

Fairline

29 MIRAGE aft cabin



Fairline

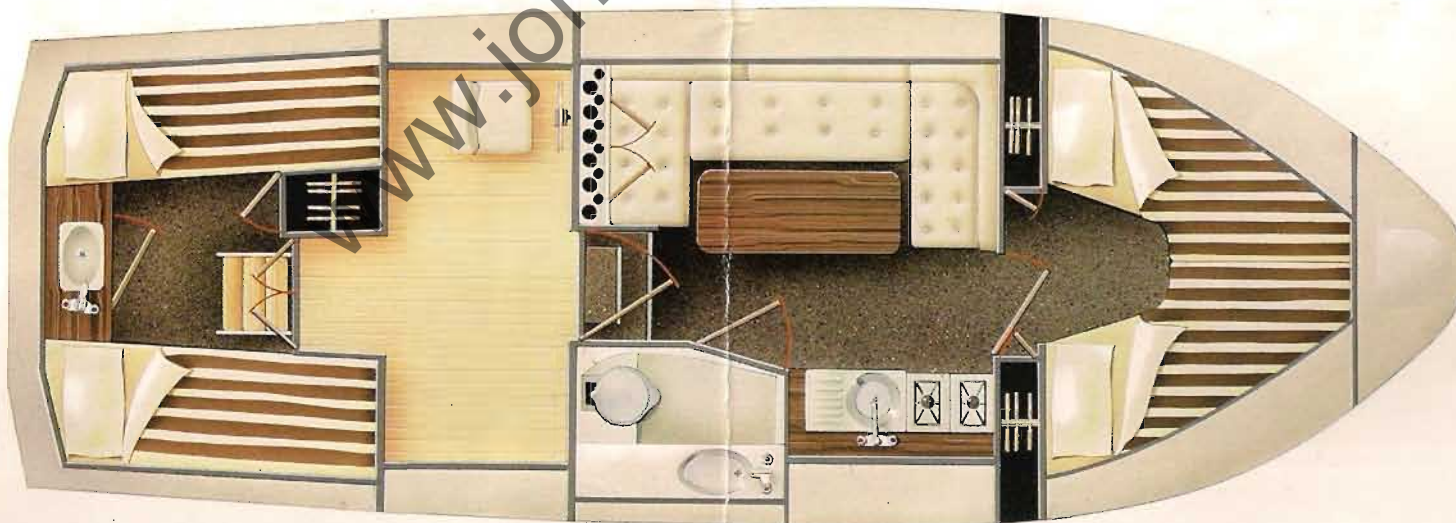
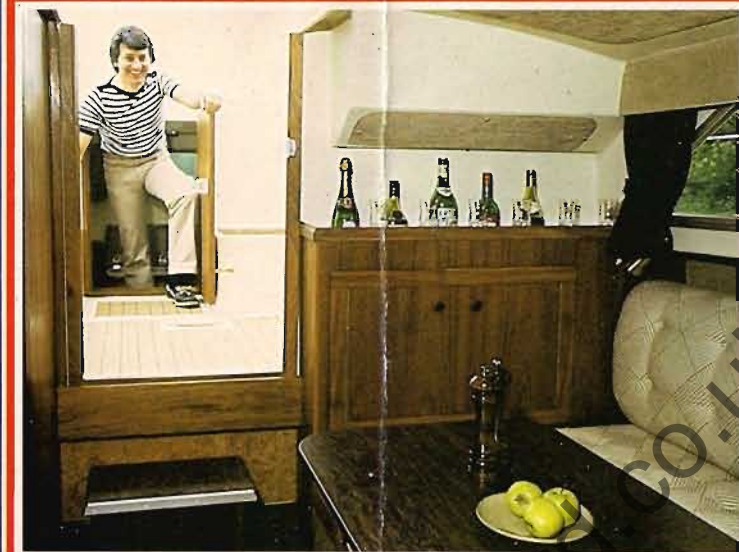
29 MIRAGE aft cabin



Based on the very successful Fairline 29' Mirage hull, this new aft cabin cruiser with conventional shaft drive provides luxurious accommodation in three cabins for six people, and is designed for river and offshore use. Its sea-going hull, strong construction and self-draining cockpit enable the Mirage Aft Cabin to cope with adverse sea conditions. At the same time its manoeuvrability at low speed and optional folding windscreen make the cruiser suitable for use on inland waterways where space and headroom is limited.

The accommodation down below is spacious, light and well ventilated. The luxury finish of timber is complemented by the range of colour co-ordinated fabrics used. The three cabins permit a great degree of privacy below, and there is extensive cushioned sunbathing space on deck. The Mirage Aft Cabin is well equipped for extensive cruising, with practical galley, hot and cold pressure water, fridge, and toilet with shower.





Fairline

29 MIRAGE aft cabin

Internal Accommodation

All woodwork in teak and/or afromosia. Welded anodised alloy framed opening windows, glazed in shatterproof 6 mm Plexiglass. All lockers are painted out with gel coat, and sealed at the bottom.

Forward Cabin

Two 6' 6" x 2' 3" single berths; two wardrobes; opening window to foredeck; two deck head ventilators; large lockers under berths with drawers; mirror; centre light and two bedside lights; shelves outboard of berths; carpet and curtains.

Centre Cabin

Large dinette area with well upholstered settee converting to a 7' long double berth; lockers and drawers under berths with large wardrobe and bar aft; centre lights and two bedside lights; carpets and curtains.

