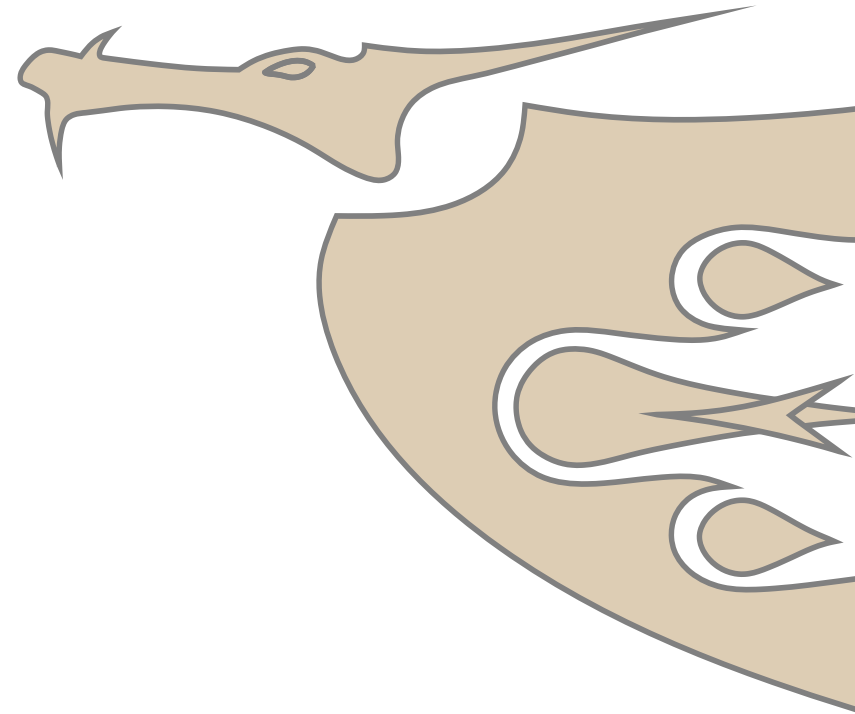




FAIRLIE 55



A MODERN CLASSIC BUILT BY

D. W. YACHTING 



THE FAIRLIE 55

The Fairlie 55 recaptures the style and emotion of a golden age in yachting.

Decades of unmistakable Fairlie build quality and exquisite finishing are combined to create a yacht that is undeniably influenced by the works and splendour of renowned yacht designer, William Fife. The sheer beauty of this yacht will be the envy of any admiring onlooker.

Designed for both cruising and racing, the magnificent Fairlie 55 has a modern underwater profile and carbon rig, creating a fast yacht which is as easy to handle as any on the market today.



CONSTRUCTION



HULL

The hull is constructed on a mahogany laminated backbone and frame structure. A layer of Douglas fir strip planking, two layers of mahogany veneers laid at 45 degrees and one layer fore and aft to give complete resistance to torsion, impact and longitudinal forces.

DECK

10mm Teak swept decks are laid on a layer of marine plywood to create a beautiful flush deck from stem to stern. Scrubbed teak covering boards and traditional painted bulwarks finish the decks to perfection. The hull is painted off-white using Awlcraft's urethane paint system and finished with a traditional inset gold cove line. Gloss varnish is used on all woodwork.

DECKHOUSE

The deck house sides and cockpit coamings are constructed from straight grained solid utile, which is cut from the same tree as all other varnished woodwork onboard. This way a perfect colour and grain is matched throughout the yacht. The toughened glass windows are rebated into the sides to give a clean exterior finish. The coachroof is made up of traditionally laid planking on laminated mahogany beams to give a classic look to the underside. The large skylight and companionway hatch are traditionally hand built from Utile to the highest joinery standards.



ACCOMODATION

FORECABIN

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

AFT CABIN

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

SALOON

Generous seating with upholstered seat and back cushions, easily removable to gain access to a double bunk on the port side and to outboard stowage on starboard side. Seats can be lifted to access more stowage. A saloon table with folding leaves allows for comfortable dining and relaxing during the day and can be lowered at night to form a double bunk. Daylight and ventilation is afforded by the traditional skylight and coachroof windows.

GALLEY

A gimballed 3 burner stove, oven and grill. Top loading 12V fridge. Hardwood worktops with generous fiddles and copious storage surrounding. Twin stainless steel sinks with Edwardian chromed mixer taps. Waste bin underneath.

