



FAIRLINE
Targa 33

THE POWER TO BE FREE



When Bernard Olesinski and the Fairline design team began work on the Targa 33, their goal was the creation of an outstanding, high-performance sports cruiser... a luxury powerboat that would effortlessly turn heads all the way from St Tropez to Biarritz.

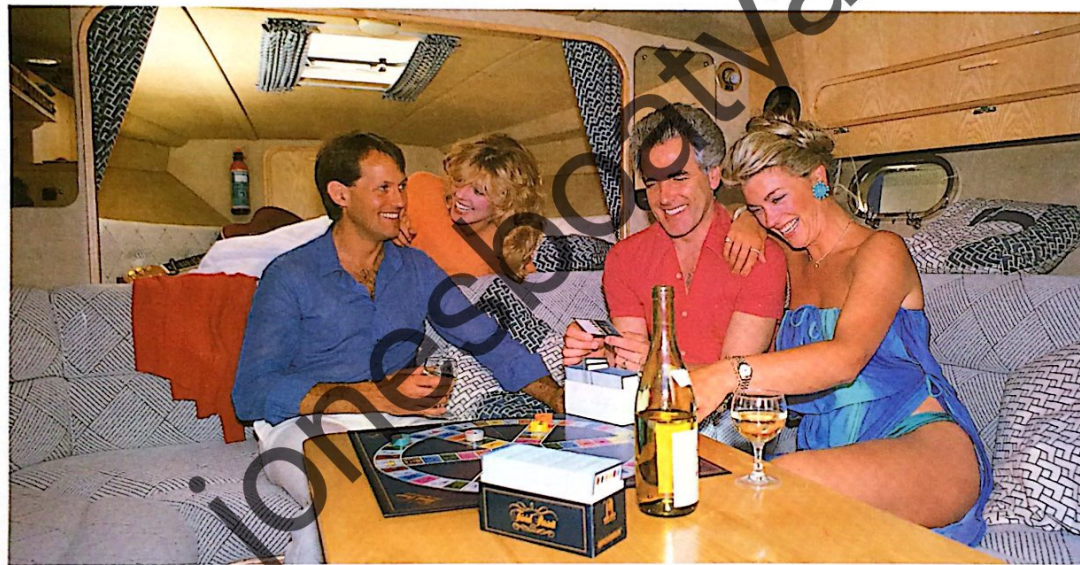
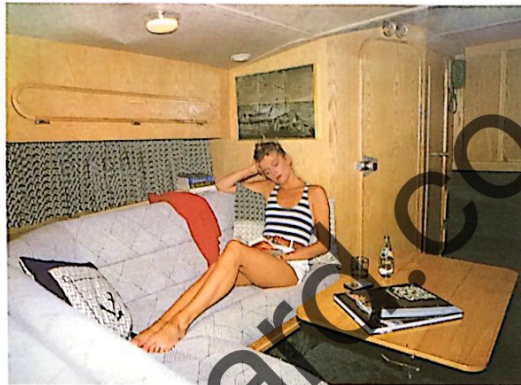
One look at the sleek lines of the Targa — and her 35-knot* performance specification — will convince you that the design team has succeeded handsomely.

But, behind the indisputable glamour and style, there is something much more practical: Fairline have also succeeded in creating the ultimate *cruising powerboat*, packed with thoughtful features and clever design ideas to make serious cruising much more enjoyable.

The cockpit is huge and softly upholstered, and stays dry even at speed... a Fairline hallmark. Comfort is assured by twin double helm seats, and a double sunbed that converts readily into a U-shaped dinette for relaxed meals in the sun.

Power comes from twin petrol or diesel sterndrives, while the medium V hull with deep V forward ensures excellent high-speed performance and





instrumentation and navigation equipment enables long cruises to be tackled with complete confidence.

You step below into a large and very luxurious saloon, featuring 6'2" headroom, a large U-shaped settee that converts into a double bed, and an L-shaped galley which includes a refrigerator, cooker with oven and grill, and twin stainless-steel sinks.

Pressurized hot and cold water is, naturally, piped to both galley and shower/toilet compartment.

A second double bed is provided forward, with privacy being ensured by a heavy curtain. A further double bed is available in the separate aft cabin; in total, the Targa 33 will sleep six in considerable comfort.

The fully-fitted interior is tastefully furnished in a colour-coordinated scheme of cushions, carpets and lined curtains.

Elegant joinery is in evidence throughout, the woodwork itself being either light ash or teak and afrormosia. Extensive stowage is provided throughout the boat.

*Depending on choice of engines

Targa 33

SPECIFICATION

PRINCIPAL DIMENSIONS

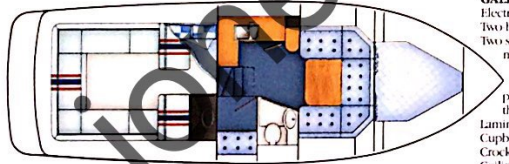
Length overall (excluding platform)	32' 11" (10.02 m)
Beam	11' 5" (3.48 m)
Draught (approx)	3' 0" (0.92 m)
Dry weight (2 x 200, 200) approx	5.5 tons (5 500 kg)
Fuel capacity	135 gallons (613 L)
Water capacity	66 gallons (301 L)

CONSTRUCTION AND HULL FORM

The Targa has a medium V hull with 19 degree deadrise aft, the deep V forward gives a soft entry into head seas and ensures good seakeeping in heavy weather. The full length moulded sprin deflectors and the pronounced chine knuckle keep the boat dry and increase the lift for good planing performance. All glass fibre throughout the boat is laid up by hand, with an extensive network of transverse and longitudinal stringers glassed into the skin to strengthen all stress areas. No fillers are used, hull and deck are bolted and bonded together and watertight covs are moulded in. All lockers are sealed at the bottom to prevent the loss of small items.

