

FAIRLINE FURY



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The Fairline Fury

A new luxury offshore cruiser designed by John A. Bennett A.R.I.N.A. and built by FAIRLINE BOATS LTD. to combine

***SPARKLING PERFORMANCE with built-in SAFETY and
4-BERTH CIVILISED LIVING ACCOMMODATION***



The distinctive features of the FURY include the unusual flying bridge helmsman's position. The helmsman's view is completely unimpaird and with all controls close to hand he is — and feels — completely in command. The FURY is a fast boat with spacious and superbly fitted out accommodation made possible by getting the helmsman "upstairs". With the wide non-slip decks and the sun trap of a self-draining cockpit, she truly is an outstanding and exciting craft — a thrill and delight to the Skipper and the First Mate's pride and joy.

Aptly named, the FURY is designed to achieve high cruising speeds without excessive power or fuel consumption. The most popular engine configuration is twin Volvo 115/100 Aquamatics, which give an exhilarating performance and a maximum speed of approximately 30 m.p.h. (48 k.p.h.). Alternatively, for the ultimate in performance, the FURY is available with twin Volvo 130/270 engines; or, for those who do not need such high speeds, a single Volvo 130/270 performs very adequately. Speeds depend very much on the load carried, and some owners claim the above is comfortably exceeded. Diesel engines are available on special request, but their low power to weight ratio destroys the sparkle and pure joy of going to sea in a FURY.

ACCOMMODATION — PLANNED FOR LUXURY. The interior of the FURY has been designed to provide maximum space combined with all facilities for the enjoyment of civilised living on the water.

THE FORWARD CABIN has two 6' 3" berths with 5" thick foam mattresses covered with moquette, the lining between the berths and the side deck being upholstered in the same material. Large lockers are fitted under the berths, there are shelves over each bunk and windows provide light, all round views and ventilation.

THE TOILET COMPARTMENT is well ventilated, and has a sea toilet, wash basin and shaver point. There is space for a portable shower.

THE WALKWAY AND GALLEY. Doors enclose both the toilet compartment and the forward cabin. In the same area there is a wardrobe, a chest of four deep drawers, and a hatch to the flying bridge. The galley unit is no less than 9' in length. It contains a cooker with rings, grill and a small oven, a stainless steel sink and drainer, space for refrigerator, cutlery drawer, cupboards, fitted wine and crockery compartments, and a large work top. There is 6' headroom.

THE SALOON contains a U-shaped dinette arrangement with lockers under the seats and a central table that lowers to form a luxurious 4' double berth. A window opening onto the cockpit makes the saloon particularly bright and airy.

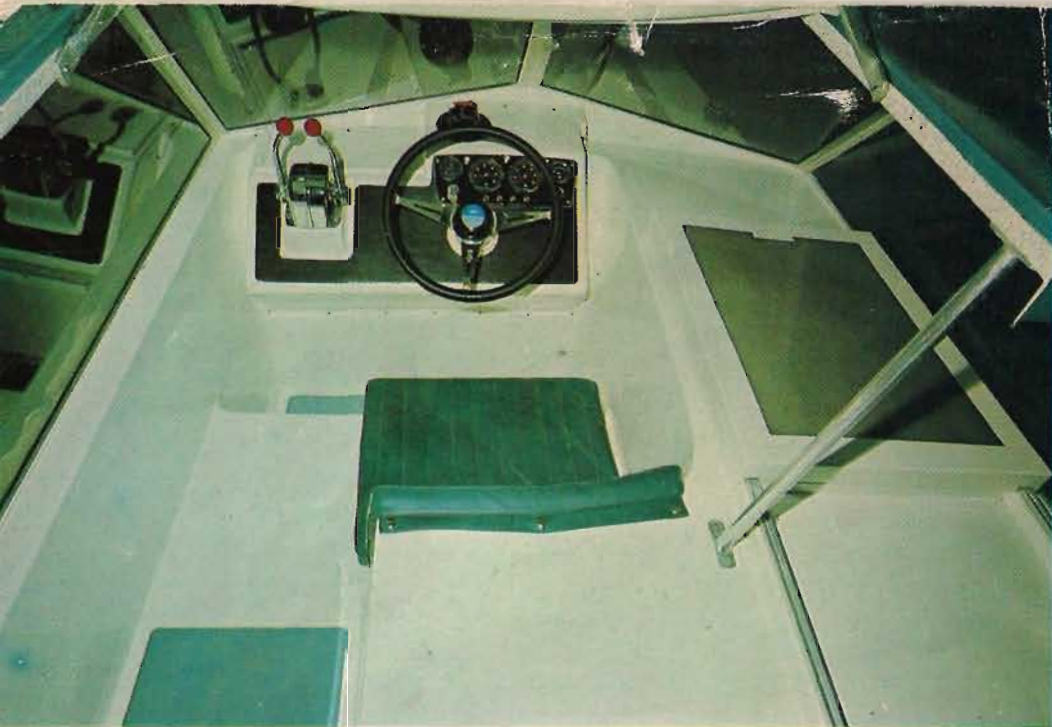
PRESSURISED WATER is laid on to the sink and wash basin; there are six internal lights and both cabin and saloon are carpeted. All windows are of toughened glass in alloy frames with opening sections. In addition, vents are fitted to provide adequate ventilation without the windows having to be open — an advantage in bad weather and when leaving the boat locked up.

