

BY DENNIS CAPRIO

NEW BOATS

Austin Parker 64 Fly S

CAPRIO'S FIRST IMPRESSION: Austin Parker began by using the Numida Marine lobster boat for inspiration, but in the 64 Fly S's design, I don't see the smallest connection. This boat shows an heir intrinsic merit—European flair combined with an old-fashioned sense of seafaring and immunity to passing trends.

Austin Parker began life at the end of the 1990s and was the first Italian builder to create a line of boats influenced by the renowned Maine lobster boat. In 2008, a group of entrepreneurs with strong yachting traditions bought the company and reoriented it. This group turned to designer Fabio De Simoni to reinterpret Austin Parker's original mission and help establish the yard's identity. The AP 64 Fly S is the latest offering.

De Simoni has drawn a clean and harmonious exterior for the 64. Her silhouette, which breaks subtly about a third of the LCM from the transom, resembles that of a sportfisherman. Remove the flying bridge from the profile, and we see a outline that resembles the cabes of a modern grand touring car.

Following the trend in interior spaces, De Simoni has given the Austin Parker 64 Fly S an open main deck. Nightlines extend from the helm through the saloon to the bench seating at the transom. The L-shaped settees in the cockpit and saloon—both on the starboard side—are placed outboard, leaving plenty of room to move around. Also on the starboard side are the helm and galley. A mirrored glass partition and door close the galley from anyone seated in the dining area on the port side. This treatment is elegant and increases the main deck's feeling of spaciousness.

Belowdecks, the Austin Parker 64 Fly S has a full-beam master stateroom amidships, a twin berth guest stateroom on the starboard side immediately forward, and a VIP cabin in the bow. All of these are en suite and open onto a liner at the bottom of the companionway stairs—very sporty yacht in concept. Placing the queen-sized berth in the VIP at an angle from the port side makes the best use of space, allowing easy access to both sides of the berth, the settee opposite, and the hanging locker. In the master, we find a thoughtful walk-in closet and very large head to the port side of the centerline berth. The vanity is open to the main part of the cabin.

The interior's neutral shades of oak and leather will not go out of style any time soon. This pleasingly understated yacht ought to keep her owners happy for many years. Stay tuned for a full test of this boat in an upcoming issue.

Austin Parker: www.austinparker.it



▶ AUSTIN PARKER
64 FLY S
▶ FRAUSCHER
747 MIRAGE
▶ CHEOY LEE
ONE ELEVEN

LOA: 67'4"
BEAM: 20'4"
DRAFT: 3'7"
DISPL.: 60,000 LB. (FULL LOAD)
FUEL: 670 GAL.
WATER: 200 GAL.
POWER: 31,100 HP
MAX. 18 (20) KNOTS
CRUISE SPEED: 28 KNOTS
TOP SPEED: 33 KNOTS
BASE PRICE: \$2,750,000
(APPROX.)

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