

# SPEARFISH 32

A classic design with a modern twist that certainly cuts the mustard.

**T**here is plenty to be said for an old tune on a new fiddle. This is especially the case when the fiddle is a modern reincarnation of the race-winning Fairey Marine Spearfish. This deep-vee hull was the work of Alan Burnard and, following its launch in 1969, would establish Alan and Fairey Marine as leading pioneers in the newly evolving world of GRP powerboats. The original Spearfish design subsequently underwent 25 years of 'tweaking' to reach the level of perfection that the new Supermarine Spearfish 32 enjoys today.

Just to dispel any confusion regarding this boat, it is built by Supermarine Motor Yachts, based at Itchenor, West Sussex, and is

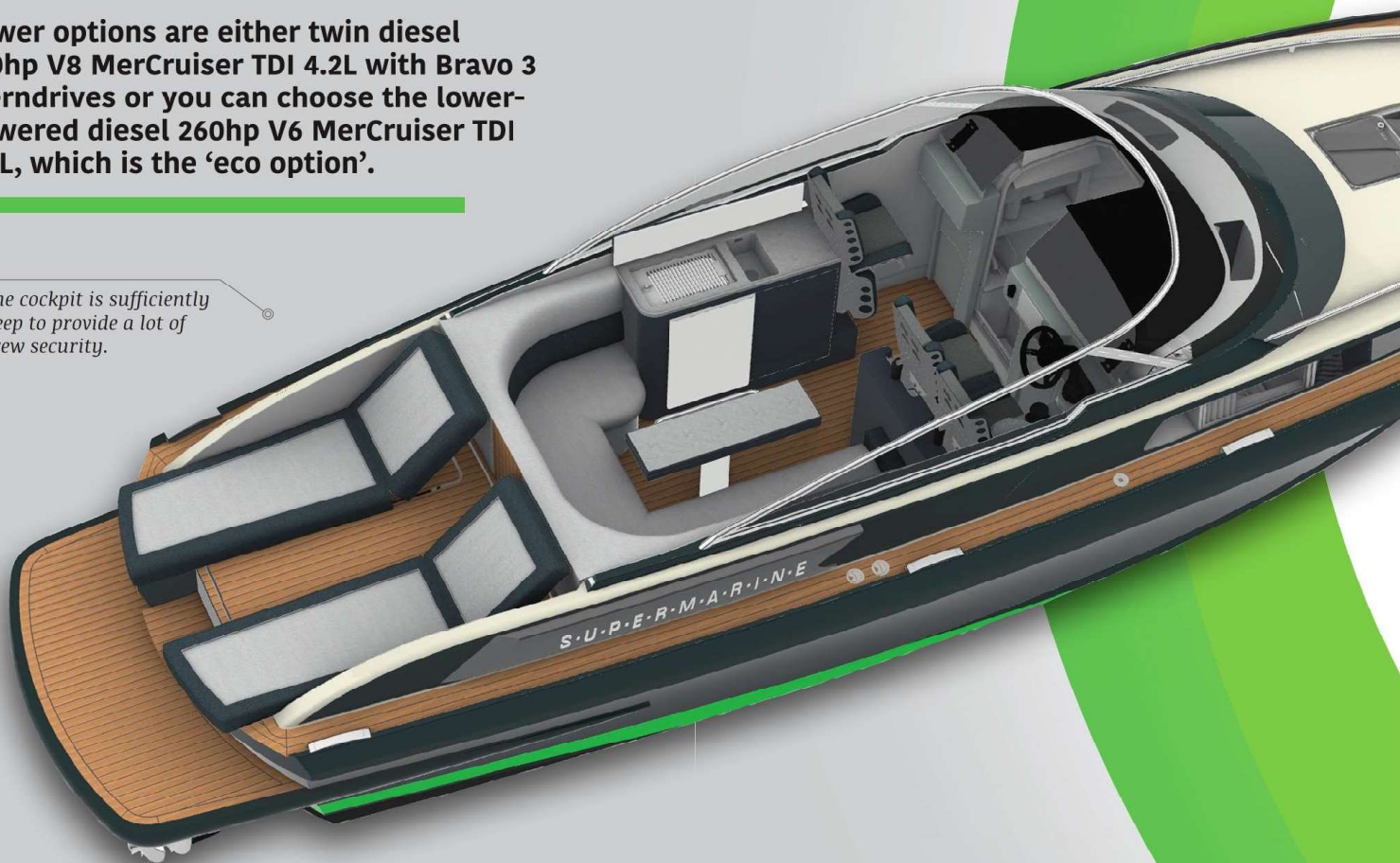
not part of modern-day Fairey Marine, located north of the Hamble river. Supermarine have bought the moulds and the rights to produce the Spearfish hull, which they have combined with a new deck and superstructure. All retro designs are based on a good balance of new and old, and Supermarine have grasped this concept well by creating a boat with a clean-lined ageless appearance. It retains the low coachroof fender rails of its Fairey ancestors, but the roof height has been dropped, giving the boat a sleeker look. It features a one-piece windscreen with a wrap-around handrail designed for looks and protection, while a cockpit cover and bimini keep the weather at bay when needed.