THE COCKPIT, FLYING BRIDGE ETC. Protected by guardrails, the self-draining cockpit has a non-slip floor and a wide upholstered seat (a useful fifth berth) under which the engines are sited. Teak steps give access to the side decks and well-guarded walkway to the sun deck and flying bridge. The whole is enclosed by a folding hood.

THE FURY leaves Oundle ready for sea and apart from such personal choice items as navigation equipment, refrigerator, water heater and dinghy davits there is no extras list.

STANDARD FITTINGS in addition to those already mentioned include: stainless steel bow pulpit — navigation lights — compass — windscreen wipers — cabin fire extinguisher — automatic engine fire extinguisher — carpets and curtains — electric horns — ensign staff socket — batteries (one per engine) — flying bridge hardtop with folding sun panel — engine compartment bilge pump and electric fan ventilator.

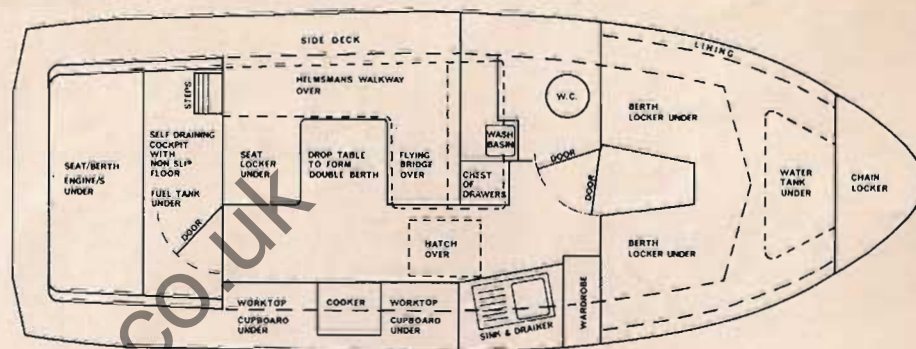




CONSTRUCTION

HULL. The Medium V hull is hand built by craftsmen of fibre glass and polyester resin, there being a minimum of five layers of glass mat and one of woven roving totalling 9½ ozs. of glass to the square foot, with areas such as the chines and stem overlapped to give double strength. The bottom of the boat has additional mat and woven roving. The fibre glass is carefully impregnated with resin, no fillers being used. Spray deflectors are incorporated in the moulding, these serving also as recesses for the floor. This is of wood, covered by two layers of impregnated glass mat, the space under it being filled with polyurethane foam. With the exceptionally robust hull moulding this combination gives immense strength — and no bilge space with the possibility of dangerous fume build-up to worry about.

DECK AND SUPERSTRUCTURE. This also is resin/glass and consists of five layers of mat totalling 7 oz. to the square foot, overlapped at the corners, and adequately reinforced to take the weight of crew members without undue deflection.



THE COCKPIT. Two resin/glass mouldings are used for the cockpit seat and the self draining well. A steel fuel tank is under the floor and gas bottle batteries, hood, and general stowage compartments under the side decks.

INTERIOR. The craft is anti-condensation lined throughout. The furniture, galley, etc. is a pleasant combination of easily cleaned glass fibre/resin and first-class joinery. The aft bulkhead is of marine ply, teak faced on the cockpit side, interior woodwork is faced with teak plastic laminate for easy cleaning.

DIMENSIONS Etc.

Overall length	24' 9" (7.55 m.)
Beam	8' 9" (2.67 m.)
Draft	2' 2" (with sterngear) (.66 m.)
Fuel Capacity	Twins - 70 gallons (318 l.); Singles - 45 gallons (200 l.)
Water Capacity	55 gallons (250 l.)
Displacement	1.9 tons (single engine)
Overall Height	9' 3" (2.82 m.)
Height above waterline	8' 0" (2.44 m.)

Built and Marketed by

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