NAVIGATION AREA

A forward facing chart table, with a luxury cherry red leather navigation seat, is fitted just forward of the companionway hatch, starboard side. Here the switching panel, tank gauges, battery monitor and navigation aids are all easily accessed.

HEADS COMPARTMENTS

Luxuriously appointed bathroom with chromed Edwardian style taps, sinks and fittings. Pressurised hot and cold shower (fwd cabin only) automatically draining overboard. Traditional scrubbed teak floor.



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.



DECK EQUIPMENT

- A 20 kg delta anchor with 130 m of chain and warp self-stowing custom stem-head fitting to a Maxwell 12v anchor windlass and drum
- Custom stainless steel fairleads and Clyde style bar cleats
- Removable stainless steel stanchions with guard wires covered in braid
- Clear flush deck hatch over forecabin giving excellent light
- A pair of manual Andersen 52 primary winches
- A pair of manual Andersen 46 secondary winches
- A pair of Andersen 46 coachroof winches (1 x electric)
- Clutches and organisers aft for main and Jib halyards, mainsail reefing lines and boom vang control
- Andersen 52 Mainsheet winch (electric) situated behind the helm seat
- Custom built utile wheel connected to Joffa steering gear with a 2:1 reduction gearbox
- Lazzarette flush deck hatch
- Self draining cockpit
- Sealed gas locker aft of cockpit
- Chrome mushroom vents on deck providing ventilation for engine compartments
- Solar ventilators on coachhouse to ventilate fwd bathroom and cabin



MAST, RIG & SAILS

- Selden carbon mast & boom painted classic cream
- 3 sets of spreaders with discontinuous rod rigging
- 10.5oz Crosscut Dacron mainsail by North Sails
- Furling North Sails Genoa from 8.5oz Crosscut Dacron
- Manual adjustable backstay (winch handle operated)
- Gas Strut vang (manually operated)
- Downlights fitted to lower spreaders
- Mainsail reefing lines & halyards all lead aft to coachroof clutches
- Mainsail lazyjack lines (stored at mast)



MACHINERY

ENGINE

A Volvo D2-50, giving 41kW (51 hp @3000 revs) fitted to a sail drive unit with 3 bladed folding 18” propeller. A 115amp alternator is fitted to the engine and provides charge to the domestic and engine start batteries. The fuel tank contains approx 160ltrs and is vented overboard.

ELECTRICAL EQUIPMENT

A custom switch panel with circuit breaker switches and battery monitor panel is fitted at the chart area. There is an 85 Ah engine start battery and 3x140 Ah gel batteries for domestic use. A Mastervolt battery charger supplies charge through a shore power connection which also supplies 220V sockets and an immersion heater for hot water. There are deckhead lights in every compartment and reading lights on each berth. Mastervolt inverter fitted for chart table sockets.

SEA WATER PLUMBING

A manual bilge pump is fitted and operated in the cockpit. 2 x 12v automatic bilge pumps are located in the deepest parts of the bilge.

DOMESTIC PLUMBING

300 litre fresh water tank is located under forward bunk.
30 litre hot water calorifier.

GAS

Approved installation with a manual stop valve in the galley and gas alarm fitted near the bilge.





SPECIFICATION

L.O.A	16.80 m / 55'
Hull length	16.42 m / 53' 8"
L.W.L	11.64 m / 38' 2"
Beam	3.50 m / 11' 5"
Draft (light)	2.60 m / 8' 5"
Displacement (light)	10,500 kg
Air Draft	20.64 m / 67' 7"
Fuel capacity	160 litres / 35 gal
Water capacity	300 litres / 66 gal
Engine power	Volvo D2-55hp
Drive	Volvo Sail Drive
CE Certificate	Category A
Architect	Paul Spooner CEng. MRINA
Builders	D.W. Yachting Ltd., Port Hamble, UK

