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ABSOLUTE 60
ON TEST

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BOAT TEST

ABSOLUTE 60 FLY

The latest generation of Absolute flybridges combines trademark practical detailing and interior volume with a renewed focus on outdoor living space. Should the competition be worried?

WORDS Jack Haines



During the development of its 2022 generation of new models, which so far comprises the 48 Coupe, 56 Fly and the 60 Fly tested here, Absolute's main focus was on the living space at the stern of the boats. The previous generation of Absolute flybridges set a high bar for internal volume and intelligent use of space within the interior, and the shipyard has set the standard in the sector for IPS integration for some time now. These characteristics are on show aboard

the 60 Fly but here the challenge was to blur the lines between the bathing platform and cockpit like so many of Absolute's rivals are attempting to do on their own models.

The designers have stopped short of including a single-level aft deck with no distinction between cockpit and platform, but the open transom railings and modular furniture blend the two areas into one another while still allowing for a two-berth crew cabin with 6ft 1in (1.86m) of standing headroom, accessed via a door and deck hatch combination set into the transom. By shifting the wheelhouse structure further forward on the deck, space on the platform and in the cockpit is split almost 50/50 with enough room on the 400kg capacity hi-lo swim platform to position a couple of sun loungers. A set of sun blinds roll down from all sides of the cockpit to provide shade in the biting heat of the day and a canopy extends from the aft end of the flybridge deck and



There is no sunroof option for the hard top but solar panels come as standard



The classy modular cockpit furniture can be arranged in multiple configurations

connects to poles at the end of the bathing platform to provide protection here, too. This makes for a flexible aft deck that can be adjusted to suit the conditions and, with all the shade blinds in place, has the relaxed air of a Mediterranean beach club.

The furniture selection is totally at the whim of the customer but Absolute will supply some rather handsome pieces crafted by an Italian manufacturer better known for making furniture for high-end villas. This area of the boat has a villa feel and the free-standing furniture that is weighted and has grippy material on its feet can be moved into any formation from a U-shaped dining arrangement to flat-out sunbathing space and anything in between. The design of this area strikes the right balance of making more of this part of the boat without compromising the practical design elements that Absolute always has a close eye on.

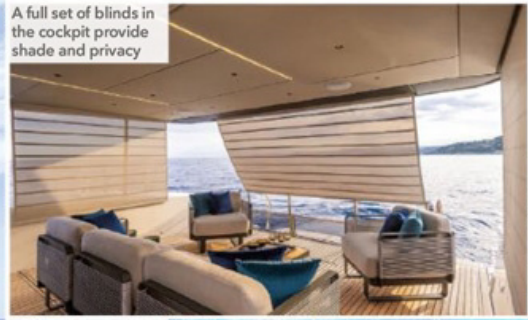
I've already mentioned the impressive crew space but there is also direct access from here to the engine room via a watertight door, a space that feels quite busy if options like the Seakeeper and air-conditioning are fitted but it is immaculately engineered and laid out.

Impressively, despite the wheelhouse being set that bit further forward, there is no real pinch on the foredeck. Deck space is a little tight around the windlass but there is still a double sunpad with a reversible backrest that creates a dinette forward of the windscreen. For a boat of just over 61ft (18.6m) there is no shortage of usable deck space and whether it's the chic cockpit, foredeck, or the well proportioned flybridge, guests will be able to find their spot on the boat and relax.

As with the cockpit, the aft end of the flybridge can be fitted with any style of furniture, though Absolute's modular offering will surely prove popular for the same reasons as the cockpit. There is no sunroof option for the hardtop because Absolute



A full set of blinds in the cockpit provide shade and privacy



IPS joystick control makes light work of manoeuvring



has opted to fit an array of solar panels, which produce 1.5kW of peak power, meaning much of the boat's domestic equipment (air-conditioning aside) can be run without having to fire up the generator.

SUBTLE IMPROVEMENTS

Refinement on the move and at rest was another key focus in the development of the 60 Fly. The smooth and quiet IPS propulsion system plays a major role in this when the boat is running but at rest the design of the saloon is also intended to aid natural ventilation so that you don't have to have the air-con and generator humming away when the boat is on anchor. Naturally, the cockpit doors bi-fold to open up the aft end of the saloon but there is a large opening window to port and a side door at the

helm with an opening window set inside it. The idea being that on warm, breezy days you can open all of these up and cool the interior down naturally without using climate control.

