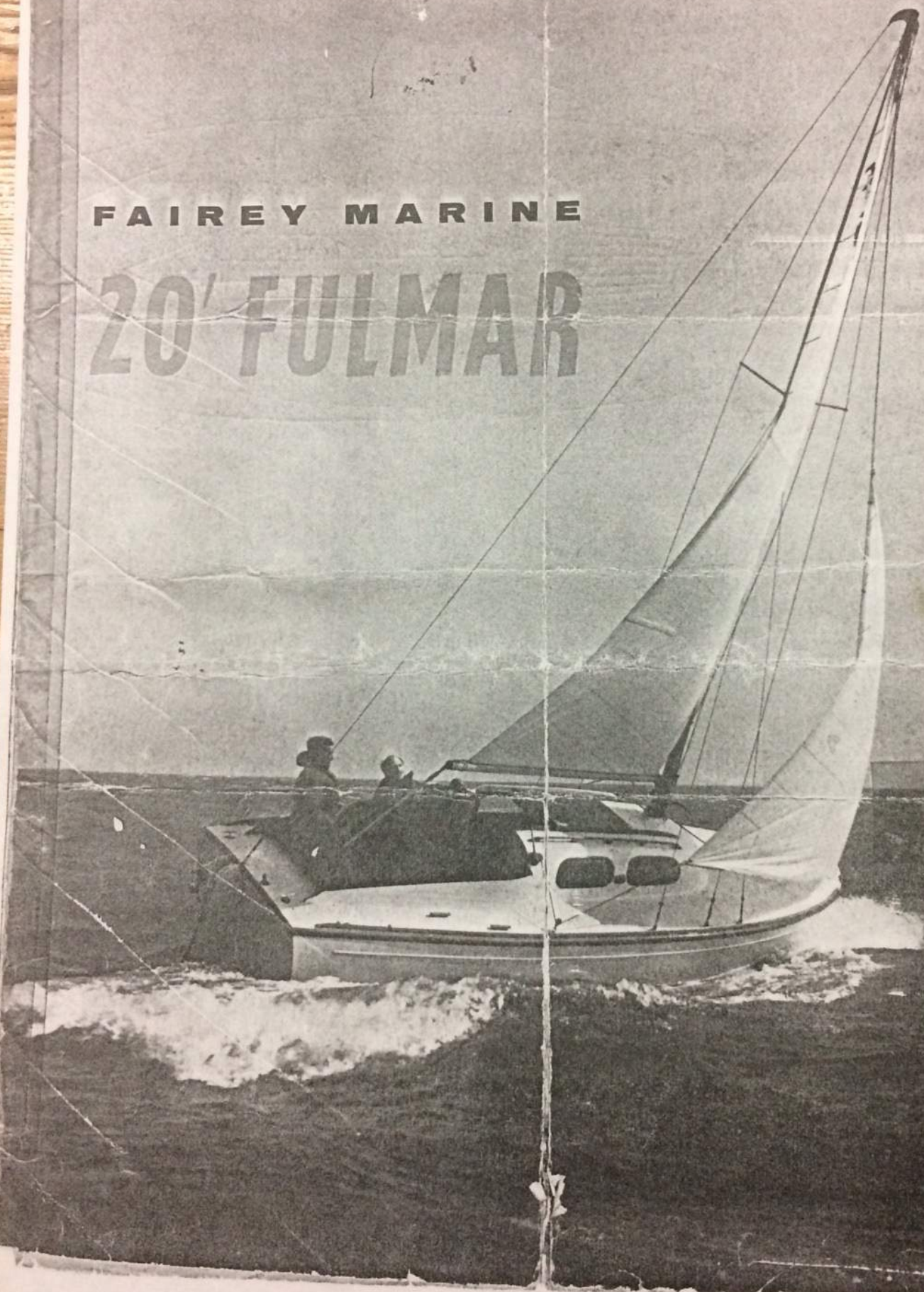