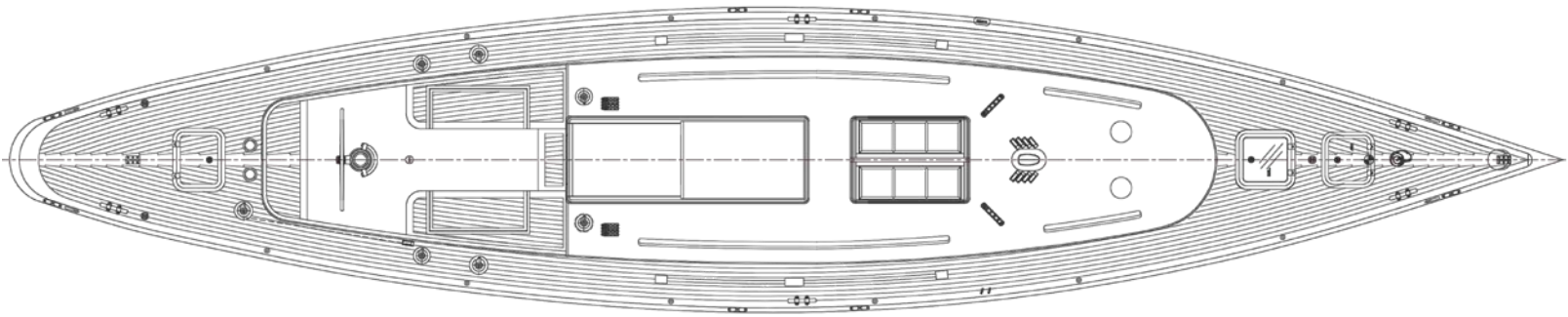
Antifouled and commissioned in Hamble

STANDARD SAIL LAYOUT & AREA

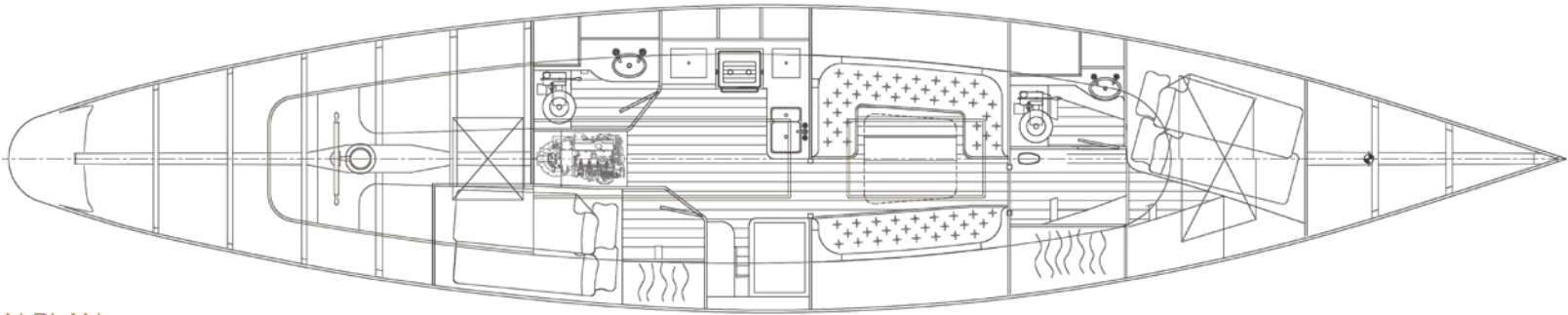
Mainsail	67.00 m²
Genoa	(1/0) 53.00 m²
tl:	16.86 m
J:	4.93 m
P:	17.45 m
E:	6.41 m