Other driver-focused features include a generous helm set-up, with double racing style drop down bolster seats. The electronic dash is ergonomically designed to incorporate large double touch screen displays, controls, switches, cup holders and storage trays for sunglasses/mobile phones.

Power options are either twin diesel 370hp V8 MerCruiser TDI 4.2L with Bravo 3 sterndrives or you can choose the lower-powered diesel 260hp V6 MerCruiser TDI 3.0L, which is the 'eco option'. However, the reality is that this second choice will only really save you money on the purchase

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*The cockpit is sufficiently deep to provide a lot of crew security.*







Several hull colours are available as options.



The internal design provides the maximum headroom possible by the galley.

price. Like for like at mid-range speeds, the V8s running at lower engine speeds, where the motors produce maximum torque, will be slightly more frugal than the V6s. Both these engines are light and fuel-efficient. If you want to be truly traditional, there are shafts with V-drive gearboxes on the options list, which I suspect will not be unpopular. Shaft-driven boats, though slower to steer and less economical than sterndrives, enjoy that 'planted feeling' in the water. A top speed of 45 knots is claimed for the twin 370hp stern-

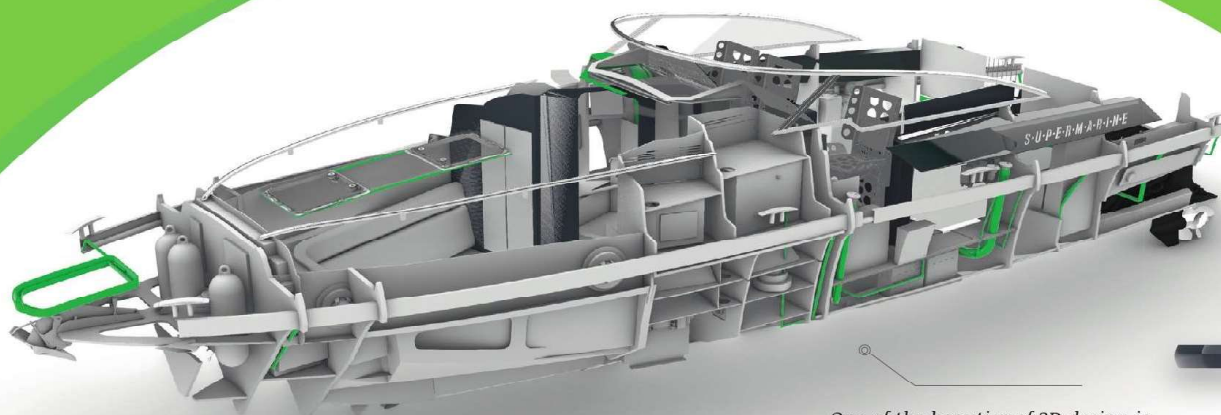
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driven version, which would drop to around 40 knots on shafts, and a V6 stern-driven Spearfish would be good for around 35 knots.

Modern construction methods combine a vacuum-bagged core hand-laid hull with resin-infused bulkheads; consequently,

weight is reduced and strength is increased. It is stated that the lay-up strength exceeds the exacting standards of Lloyd's. Supermarine employ a patented 'Nordseal laminating system' that protects the hull from the threat of osmosis later in life. This three-layer process replaces conventional gelcoat below the waterline. Hull and decks are heavy-duty hand-laid mouldings with sandwich construction topsides (PVC closed-cell foam) and a single-skin bottom, stiffened by foam-cored transverse floors, complemented by GRP/carbon stringers. The resin used is high-quality vinylester.

One thing you can be pretty sure of is that this rakish boat with its 2.95m beam will be as formidable in a head sea as its ancestor was, and its rough-weather seakeeping should be equally reassuring. Renowned yacht designer Stephen Jones was commissioned to work alongside the in-house design team. Using the latest 3D design technologies, every detail, including the interior accommodation, deck layout, plumbing, engineering and electrical systems, has been planned with special consideration given to weight distribution, function and access.



*One of the beauties of 3D design is that you can maximise on any given space without trial and error.*

The aft part of the cockpit is designed for safety, comfort and socialising. A wet bar allows you to cater and entertain up top, while a secure U-shaped seating set-up provides guest space, with a cleverly designed fold-out table for al fresco dining. There are twin, full-length sunbeds with a walkway aft leading to the swimming platform, and a

telescopic bathing ladder.