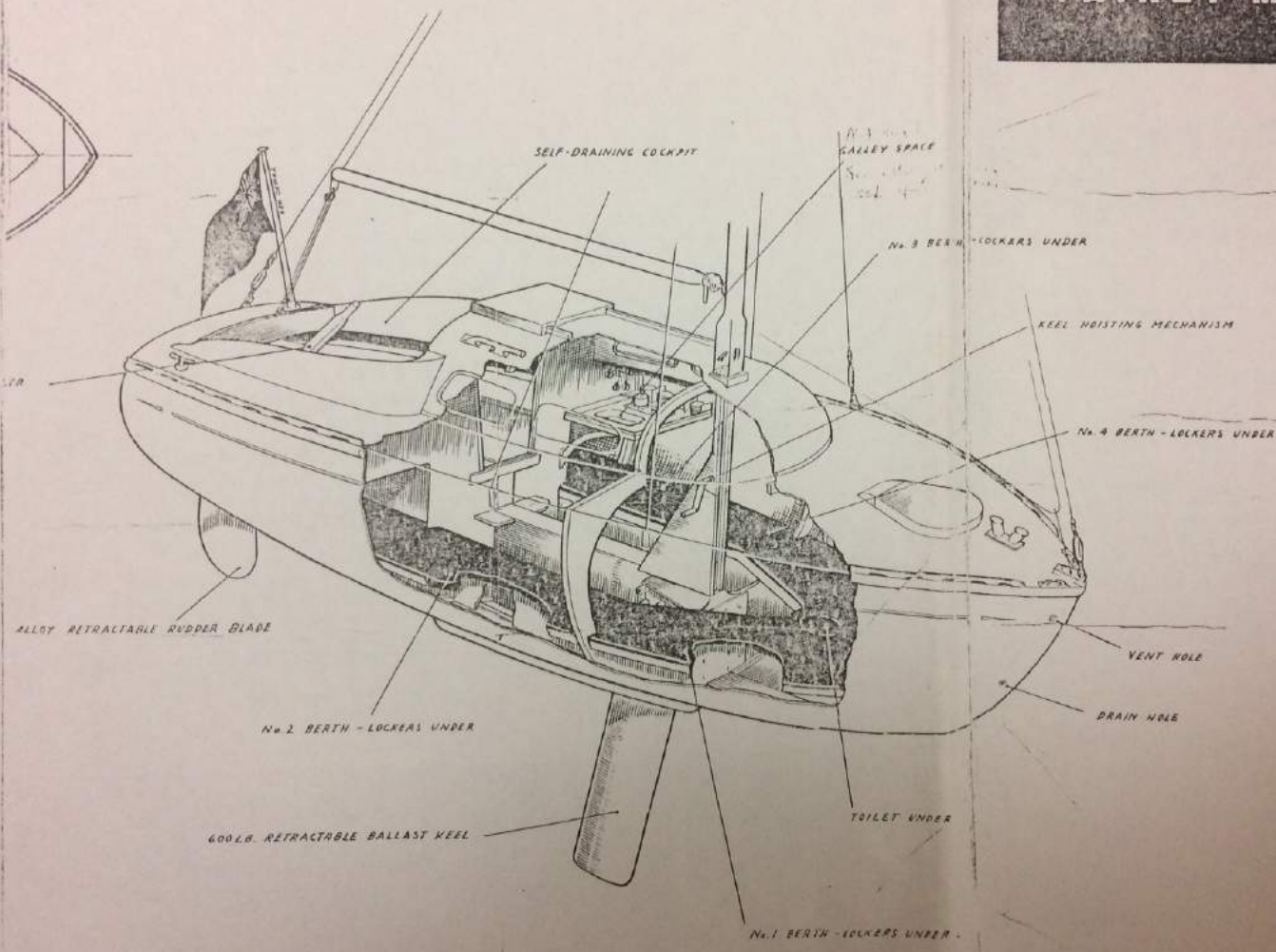


