

# ABSOLUTE 56 FLY

## THE SEA TRIAL OF A QUEEN

by Luca D'Ambrosio



**I**t is hard not to be dazzled by the beauty of the new Absolute 56 Fly. Large, intriguing and endowed with decidedly streamlined lines, this yacht is also convincing for her ability to bring guests into communication with their surroundings, a great design work that Absolute Yachts has materialized and synthesized in this model.

The open sides, the barrier-free stern terraces and the huge windows, present both on the main deck and in the cabins, scream to the world the desire to live in contact with the sea, setting a new market standard, of which the new Absolute 56 Fly is the absolute protagonist.

A new way of interpreting the sea, then, on which the shipyard has taken a further step forward, also in sensory terms and in terms of environmental impact.

Thanks to the solar panels integrated on the T-Top, which alone provide about one and a half kilowatts and can therefore “sustain” the on-board services, it is possible to stay at anchor in absolute silence, without using the generator. The main deck windows are, not surprisingly, electrically openable, and the resulting natural air circulation is much more pleasant than air conditioning.

This series of innovations was such an irresistible temptation for us that we couldn't wait to climb on board.

## NEW ABSOLUTE 56 FLY SEA TRIAL

It's easy to get out of the berth, the new Absolute 56 Fly evolves with millimetric precision, just a few 'touches' to the joystick and you're immediately out in open water. We're steering from the main deck and visibility is excellent in every direction, the windscreen and large side windows give an uninterrupted view, an important detail, to which the yard has paid just the right amount of attention.

Outside the marina I switch from the joystick to the throttles, putting them in single lever and engaging the active trim. This is the configuration I prefer for sea trials, with the electronics managing both the trim and the balance of the engine revs I can devote all my time to "listening to the boat", to feeling how it moves on the water.

I accelerate and the hull immediately gets up on plane, at less than 12 knots. This yacht comes out of the water with



impressive ease, almost effortlessly. On the other hand, **Absolute Yachts** boasts the longest experience on the market in the use of IPS engines, and its specially designed hulls take advantage of geometries that are ideal for this type of propulsion. This is unequivocally confirmed by the consumption per mile which, for an 18-metre, three-deck boat, is always very low and, even as speed increases, remains almost constant.

The sea today is slightly rough, the wind produces a wave of about a metre in height which the Absolute 56 Fly, traveling at 19/20 knots, cuts through smoothly, with no noise or jolts: the cruising comfort is truly impressive.

I push the throttle all the way down but the result remains the same,



even at maximum speed, even at 28 knots against the wind and sea, this hull shows superlative qualities while, once again, I am pleasantly surprised by the consumption which, even in these conditions, never exceeds 8.7 litres per nautical mile travelled.

I try to turn without slowing down, the Absolute 56 Fly tilts a little and continues without decelerating, always exuding great safety.

Tempted by this behaviour, I decide to turn to maximum, the heeling increases but, once again, this hull manages to surprise me by sticking to its circular course, as if it were on rails.

I catch up with our waves, which now add to those of the sea, and prepare for impact but ... but nothing because the boat simply does not care, and continues to go without impact, with an unprecedented level of comfort.

I get back on a straight course, drop the speed to 20/22 knots and enjoy the spectacle of the wind lashing the white crests of the waves.

This is how all boats should go, exactly like this.



## THE NEW ABSOLUTE 56 FLY IN DETAIL

As mentioned above, the design effort made by the boatyard to develop a craft that was truly different from anything seen so far and capable of putting its guests in contact with the sea was enormous.

You only have to look at the stern to realize this, where two terraces, the one on the flybridge and the one in the stern cockpit, use remarkably well-crafted modular furniture and the absence of fixed structures to create views of unparalleled beauty.

The same can be experienced as you walk around the main deck, where endless windows allow the eye to





sweep 360°, effectively eliminating the boundaries between inside and outside.

Here there is a large U-shaped sofa which, set against a second sofa on the side, creates an intimate space dedicated to socializing or watching the pop-up television. The galley is positioned at the edge of the sliding glass doors and, from here, easily serves both the exterior dinette and the interior.

Going up to the Flybridge, which in size and extension resembles that of a seventy-footer, we find a second lounge area distinguished by the presence of a 6/8-seater sofa and a bar unit complete with fridge, hob and sink. Aft, the modular sofas give the possibility of changing layout and function, depending on the needs of the moment.

Moving further forward, to port we find the two-seat helm station, while to starboard there is an L-shaped sofa and the huge flybridge sundeck.

Walking along the comfortable walkways, one reaches the bow where, in fact, another masterpiece of space rationalization has been achieved. The two opposing sofas, equipped with a central table and retractable lights, create a fourth lounge area that, ventilated when at anchor and reserved when in port, gives this yacht a luxury that can usually be found on much larger yachts.



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The backrest of the bow sofa can also be folded down, extending the size of the bow sundeck.

The Master Cabin is a true five-star suite. Huge and positioned in the bow, it benefits from the largest windows on the entire boat, allowing the owner to enjoy a view of the outdoors that, quite frankly, is unmatched by any other vessel.

The master suite is also equipped with a walk-in wardrobe, a boiserie/scrivoire and a head that, overflowing and positioned by beam, is furnished with fine materials and strongly reiterates the position, now very high, that this yard has now achieved.

Even the Vip Cabin, which is in effect a second master, impresses with its level of finish and size.

The washbasin area is open to allow plenty of light to enter, while the toilets and shower cubicle are in separate rooms. Here too, as in the master, there is a central king-size bed equipped with side bedside tables and large walk-through spaces that make this cabin very welcoming indeed. Completing the sleeping area is a third twin-bedded cabin, whose dedicated



" The Master Cabin is a true  
five-star suite "

head also serves as a day toilet. The crew cabin, equipped with two single beds, wardrobes and a toilet complete with shower, is accessed via a private access from the aft companionway.

Here the shipyard has created a space that, given the ease with which this boat is steered, in the absence of a crew will certainly be the most popular with the owner's children, who will then be able to return late at night without disturbing anyone on board.



## PERFORMANCE

RPM	SPEED IN KNOTS	L/NM	L/H	RANGE IN NM
600	4,5	1,1	5	2.364
1.000	6,9	2,2	15	1.182
1.500	9,7	4,6	45	565
1.700	10,7	6,1	65	426
1.900	11,8	7,7	91	338
2.100	13,2	8,9	117	292
2.300	16,6	8,3	138	313
2.500	19,2	8,5	163	306
2.600	21,7	8,5	184	306
2.700	23,0	8,6	198	302
2.800	24,7	8,7	215	299
2.900	26,5	8,7	231	299
3.015	27,8	8,7	242	299

## TECHNICAL SPECS

<b>LOA</b>	17,64 m
<b>WIDTH</b>	4,79 m
<b>FRESH WATER CAPACITY</b>	650 lt
<b>FUEL CAPACITY</b>	2.600 lt
<b>MAX PASSENGERS CAPACITY</b>	14
<b>ENGINES</b>	2 × Volvo Penta D8-IPS800
<b>DESIGN CATEGORY</b>	B