The open-plan interior is designed with far-reaching views through large eyeline coachroof windows, the aim being to create a light and airy atmosphere. A modern compact galley sits to port and is equipped with fridge, oven and sink. The saloon seating is set around a folding table, which converts to a generous

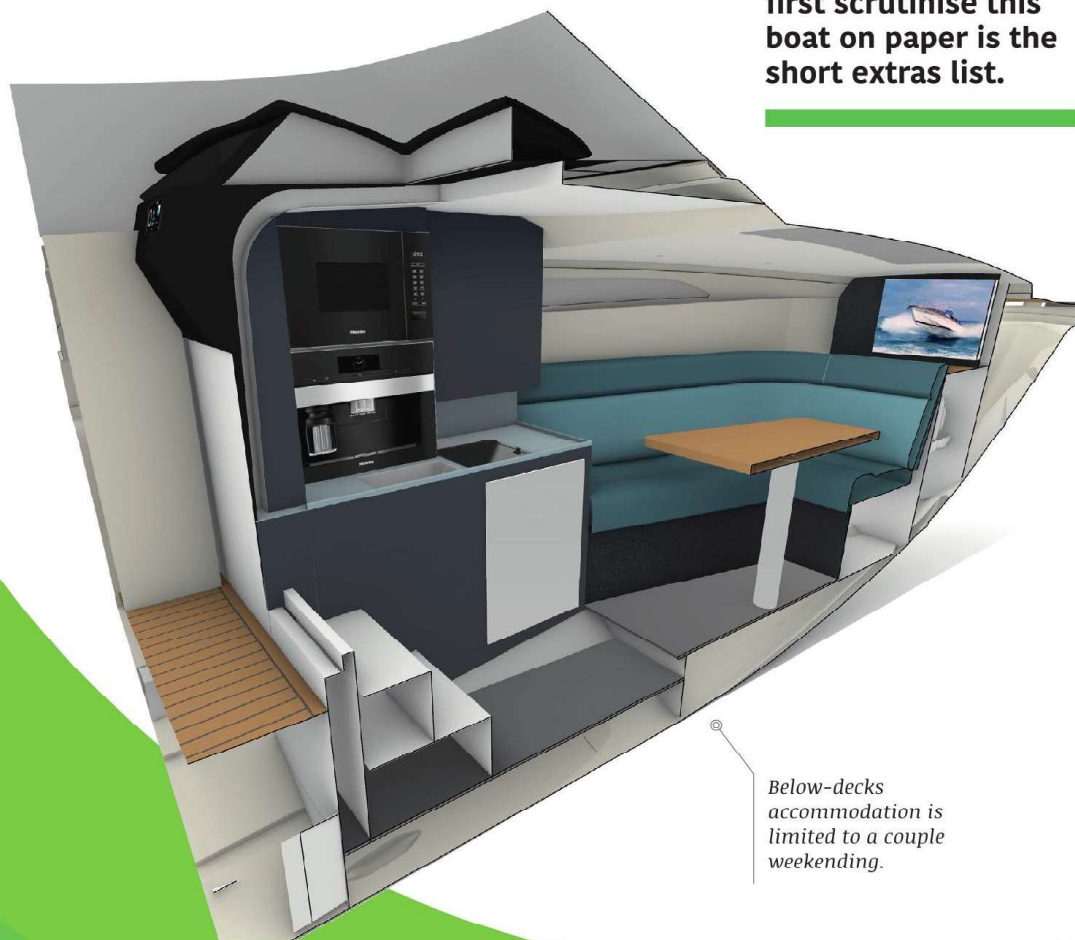
double berth with good headroom and a mood-lighting set-up. To the starboard side, a stylish head compartment provides a shower and toilet. To further enhance below-deck comfort, a microwave, sound system and TV can be included in your

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specification. The interior is both stylish and practical and can be built to the owner's choice from a list of high-quality fabrics, leathers and finishes. Alternatively, there is the option to go for some customised contemporary ideas, assisted by Supermarine's in-house design team.

One thing that will strike you when you first scrutinise this boat on paper is the short extras list. This is because Supermarine do not offer an upmarket powerboat in 'patrol boat spec' in its base form. Though I question the desirability of buying this boat with V6 engines, equipping it with synthetic teak, fenders, antifouling, warps, covers and a full set of electronics - to name just some of the many standard fitments that normally get put on an extras list - is unheard of.