FAIREY MARINE

20' FULMAR



FAIREY MARINE



The premier cruiser has a unique virtue. Since it is the most unusual meeting and experience. Like a yacht, it has the ability to handle any difficulty. The accommodation is the best in the world. It has a large room for a large cabin. A tent for the convenience of the traveler. Fulmar is its ability to work in any weather. It can sit in any weather. In conjunction with the worst weather. Fulmar has hydrodynamic stability. The mechanism of the seaway. The damage to the hull. Auxiliary stows under. Total weight. Can be towed on any expense. Where they are. ● Floats in any way. ● Can travel in any way. ● Easy to handle.

The tremendous success of the now-famous Fairey Atalanta sailing cruiser has produced a growing demand for a boat that could offer the same unique virtues in more compact size and at smaller cost.

Since Atalanta herself represents both remarkable value for money and a most unusual foot-for-foot combination of good points, the problem of meeting this demand was a formidable one. Now, however, after long study and experiment, Fairey Marine have produced the answer, the brilliant new Fairey Fulmar.

Like Atalanta, Fulmar combines safety and ease of handling at sea with the ability to penetrate into shallows out of bounds to other sea-going yachts, and to take beaching on any reasonable surface without damage or difficulty.

The accommodation is without question the best ever provided in a 20-ft. cruiser. There are four full-length berths—and by full length is meant 6 ft. 6 in., the length of a full-size bed. The two forward berths can be used as a double berth, without modification. A galley shelf is provided and there is room for a lavatory. There is 5 ft. 9 in. headroom under the coachroof, which has large windows.

A tent to go over the boom is available to cover the cockpit, so completing the convenience of Fulmar either as a caravan on the trailer, or simply to increase the covered accommodation when moored up for the night.

Fulmar is of the proved Fairey hot-moulded construction, unexcelled in its ability to stand up to weather and sea. The cockpit, from which most of the work can be carried out, is self-draining, with ample room for four or five to sit in comfort, and with three large lockers for stowage. Forward, a fore hatch enables sail changing to be carried out from inside the boat and, in conjunction with the modern type of built-in bow ventilator which operates in the worst conditions, provides fresh air to the whole of the accommodation, even when battened down.