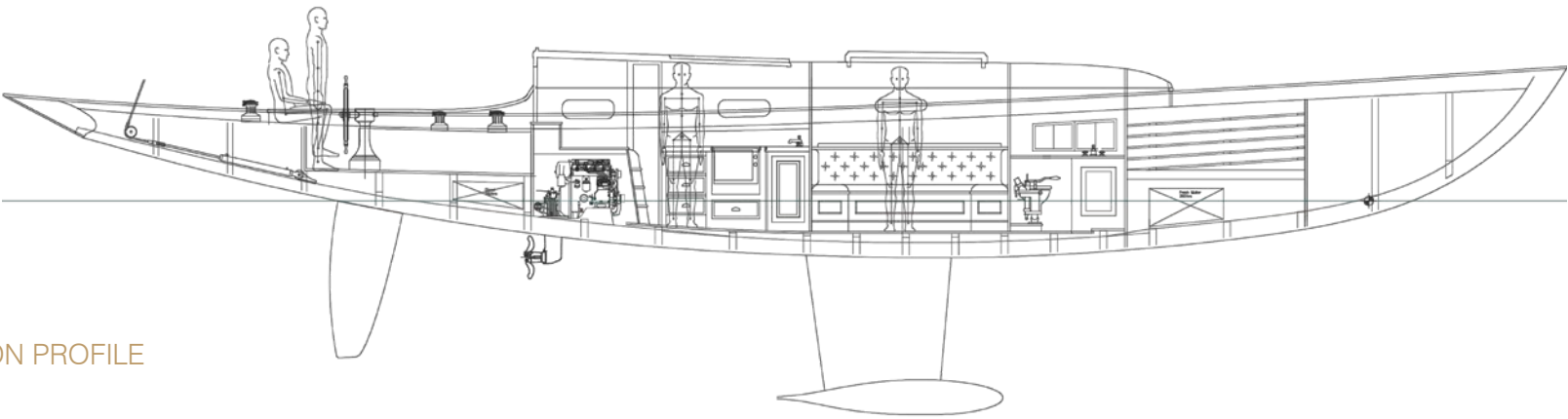
LAYOUT



DECK PLAN



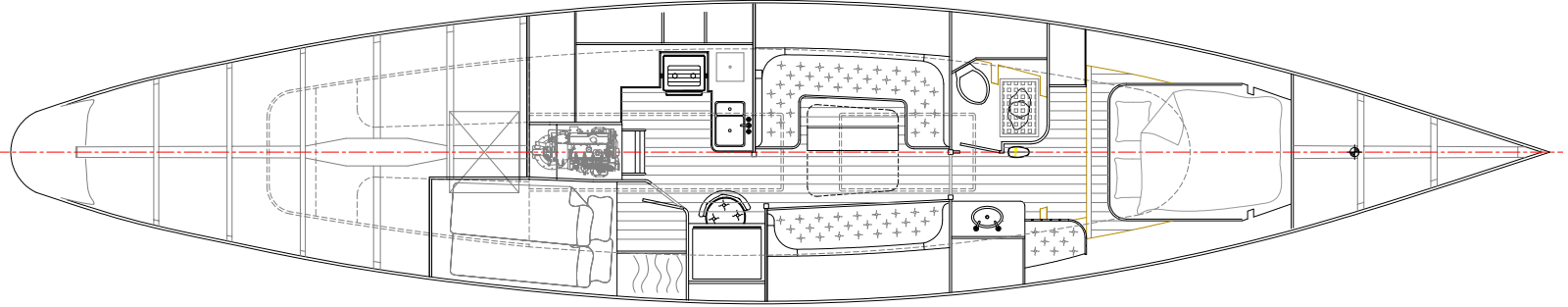
ACCOMODATION PLAN



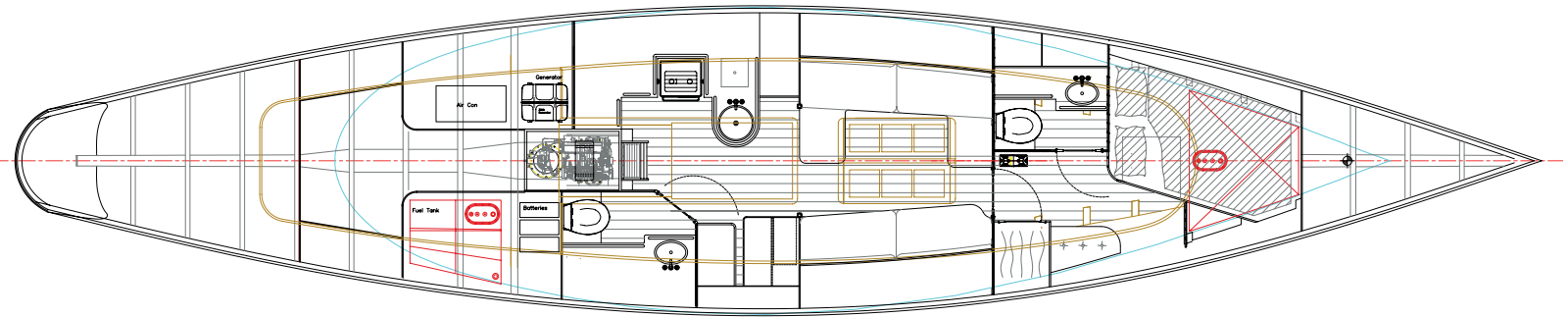
ACCOMODATION PROFILE



ALTERNATIVE LAYOUTS



MASTER CABIN ARRANGEMENT PLAN



CRUISING ARRANGEMENT PLAN



FAIRLIE 55



D. W. YACHTING


For more information about the Fairlie 55, or any other model in the Fairlie Modern classic range, please contact Duncan Walker at:

D.W. Yachting Ltd.
Port Hamble, Hamble, SO31 4NN, UK
E. sales@dw-yachting.com T. + 44 (0) 23 8045 6336