The Spearfish 32 is due for launch at the end of the year, and with a price tag of £379,000 (inc. VAT) for the bad-boy V8 version, the only two extras you really need to fork out for are reverse-cycle air con/heating and a bow thruster. **PBR**



*Below-decks accommodation is limited to a couple weekending.*

## SPECIFICATIONS

**LOA:** 10.95m (35ft 2in) inc. bathing platform  
**Hull length:** 10.03m (32ft 11in)  
**Beam:** 2.95m (9ft 8in)  
**Draught:** 0.84m (2ft 9in)  
**Displacement:** 4500kg (LS)  
**Fuel capacity:** 600L (132 gal)  
**Water capacity:** 150L (33 gal)

## CONTACT

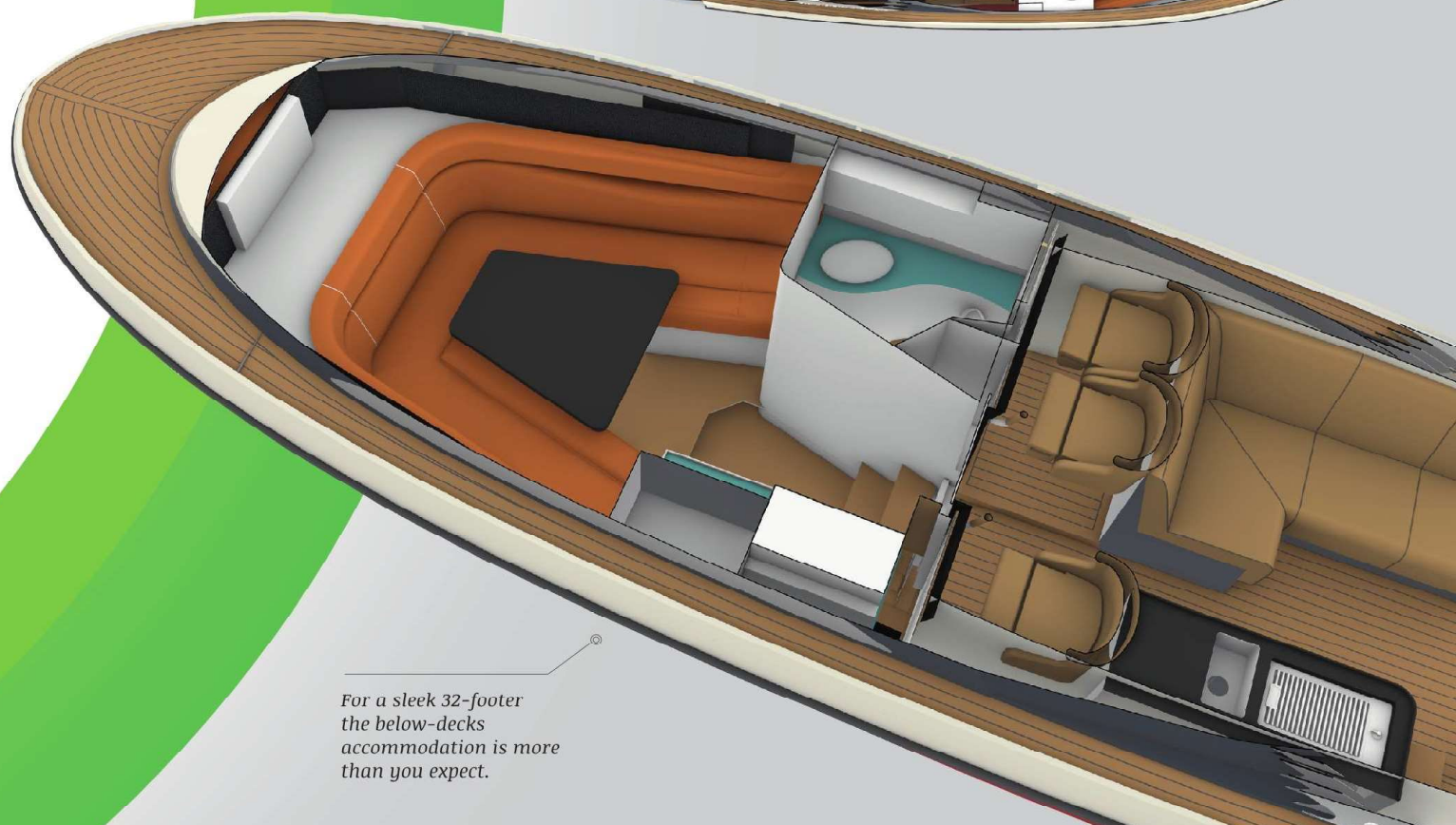
[www.supermarine.co.uk](http://www.supermarine.co.uk)



The hull lines follow the original Spearfish design.



*Layouts*



For a sleek 32-footer the below-decks accommodation is more than you expect.