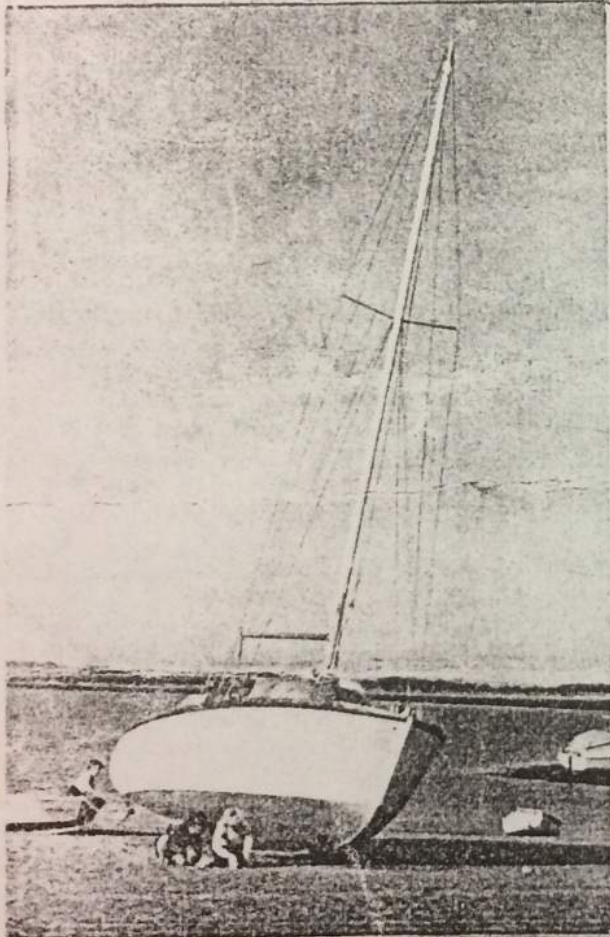
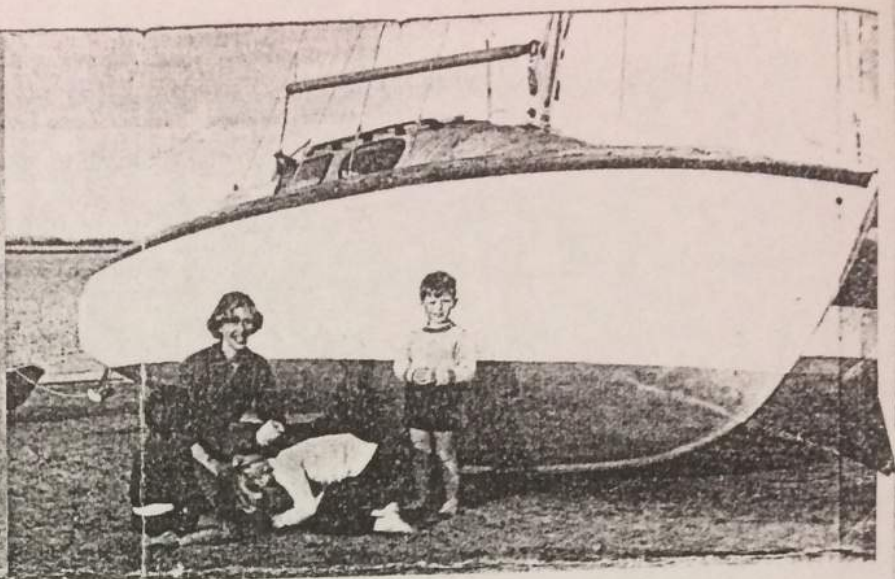
Fulmar has a single retractable keel weighing about 500 lb. of efficient hydro-dynamic section for windward performance and providing excellent stability. This ballast keel can be retracted easily by a well proved mechanism and clamping gear is provided to prevent the keel working in a seaway. The arrangement is such that Fulmar can be run aground without damage to keel, boat or hoisting mechanism.

Auxiliary power is provided by owner's choice of outboard motor which stows under the deck or remains on the transom bracket.

Total weight is 2,000 lb.—appreciably under one ton. This enables her to be towed on a trailer behind a medium-size car, so avoiding yacht-yard expenses and maintenance charges; thus may a family with a Fulmar sail where they will.

- Floats in only 16 in. of water—ideal for coastal or inland waterways.
- Can travel by trailer behind medium-size car—and lived in as a caravan ashore.
- Easy to sail.

Specification



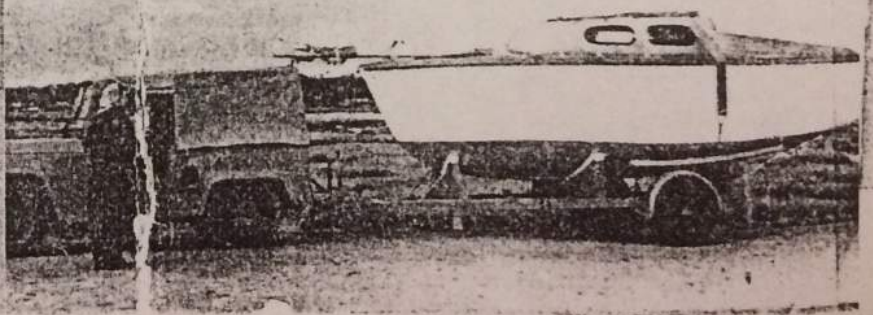
Mainshell	4 laminations of 2½ mm. Agba veneer
Coachroof	3 laminations of 2½ mm. Agba veneer
Deck	¾" Mahogany ply
Keel and Hog	Mahogany
Stem	Laminated mahogany
Keel case and fore and aft	
Structure	¾" Mahogany ply
Gunwale	Spruce
Unstressed Structure, Bunk bottoms, Cockpit Floors and Trim	
	Mahogany ply on spruce or mahogany framing
Fittings	Galvanised mild steel

