conduit for navigation lights, foredeck light and VHF antenna
- Standing rigging 1x19 with swaged terminals, attached to chromed bronze rigging screws
- Main and Jib halyards, reefs 1 & 2, boom vang and outhaul led to coachroof winches
- Mainsheet on 2:1 purchase from cockpit led to dedicated winch on aft deck



FAIRLIE 55

ACCOMMODATION

The accommodation styling is based on the traditional look from the 1930's. Panelled bulkheads in the saloon and painted tongue and groove bulkheads in the cabins and bathrooms. All main and cupboard doors are solid timber.

Forecabin

An ensuite double cabin with wardrobe space and drawers under the bed. The fresh water tank is mounted under the bed. A clear, flush hatch is mounted in the deck over the bed to give ventilation and light.

Aft cabin

Double cabin with wardrobe. Drawers and storage space under bed. A window in the coachroof side gives light and an opening portlight gives ventilation into the cockpit.



Saloon

Two generous settees with upholstered seat and back cushions, easily removable to gain access to large stowage areas outboard and under seats.

A saloon table with folding leaves allows for comfortable dining and daylight and ventilation is allowed for by the traditional skylight and coachroof windows.

Galley

A gimballed 3 burner and oven/grill, with crash bar is fitted along with a top loading 12V Frigomatic refrigerator.

Corian worktops with generous fiddles and an under slung stainless sink and half sink are fitted with a waste bin underneath.

A swinging tap supplies pressurised hot and cold water. There is upper level storage behind sliding panels.

Navigation Area

A forward facing, half chart sized chart table with chart storage inside is fitted just forward of the companionway hatch on the starboard side.

A custom electrical panel and navigation instruments are all easily visible on the bulkhead fwd of the chart table.

Heads Compartments.

Manual toilets pumping either directly overboard or to black tank (fwd head only). Pressurised hot and cold water to shower and hand basin. The shower drains into a sump which automatically pumps overboard.



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MACHINERY

Machinery

Engine

A Volvo D2-55, giving 41kW (55 hp) @3000 revs fitted to a sail drive unit with 3 bladed folding 18" propeller. Raw water enters through a valve and strainer and exits through the seawater cooled exhaust consisting of anti siphon valve, waterlock silencer, and reinforced rubber hose.

A 115amp alternator is fitted to the engine and provides charge to the domestic and engine start batteries. The engine control panel is mounted in the navigation area.

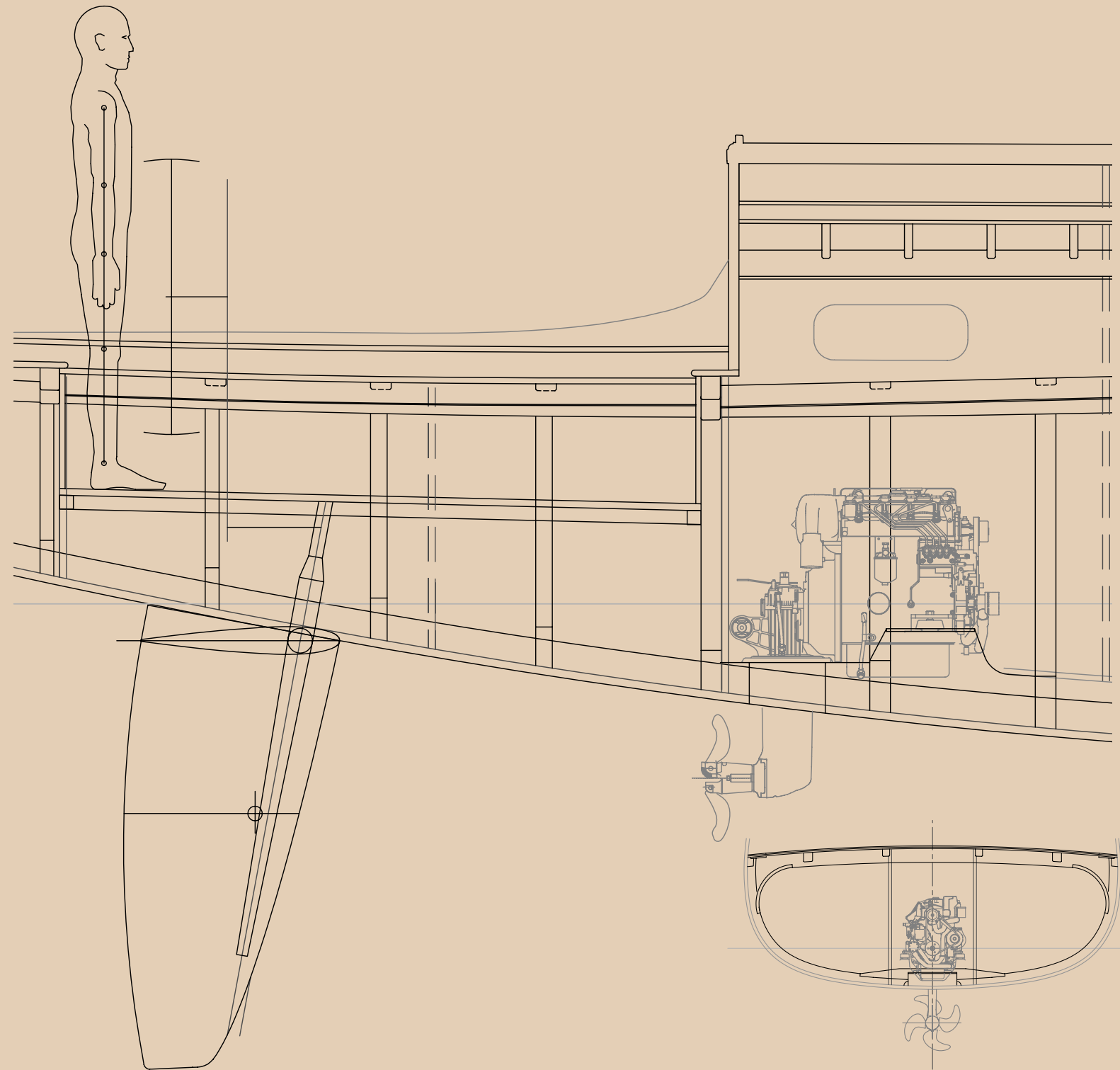
A stainless steel drip tray is fitted under the engine and the fuel tank under the cockpit sole contains approx 160ltrs and is vented overboard. The tank is filled via a filler mounted in the cockpit sole.