Galley

Gas cooker with two burners, grill and oven; *Engel* fridge; stainless steel sink and drainer with mixer tap for hot and cold water; crockery stowage; cutlery drawer; lockers.

Toilet

Sea or chemical toilet to choice; seacocks on toilet outlet and inlet; electric shaver point; hot and cold pressure water system; shower with shower curtain; automatic electric shower pump out; washbasin and vanity unit with cupboard; towel holder, toilet roll holder, toothbrush holder, etc. Aft section of window opening for ventilation.

Aft Cabin

Two 6' 5" x 2' 3" single berths; wash basin and vanity unit with drawers and cupboard; centre light and two bedside lights; wardrobe and mirror; carpet and curtains.

Principal Dimensions

LOA 28' 5³/₄" (8.67 m)

Beam 10' 1³/₄" (3.09 m)

Height above waterline with helm shelter 8' 8" (2.64 m)

Can be reduced to 8' 3¹/₂" (2.53 m)

With folded windscreen (screen down) 6' 3" (1.91 m)

Draught (approx) 2' 9" (0.84 m)

Dry weight 3000 kg (approx)

Fuel capacity 37 gallons (168 litres) per engine

Water capacity 60 gallons (272 litres)

Cabin headroom (saloon) 6' 2" (1.88 m)

Construction and Hull Form

The deep 'V' section of the forward part of the hull is faired into a keel terminating about 8' forward of the transom. This deep 'V' gives the hull a soft entry into choppy head seas, and the keel improves directional stability at low speeds as well as reducing crosswind drift when manoeuvring in confined spaces. A metal skeg runs aft from the keel, supported by the propeller shaft 'I' bracket, to protect the propeller and rudder in the event of accidental grounding. The aft section of the hull is flat to provide optimum lateral stability.

All glass fibre throughout the boat is laid up by hand, doubled on the chines and in all high stress areas and incorporating woven and unidirectional rovings where appropriate. No fillers are used; hull and deck are bolted and bonded together with colours moulded in. Main bulkheads are bonded in.

Deck Fittings

Standard fittings include:

Anchor and chocks; bow locker; anchor hawse pipe; bow spring and stern cleats and fairleads; stemhead roller; stainless steel pulpit (with fender holders); pushpit, coachroof and helm shelter grab rails; Double life lines with stanchions; full set IMCO navigation lights; riding light; deck fillers for fuel and water; anodised alloy rubbing strake with heavy duty plastic fender section insert; moulded non-slip deck surface; electric horn; fuel tank breather.

Cockpit

Simulated teak/GRP engine and stern gear access hatches. Engine hatch hinged forward and supported in open position by pneumatic struts. Aft cabin roof sunbathing cushion. Hood; rolltop over helmsman in helm shelter; single helm seat. Stowage lockers for twin gas bottles starboard and for fenders/warps, etc port. Chart table built into cabin hatch. Self-draining cockpit vents port and starboard. Toughened *Sundim* glass helm shelter windows framed in anodised alloy.

Instruments and Controls

Compass (not swung); echo sounder; helm position indicator; engine hour meter; rev counter; battery condition indicator; fuel contents gauge; engine coolant temperature gauge; oil pressure and battery charging warning lights; cigar lighter; circuit breaker control switches for main services; stainless steel steering wheel; single lever throttle/gear control; twin windscreen wipers.

Electrics

Fuse panel in engine bay for all electrical services not routed through circuit breaker switches on dash panel. Engine and domestic isolating switches.

Electrical System

Single engine boats 2 x 127 a.h. batteries charged via blocking diode; one for starting exclusively and one for fridge and domestics.

Twin engine boats 3 x 127 a.h. batteries; one exclusively for starting one engine and the other two wired in parallel for domestics, fridge and starting the second engine. A coupling switch enables either bank of batteries to start either engine in the event that one battery bank is discharged.

Fuel

One 37 gallon (168 litres) steel fuel tank for each engine, piped in copper to the engine(s) with reinforced aircraft quality fuel filler and bleed pipes.

Gas

Twin gas bottle stowage locker is vented overboard; pressure regulator and two supply tails for gas bottles. Gas is piped in copper sheathed in polythene with on/off tap in line before cooker.

Automatic Hot and Cold Water System

Water is pumped by an electric pump from two 30 gallon fibreglass water tanks under the berths in the aft cabin. Hot water is heated by: *Calorifier* (using excess heat from engine cooling) in boats with *Perkins* 4-108 or *Volvo* MD 21B engine(s). *Gas water heater* - with *Volvo* MD 17D (calorifier available as an option).

Alternative Engine Installations

1 x *Volvo* MD 17D 36 s.h.p. continuous (60 a.h. alternator) ±8 knots
1 x *Volvo* MD 21B 61 s.h.p. continuous ±10 knots.
2 x *Volvo* MD 17D ±12 knots.
Single *Perkins* and *Thornycroft* engines available by quotation.

Stern Gear

Conventional shaft drive with 1¹/₄" stainless steel shaft and manganese bronze rudder, I-bracket and propeller. Protective skeg from keel to underside of rudder in heavy duty galvanised 'U' section steel.

FAIRLINE BOATS, OUNDLE, PETERBOROUGH, PE8 5PA
TELEPHONE OUNDLE (083 22) 3661/2 TELEX 32182 FAIRLN G