RIG:

Mast, boom and Spinnaker boom		Spruce with galvanised fittings
Boom		Grooved to take foot rope
Standing and running rigging		Galvanised wire rope
Sheets		Best quality Italian hemp
Keel Hoisting Gear		Screw and nut driven by bevel gear and rotary handle
Drop Rudder		1" Ply Waterproof bonded

DIMENSIONS:

Length overall	20' 0"	Draught keel retracted	1' 0"
Breadth extreme	7' 9"	Sail Area	204 sq. ft.
Draught—keel down	5' 9"	Displacement (Light)	2,000 lb.
<i>Keel</i>	<i>600 lbs</i>		



Why Fairey Marine Hot-Mould their Boats

Building boats by hot-moulding them under pressure is a technique which takes advantage of modern production methods while retaining the classic aesthetic and functional values of the boat that is hand-built in wood by craftsmen. It produces hulls that are stronger and stiffer than, and just as durable as, those of comparable weight built in glass fibre or any other plastic material.

There are five basic criteria which any hull must meet. These are: High strength combined with low weight; Good rigidity and thickness; Low specific gravity; Inherent stability of the hull material; Economy of production.

Fairey Marine found in 1946 that by adapting and improving a method of hot-moulding wood veneers used during the war for producing such outstanding aircraft as the Mosquito, a boat hull could be produced which would fulfil these criteria better than one built by any other process. When glass fibre resin-laminates came along a few years ago as practical materials for boatbuilding, the Fairey Company examined carefully the advantages claimed for them. In each case the hot-moulded wooden boat was found to be superior.

It is stronger, in that for equal weight it is many times as rigid as glass fibre. At a figure of 0.7 its specific gravity is less than half that of a glass fibre material. It is easier to repair. And it has a much higher abrasive resistance than glass fibre, particularly at speeds in excess of 20 knots. Standards of production are far more consistent since shrinkage in the curing of glass fibre hulls frequently causes the exposure of glass fibres which can act as capillaries when immersed in water.

Hot-moulded wooden hulls sprayed with polyester resin paint require no more maintenance than a glass fibre boat and for those owners who want a craft with the indefinable appeal and sparkling attraction of varnished wood, Fairey Marine can now supply a clear polyester varnish finish.

So successful has the hot-moulding process been that Fairey Marine are now the largest boat builders in Europe in terms of numbers built and types available. Their output is exceeded only by one or two builders in the U.S.A. The range of types includes:

SPORTS BOATS

Huntsman (28 ft.); Huntress (23 ft.); Faun (16 ft. 6 in.) and Cinderella (15 ft.).

CRUISERS

Fisherman (27 ft.); Titania (26 ft.); Atalanta (26 ft.); Fulmar (20 ft.) and Kingfisher (20 ft.).

SAILING DINGHIES

Flying Dutchman (19 ft. 10 in.); Jollyboat (18 ft.); Falcon (16 ft. 6 in.); 5-0-5 (16 ft. 6 in.); Albacore (15 ft.); Swordfish (15 ft.); Finn (14 ft. 9 in.); International (14 ft.); Firefly (12 ft.); Duckling (9 ft.) and Dinky (7 ft. 6 in.); the last two are also rowing boats.

More than one-third of all the boats produced at Hamble—and production is now approaching 1,000 per year—are exported, mainly to the United States, but also to Canada, South America, Cyprus, Australia, New Zealand, Hong Kong, France, Belgium, Holland, Germany and Sweden, and in smaller numbers to practically every other country in the world.

Fairey Marine Limited

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A MEMBER OF THE FAIREY GROUP OF COMPANIES