The saloon is typical Absolute with an aft galley layout and an appealing blend of stylish, muted decor and sound practical detailing. The saloon table top, for example, is on a runner so when it's not in use it slides away from the walkway to create more space to move around. The storage beneath the dinette is accessed via drawers which have bespoke fiddles for the boat's crockery and glassware. Absolute really is so good at this stuff and is right up there with Princess when it comes to beautifully judged but also brilliantly practical interior design.

Initially this boat will run alongside the existing 62 Fly, which makes sense given their layouts are actually quite different. ▶



LEFT: The stylish furniture at the aft end of the flybridge is a great sunowner spot MIDDLE: Customers can spec whatever type of furniture they want in the cockpit RIGHT: The foredeck is a brilliant lounging space

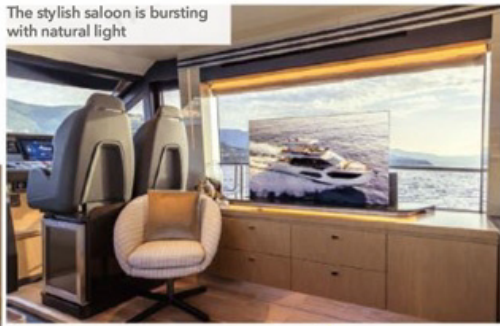
The most important one is that the master suite on the 60 Fly is located forward, not amidships as it is on the 62. This move means the 60 Fly's master can fully embrace the natural light supplied by those gigantic hull windows and benefit from excellent headroom in its slightly raised position forward on the main deck. The bed is mounted on the centreline facing towards the bow, which creates space right in the point of the bow for a spacious and attractively appointed ensuite. Putting the master cabin here ensures maximum insulation from engineroom noise but by positioning the heads forward of the bed it should also limit the disturbance from water slapping on the hull at anchor.

GENEROUS PROPORTIONS

Amidships on the 60 Fly is home to the two guest cabins, a generous twin with ensuite access to the day heads and an athwartships double that feels like a mini master cabin, featuring an ensuite equal in dimensions to that of the forward master, a bureau and a small walk-in wardrobe with access to a technical area beneath the forward cabin.

The driving experience is quite predictable but that's no bad thing. Few brands are as adept at building IPS boats as Absolute, and everything from the positioning of the controls to the notable fast cruise refinement and engaging handling is on the money. Some IPS-powered boats (flybridges especially) feel numbed by the overly light steering and unwillingness to

The stylish saloon is bursting with natural light



I don't think there's another boat in this class whose floors feel more solid under foot

heel in turns but the balance on the 60 Fly is excellent. Reactions from the wheel are tight and if you do quickly need to turn back the other way the boat sweeps around with agility and purpose.

Conditions were incredibly docile on the day of our test with only the wash of our 50ft chase boat to lay down any sort of challenge to the 60 Fly's rough-water handling. My experience of previous Absolute models is that despite their generous beam and relatively shallow hull forms they deal with chop well and the ride is generally soft and slam-free. The boat certainly feels well put together and I don't think there's a boat in this class whose floors feel more solid under foot.

Sound levels at the lower helm only just peep over 70 decibels at maximum rpm but at cruising speeds the 60 Fly is a very quiet cruising machine. It's efficient, too, with a range of 226 miles with 20% in reserve even at full speed. The only engine option is IPS950 (725hp per side) and the top speed is only 28.5 knots, but Absolute has taken this stance on performance for some time now. The aim is to cruise quietly and efficiently at 22 knots, not outright speed, so if you want a flybridge capable of cruising at 30 knots then this range isn't for you.

Even if performance is down on rivals from Princess and Sunseeker, for example, there is so much else to enjoy about driving the boat that it doesn't really matter. There is the fluidity of the handling and hushed cruising capability but there is also ▶



SEE MORE
mby.com/a60fly



The aft galley layout allows for a great connection between the saloon and cockpit



The "mini master" VIP cabin located amidships



The finish in the master ensuite is outstanding



The twin cabin on the port side of the lower deck



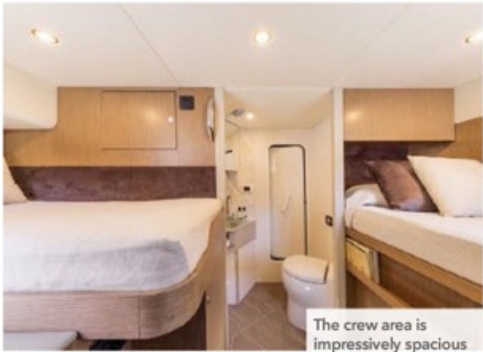
The luxurious master suite forward on the main deck



