

FLY & command

Grandi volumi che si spostano facilmente. La filosofia del cantiere è sempre la stessa anche su questo nuovo 60', che rappresenta il primo esemplare della nuova gamma Fly di Absolute

A lot of space, on a boat that can be moved around easily. The yard has maintained its approach on its new sixty-foot model, which is the first example of the new Fly range by Absolute

by Alberto Valentini



piatto, ma il traffico non manca e così diventano le scie delle barche in transito. Il passaggio della carena è sempre morbido, non da l'impeto, ma di solito il mare lornato, almeno fino a un'ora dall'ordita ragionevole. Ottima la maneggevolezza e il percorso anche quando prendo il controllo dalla postazione sul fly. La barca scivola il giorno né troppo, né troppo poco. Buono anche l'assistenza, aiutato comunque dagli interceptor che permettono di avere la barca sempre parallela all'acqua. Le preoccupazioni particolari dato che sono autoattenti. E poi ci sono le prestazioni, quelle che si misurano con i numeri. Uno scalo di più di 18 metri di lunghezza con quasi cinque di larghezza e un fly sopra la testa che naviga a 30 nodi non è male. Per le precisioni, il Gps si è fermato a 25,0 con un consumo di 9,5 litri per un miglio. Per planare bastano poco più di sedici nodi a 142 litri/hora. Il consumo litrico è molto costante. Si passa dagli 8,7 litri del minimo di planata ai 9,6 della velocità massima. Anche questo dato conferma la bontà delle linee d'acqua, efficienti a tutto l'andata.

WHEN THE SEASON GETS GOING, I FIND MYSELF TRYING OUT ONE BOAT AFTER ANOTHER. It makes for a great experience because it means I can make comparisons. The day before I went out the Absolute 60 Fly, I had been on board an eighty-foot boat and the feeling I got was that the two boats were similar at least in terms of the surface area and volume that they provide.



There is a lot of room on deck. Every area on the flybridge has a function. | Ogni luogo della coperta e del fly assolve a una funzione senza repliche o doppiati.





TEST

Grande maneggevolezza in navigazione e ottima sensazione in entrambe le postazioni di comando, sia quella interna, sia quella sul fly.

It is very manoeuvrable while underway, and you get a good feeling from both steering positions - one inside and the other on the flybridge.

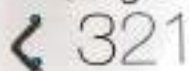


And I know that this is something that gets appreciated on a yacht – the classic pros view a cockpit as “less the level of space you normally only get on larger boats”. And I confess I had professed myself not to fall into the trap and never write that in an article. But I have to admit that the 60 Fly did the job that being. And so, we have to clear our minds of any kind of prejudice or stereotypes and look at the issue dispassionately. First off, I should like to say my congratulations. People who build boats, often commission architects and designers who have the job – a miraculous one – of multiplying the inches available as if it were bread and butter. Absolute performs its miracles in house. The design is by the yard's technical department: hull, deck, masts and deck. That is the benefit of experience, acquired over several years. Absolute knows what it wants because it knows its clients and pursues the outcome tirelessly. And that is how every single boat seems as if it was acquiring new values and solutions that make that happen. The 60 Fly starts answering for the entire fit and range. It brings together the concepts that can be found in the yacht range and the fly range. It is a case of hybrid, a design that absorbs the lines from both kinds of boats. The gangways, for example, are covered – the kind of thing you expect on a yacht. Whereas the cockpit is very open and is a kind of terrace overlooking the sea which also benefits from a natural extension over the water provided by the stern platform. And that is a layout that you don't often find on a yacht. So basically, the yard's technical department seems to make good use of the positive characteristics of both ranges and bring them together in this new model. To increase the amount of area available for the cockpit, the designers decided to move the deckhouse as far forward as possible.

