Fairline Phantom 37

~~£ 79.995~~

£ 69.995



Fabricante de barcos:	Fairline	Eslora:	11,63 m
Tipo de barco:	barco de motor	Manga:	3,58 m
Categoría:	barco de ocasión	Año de fabricación:	1995
Amarre:	Gran Bretaña, Ardrossan	Camarotes:	2
		motor:	Volvo Penta TMD63P, 370 hp (272 kW), diesel

Vendedor:
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Idiomas: inglés, español, francés, italiano, portugués










Detalles

ID del barco	**s309599**
Diseñador	**Bernard Olesinski Ltd**
camas	**4**

Datos técnicos

Calado	**0,90 m**
Material del casco	**PRFV/plástico**
Tanque de combustible	**450 l**

motor

Modelo	**Volvo Penta TMD63P**
Potencia	**370 hp (272 kW)**

Equipamiento

Navegación	**compás, lector de mapas, piloto automático, radar, radio VHF**
Equipamiento técnico	**bomba de achique eléct., bomba de achique manual, cargador de batería, conexión a tierra 220V, impulsor de proa**
Equipamiento de cubierta	**cubierta de teca, fender, plataforma de baño**
Equipamiento interior	**barbacoa, fregadero, horno**

Descripción

SummaryFairline Phantom 37 Flybridge, 1995 build with twin KAMD63P A Turbo engines on shaft drive with a bow thruster. .
This Fairline Phantom 37 is a lovely example for her year with great specifications, which include, heating,
The boat offers 4 berths in 2 cabins. The forward master cabin features an double bed. Access to the heads, which include a shower. The aft cabin offers two single berths. The main saloon offers a stunning 360-degree view with the option to convert into a double berth. The Fairline Phantom 37 also benefits from having a folding radar arch to reduce the air draft for inland waters. This is a great opportunity to have an iconic Fairline model with generous accommodation and a stunning flybridge with great seating for entertaining with guests.
Construction The Fairline Phantom 37 is built using traditional hand-laid Glass-Reinforced Plastic (GRP) construction, resulting in a solid and durable semi-displacement/planing hull. Manufactured by the renowned British yard Fairline Boats in Oundle, Northamptonshire, it features a reputation for sturdy structural integrity, high-quality gelcoat finishes, and excellent offshore seakeeping capabilities.
Hull and Deck Construction
Material: Hand-laid woven rovings and chopped strand mat (CSM) combined with high-quality polyester resins.
Core: Balsa-cored sandwich construction is widely used in the deck mouldings and superstructure to reduce weight in the upper areas while maintaining structural stiffness.
Stringers: Heavy-duty longitudinal and transverse GRP or foam-cored stringers are chemically bonded and glassed into the hull to absorb the immense twisting forces generated in heavy sea states.
Finish: Finished in a durable, high-gloss marine gelcoat, with the underwater profile typically boasting a semi-planing or deep-V design for reliable handling and speed.
Structural Layout
Internal Bulkmarine: Marine-grade plywood bulkheads are glassed directly into the hull for superior interior stiffness and noise reduction.
Side Decks: Distinctive wide, safe, walk-around side decks are molded into the superstructure, allowing safe transit forward even when in rough water.
Flybridge: Molded GRP flybridge unit is structurally reinforced to support upper helm stations and seating without compromising the center of gravity.