All cabins have ensuite with separate shower cubicles



The view from the bureau in the master suite



The crew area is impressively spacious



There is direct access to the engine room from the crew space



Absolute has created an aft deck that really moves the dial, offering versatility that used to be the preserve of larger boats

the outstanding attention to ergonomics at both helm stations. This may not be a fire-breathing sports cruiser with surface drives poking out of its bottom but Absolute has taken time to ensure the driving environment is as engaging as possible. At the upper helm the seat and wheel are fully adjustable and the throttles and joystick are mounted on separate plinths, the latter a little higher so that it falls easily to hand if you're standing to come alongside.

STAND TO ATTENTION

Below, things are even better as there is more than enough space to stand before the upright helm with its handsome glassbridge interface and some rather lovely Mercedes like backlit air vents that are hewn from metal and feel cool to the touch. Everything is arranged closely to the helmsman with a sensible mix of digital and analogue control. Absolute's super slick digital management is one of the most aesthetically pleasing and intuitive but there is still a nice run of chunky rocker switches for the most critical systems. You'll find only rare instances of form conquering function with Absolute. It's simply a lovely place to drive from and one of the most important things is that you can both sit comfortably on the plush helm seats or flip the bolster and stand really easily. In rough seas or when coming into an unfamiliar port that instinct

to stand and drive is well accommodated. The side door plays into this and gives the skipper an easy way to quickly get some cool air into the helm position but also means they can easily step on to deck to assist with crewing.

Quietly, Absolute has amassed an incredibly strong range of boats across the Fly, Navetta and new Coupe ranges. The consistent quality and insistence on building practical machines that make life on board easier is impressive and with the 60 Fly the shipyard has hit all of those touch points but also created an aft deck that really moves things on. It's not as inventive as what the likes of Galeon has to offer but it offers the versatility and flexibility that used to be the preserve of far larger and more expensive boats. Absolute has upped its game with generation 2022 and that should be of some concern to the competition.

CONTACT www.absoluteyachts.com

QUALITY AIR
No cheap plastic here, these vents look and feel fantastic



INTERFACE
Absolute's digital boat management system is one of the best in the business

ERGONOMICS
The throttles are mounted on a plinth to put them closer to the skipper

BOAT TEST



PLATFORM
This section stays in place when the platform is down

MASTER BERTH
Mounting the bed this way makes the most of the view out

FOREDECK
The table and two-way backrest create a decent dinette

SECRET WARDROBE
This walk-in wardrobe is a nice addition to the VIP cabin

TOP SPEED



CONSUMPTION



RANGE



NOISE



PRICE



SPECIFICATION

LOA 61ft 3in (18.7m)
Beam 16ft 2in (4.94m)
Draught 4ft 7in (1.43m)
Displacement 36.1 tonnes (loaded)
Fuel capacity 2,800 litres
Water capacity 730 litres
RCD B for 16 people
Designer Absolute Yachts

COSTS & OPTIONS

Price from €1.52m ex VAT
Seakeeper 9 gyroscopic stabiliser
Mediterranean air-conditioning (60,000 BTU)
45kg Ultra stainless steel anchor
Electro-hydraulic passerelle
Crew cabin
Hydraulic bathing platform
19kW Onan generator
Solar panels on hard top

PERFORMANCE

Test engines Volvo Penta IPS950. Twin 725hp @ 2,500rpm. 6-cylinder, 10.8-litre diesel

	ECO					FAST	MAX	
RPM	1,000	1,200	1,400	1,600	1,800	2,000	2,200	2,450
Knots	8.3	9.9	11.1	12.6	15.7	19.1	22.6	28.6
LPH	29	55	79	116	145	180	217	284
LPM	3.49	5.56	7.12	9.21	9.24	9.24	9.60	9.93
Range (NM)	641	403	315	243	243	238	233	226
Noise dB(A)	56	59	60	63	66	67	68	73

Calculated figures based on real-time readings, yours may vary considerably.
Figures allow for 20% reserve. All prices ex VAT. 40% fuel, 50% water, 5 crew + safety stores.
20 degrees air temperature, F1 and calm for sea trial