COCKPIT

GRP mast with cockpit light under
Twin double helm seats.



Full width aft U shaped settee convertible to a double sunbed.
Cockpit dining table (dismountable for use in the saloon, can be stowed on aft cabin bulkhead).
Self draining vents fore and aft.
Gas bottle locker in self venting locker under port side seat.
Large storage lockers under side seats.
Aft hood on stainless steel frame.
Drinks holders.
Opening window to galley.
Chart table with chartlight.
Grab rails. Glove locker.
Storage lockers under helm seats and to port of co-pilot's seat.

SALOON

6' 2" headroom.
8' x 5' 6" settee converts to an air mattress, double berth with large lockers underneath.
Wardrobe.
Bar.
Ceiling and reading lights.
Cocktail table (dismountable for use in cockpit).
Opening windows in hull (port and starboard).
Cave lockers and storage shelves.
Door to cockpit with lock and folding access hatch.
Fixed deckhead ventilator.

AFT CABIN

7' x 4' double bed.
Opening windows starboard and onto cockpit.
Colour coordinated curtains, carpets and cushions.
Wardrobe.
Ceiling and reading lights.
Large storage locker under berth, and dressing seat.

FORWARD CABIN

Large double bed — 6' long by 7' wide at head (diagonal length from corners to foot approx 6'6").
Reading lights.
Escape hatch.
Shelves.
Heavy curtain to close off from saloon.

GALLEY

Electric refrigerator.
Two burner cooker with oven and grill.
Two stainless steel sinks with hot and cold mixer tap.
Automatic pressure water pump with accumulator and filter in the system to prevent surging, with override switch in the galley.
Laminated work top.
Cupboards.
Crocery storage.
Ceiling light.
Fire extinguisher.
Opening window to cockpit and in hull.
Venetian blind for cockpit window.

TOILET COMPARTMENT

Shower with hot and cold water.
Shower curtain.

Hand basin with hot and cold water.
Chemical or sea toilet.
Automatic shower tray pumpout system.
Opening window.
Electric razor point.
Ceiling light.
Mirror. Towel holder, toilet paper holder, tooth glass and holder.
Books.
5' 11" headroom.

INSTRUMENTATION

Single lever throttle gear controls.
Cable steering — power assisted on twin diesel duo prop installations and twin petrol installations with power of 2 x 200 hp or more.
Engine tachometers and oil pressure, battery state and water temperature gauges as supplied by the engine manufacturers.
Outdrive trim position indicators and controls.
Fuel contents gauge.
Water contents gauge.
Helm position indicator.
Engine hour meter.
Large high speed compass (not wung).
Circuit breaker switches for windscreen wipers, engine fan, exhaust fan, navigation lights, riding light and bilge pump.
Echo sounder with audible shallow water alarm (normally Sealar 700).
Speedometer with distance log.
Remote control switch for electrical foredeck anchor winch.

DECK FITTINGS

Self storage anchor with 15 fathoms of chain and 1000 watt electric reversible anchor winch.
Electric anchor winch is protected by 80 amp circuit breaker in the supply line.
Twin anodised alloy bow, spring and stern cleats.
Stainless steel stemhead roller, pulpit and pushpit.
6 tender holders on transom with ladders.
Full set I.M.C.O. navigation and riding lights.
Water and fuel fillers.
Horn.
Anodised alloy plastic heavy duty tender section.
Moulded non slip deck surface.
Bathing platform and transom ladder.
Transom shower (cold).

ELECTRICAL SYSTEM

12 volt system.
All electrical circuits fused or protected by circuit breakers.
Three 125 ah batteries.
Emergency battery coupling system to permit starting of both engines if the domestic batteries are accidentally discharged (one battery is reserved exclusively for starting one engine).
Battery and domestic services isolating switches.

ENGINE BAY

GRP engine hatch with pneumatic supporting struts.
Ventilator fan and bilge pump.
Twin automatic fire extinguishers.
Acoustic insulation.

FUEL

135 gallon stainless steel tank with on/off control cocks accessible via hinged hatch in cockpit floor.
Fuel tank located between full height bulkheads isolating it from the engine bay and aft cabin.
Filler and bleed pipes.

WATER

55 gallon water tank located under the forward berth.
11 gallon calorifier produces hot water from the engine.

ADDITIONAL EQUIPMENT SUPPLIED.

Two 80' swags.
Ensign and staff.
Log Book.
First Aid Kit.

APPROXIMATE PERFORMANCE

2 x Volvo 151, 200 Petrol engines	22-26 knots.
2 x Volvo 200, 200 Petrol engines	26-30 knots.
2 x Volvo 200, 200 Petrol engines	over 35 knots.
2 x Volvo AD300 DP Diesel engines	20-24 knots.
2 x Volvo AD400, 200 Diesel engines	26-28 knots.
2 x Volvo AD400 DP Diesel engines	28-30 knots.
2 x BMW D636 TAZ Diesel engines	28-31 knots.

Performance estimates are given in good faith but are in no way guaranteed for any particular boat. They are the best of the best, damage to the propellers, engine tuning, external water and air temperature, and the weight of fuel and stores carried can all adversely affect performance. For these and other reasons we cannot give any performance guarantees. The specification may be changed at any time without notice. The boats illustrated may have certain optional extras in some cases, and do not always conform to the standard specification.

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Leave it all behind!



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