Mechanicals Main Engines
Twin Volvo Penta in line 6-cylinder TAMD63P-A, 5.48l direct-injected diesels fitted with turbos and after coolers, each producing 370hp (272kW).
Each engine drives via a mechanically operated reverse gearbox coupled to shaft. The shafts pass through a stern tube with stuffing box and below the hull bronze P brackets support the shafts at the propellers.
Gearboxes are ZF IMR 220A ratio 1.533: 1
Ambassador type rope cutters fitted on both shafts
Gauges for fuel level, tachometer, oil pressure, gearbox oil pressures, water temperature and ammeter.
Morse controls
Lewmar Bow Thruster with control on flybridge and main helms station.
Steering system is power assisted hydraulic system comprising wheel operated hydraulic pumps at both helm positions, connected to a ram attached to the port rudder with draglink connecting the starboard rudder.
An Autohelm autopilot is fitted in the circuit controlled at both helm positions
Trim Tabs are: Bennett electric type mounted at the transom linked to trim control unit at both helms.
Electrical
The vessel is fitted with a 12-volt DC electrical system comprising batteries charged by engine alternators or a 240V AC shore supply battery charger.
Circuits operated by switches at the helm with circuit control panel trip switches adjacent to the lower helm and with 240v AC trip panel adjacent.
Three fitted of 140ah capacity arranged in two banks located in the lazarette space forward in dedicated ventilated GRP box.
Two batteries provide domestic power, and one battery starts the engines.
Charging via two systems aboard. 1) Two engine alternators of 115A 2) Stirling shore power battery charger 12v 40A output, connected via shore supply.
240 volt 16AMP shore power system with full ring main and shore cable.
Water System
Pressurised 12volt on demand hot and cold-water system comprising two tanks feeding water to the galley and toilet sinks via pressure activated pump in the engine space.
There is a calorifier in the circuit to provide hot water which is a Vertical Quick boiler type of 40l (approx.) capacity located in the engine space to port. Heated by a 1Kw 240v AC immersion or by engine cooling circuit

Transom mounted cockpit shower.
Tankage
Diesel in 2x 450 Litres Alloy tanks Total capacity 900 Litres
Water in 2x 200 Ltres GRP tanks Total capacity 400 Litres
Accommodation 4 berths in 2 cabins
Forward Cabin - Offset double berth with storage below, hanging wardrobes with shelves, vanity unit with mirror, storage drawers & cupboards, reading lights and opening roof hatch.
Heads - Ensuite to Owners cabin with Jack and Jill door to the main area, with sea toilet, hand basin, separate H&C water pressurized shower, vanity unit with storage compartments.
Guest Cabin - Midships with two single berths, hanging wardrobe, reading lights, mirror, opening port holes and storage shelf.
Galley - With twin s/s sinks, mixer tap with H&C pressurized water supply; 2-burner gas hob, gas oven and electric oven and grill; fridge, hi & low level storage cupboards.
Saloon - With Raised inner helm to starboard with double helm seat and full engine instrumentation and a good selection of navigation displays. L-shaped seating behind the inner helm, storage under, height adjustable saloon table with folding leaves, cupboards and plenty of storage to port. Patio style doors leading to the
Aft Deck - With teak deck, two aft bench seats, storage under, large under deck storage locker, transom door on to bathing platform and ladder up to the
Fly Bridge - Good size area giving good visibility, L shaped seating to starboard, double helm seat, single forward facing seat and manual folding radar arch
Both Flybridge and aft deck have cushions for the seating areas
Eberspacher heating with 3 outlets
Inventory Electronic and Navigation
Plastimo Horison 135 Compass at main helm
Plastimo Offshore 100 Compass on Flybridge
Garmin DSC VHF at main helm and second command on Flybridge
Simrad NSS/EVO3 9" chartplotter and multi-function screen as main helm
Simrad NSS/EVO3 7" chartplotter and multi-function screen on flybridge
Simrad Speed and Depth sensors linked to chartplotters.
ST7000 Autohelm autopilot at main helm
ST6000 Autohelm autopilot on flybridge
Mooring and Anchoring
Lewmar Electric Windlass
15 Kg Delta anchor with 30m chain
Warps and Fenders
Fender backets on aft platform
Boathook
General
Pilot Gas Detector
Fix Searchlight with remote on flybridge
Horn
Navigation lights
3x Electric bilge pumps in three areas
1x Manual Bilge pump
Whittall Stainless Steel Dinghy Davit
Fusion Hub Speakers
Clock and Barometer

Recent Service and Refit Details Full refit completed on interior and electronics.
Please ask the Sunbird for the extensive list of work and upgrades that have been completed under the current owners.
Recent Survey is also available.