There is a primary fuel filter/water separator with drain cock mounted in the engine compartment which is surrounded by 32mm sealglass sound insulation meeting the ISO 9094 fire requirements of the EU Recreational Craft Directive.

Electrical equipment

A Custom switch panel with circuit breaker switches and battery monitor panel is fitted in the chart area.

There is an engine start battery of 85 Ah and 2x200 Ah gel batteries for domestic use. A Mastervolt battery charger supplies charge through a shore power connection which also supplies 230V sockets and an immersion heater for hot water when connected. There are deckhead lights in every compartment and reading lights on each berth.



Sea water plumbing

Manual bilge pumps are fitted and operated in the cockpit and saloon. 12v automatic pump with float switch located under sole is fitted alongside the deepest part of the bilge.

Domestic Plumbing

The fresh water tank of approx 300 litres is located under forward bunk. A 30 litre calorifier, mounted alongside the engine is heated by the engine cooling system and by 220v shore supply. All piping Hep20 polybutyl push fit piping. All fixtures can be isolated.

Gas

There is a Gas Safe approved installation with a manual stop cock in the galley, a protected, one piece copper pipe and approved flexible ends. A gas alarm is fitted in the bilge.

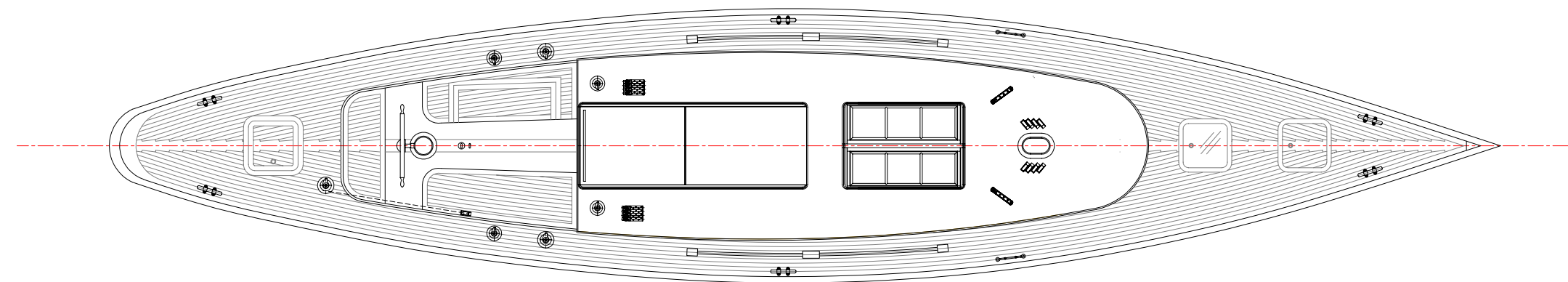
External lights include:

- Tricolour masthead light
- Combined steaming/foredeck light on mast
- Port/starboard nav. Lights in sides of coachroof
- Stern light built into transom

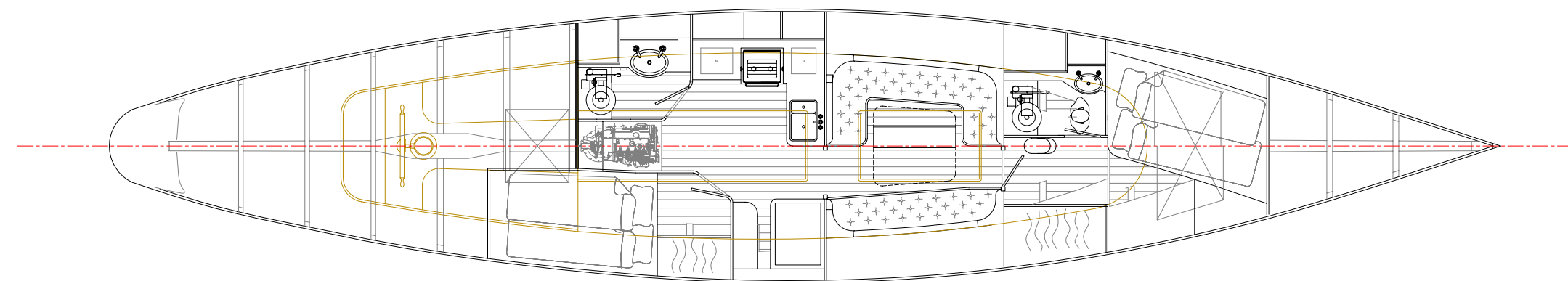
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LAYOUT

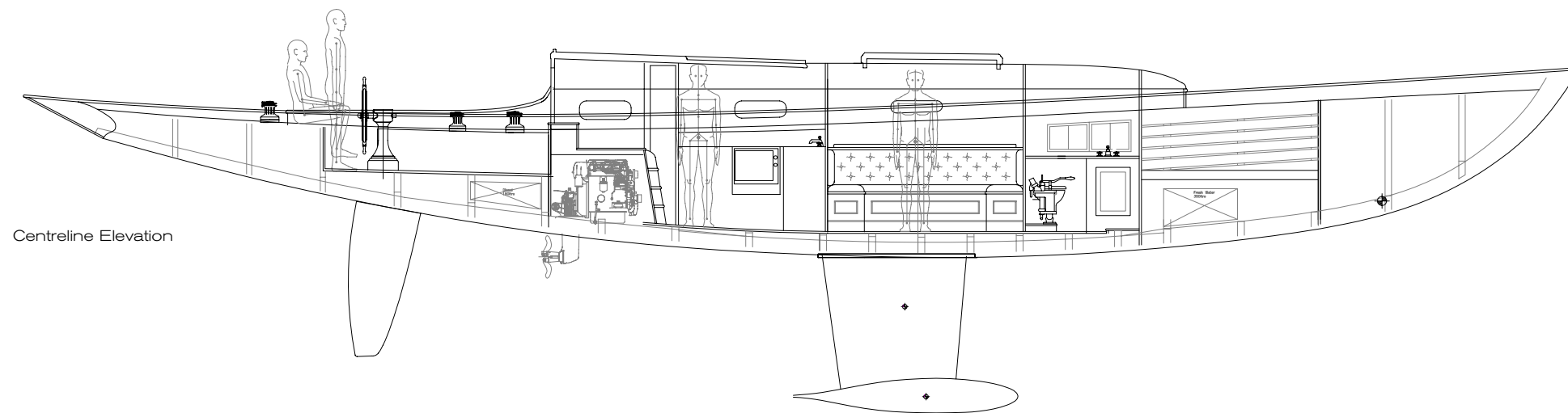
Layout



Deck Plan

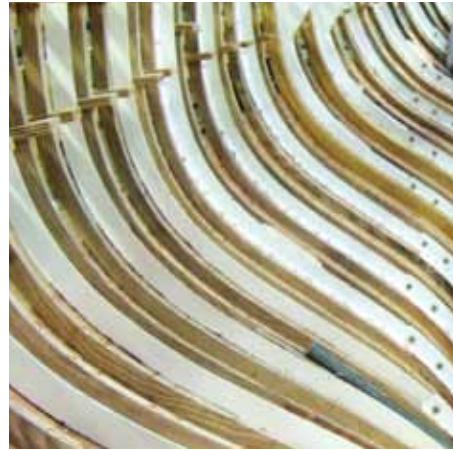


Accommodation Plan



Centreline Elevation

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