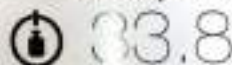
Velocità max nodi Top speed knots



Autonomia mn Range nm



Rapporto peso potenza Mass outlet power



Rapporto lung./larg. LW



ABSOLUTE 60 FLY

ABSOLUTE YACHTS

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PROGETTO: Ufficio tecnico del cantiere
SCAFO: Lunghezza 11,16m • Larghezza massima 4,54m • Dislocamento a pieno carico 36.000 kg
• Capacità serbatoio acqua 730 l • Capacità serbatoio carburante 2.800 l

MOTORE: 2x Volvo D11 (2x150) • Ciclo operativo 4 tempi • 6 cilindri in linea • Potenza 513 kW (705 cv) • Cilindri: 10/84 l • Alaggio per corsa 173mm x 152mm • Regime di compressione 18,5:1 • Regime di rotazione massima 2500 giri/minuto • Peso a secco 1.800 kg
CERTIFICAZIONE: CE-CAT B per 16 persone
PREZZO: 1.420.000 € (iva esclusa)

PROJECT: Shipyard technical department
HULL: LOA 36.6m • Maximum beam 4.94m • Full load displacement 36.000 kg • Water tank volume 730 l • Fuel tank volume 2.800 l
MAIN PROPULSION: 2x Volvo D11-150SE • 4 stroke • 6 cylinders in line • Output mechanical power 513 kW (705 hp) • Swept volume 10.84 l • Bore/Stroke 123mm x 152mm • Compression ratio 18.5:1 • Maximal rotational speed 2500rpm • Dry weight 1.800 kg
EC CERTIFICATION: CAT B 16 people
PRICE: 1.420.000 € (Excl. Vat)

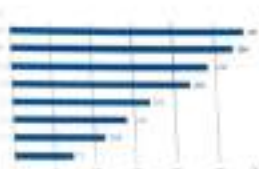
Da 0 a planata in 9 secondi
Sliding time of 3s from 0 to glide
Da 0 alla velocità massima in 29 secondi
Sliding time of 25s for a speed change from 0 to 29.8 knots (maximum speed)

Condizioni della prova Conditions on test

Località/Place Venezia (SV)
Mare/Sea state Calma/Calm
Vento/Wind speed 0
Persone a bordo/People on board 4
Carburante imbarcato/Fuel volume on board 900 l
Acqua imbarcata/Water volume on board 440 l

Velocità in nodi Speed in knots

Consumi l/h Fuel consumption l/h



La velocità minima di planata è di 16,3 nodi a 1900 giri
The minimum gliding speed is 16.3 knots at 1900 rpm

Litro miglio (velocità di crociera) l/na mi (cruising speed)



Rev/min	Velocità kn Boat speed in knots	Consumi l/h Total fuel consumption (at volume flow) l/h	Consumi litro miglio Total fuel consumption (at volume flow) l/na mi	Autonomia nm Range	Rumore su scala A in planata all'80 Sound level at 80 knots (at the dashboard) dB
1400	11.5	75	6.5	430	58
1600	13.6	114	8.4	333	59
1800	16.3	142	8.7	321	61
2000	18.7	171	8.7	304	63
2200	23.9	220	9.5	281	68
2300	25.3	241	9.4	297	69
2400	28.1	264	9.5	291	69
2500	29.8	295			



Facile da condurre grazie agli iPS, il joystick e gli interceptor. Tutto è semplice e quasi automatico. È una barca che può essere condotta da un armatore esperto senza l'aiuto del capitano.

It is easy to handle, thanks to the iPS, joystick and interceptors. Everything is simple and practically automatic. It is a boat that can be skippered by an experienced owner without any need for a captain.

That way there is greater room available as you go aft. This decision also means you can have a surprisingly large lounge. It is inside that the area multiplication miracle takes place, and it is a knockout. And when you have all that room, you shouldn't do anything complicated to furnish it. Simple solutions are the ones that are most appreciated. The area located forward is for the control console, the midships area for a living room with a large television with a screen that disappears into a television unit, and in front of it a sofa. Going aft is the galley that looks onto the cockpit. It is straightforward and effective. Even in the cabin quarters, there are things which give the feeling of not just having been done by chance, but are rather the result of lengthy experience. You realise that when you go into the master cabin, which isn't midships, but in the bow. The advantage of putting it there becomes clear immediately, as the further one gets from the engine room, the greater is the silence and thus comfort when underway. Normally, however, a room in the bow is smaller than one midships, which can enjoy the widest part of the hull. To reduce that effect, Absolute has decided to position the bed the other way round, so that the headboard looks forward, and when you lie down your feet face the bow and your head is close to the door. That means you can enjoy a full view out, provided by the windows in the hull. The view is better, especially when you are at anchor or underway and the feeling of space seems to increase. You get the same feeling in the lounge, where, in perfect Absolute style, there are plenty of windows. There is a panoramic view outside: looking forwards, to the sea and towards the cockpit – nothing blocks the view.

