

Fairline Targa 45 GT (2021-)

Brief Summary

Fairline Yachts has had a tremendous success story with its Targa line of yachts, so much so that we would dare to say that they are iconic to the brand. The 45 Open has been among the most successful. Customer feedback has led Fairline to the conclusion that it needed to make an enclosed version. Thus, the GT was born — a sister-ship to the open version. The model we tested was the first of its kind to be delivered to North America.

Before making its trek to the states, however, she toured Europe and garnered a slew of awards along the way. It's a collaboration of Fairline's in-house design team and the design house of Alberto Mancini, whose fingerprints are all over the company's 65 GT, the F//Line 33 and the 45s.

Price

Base Price

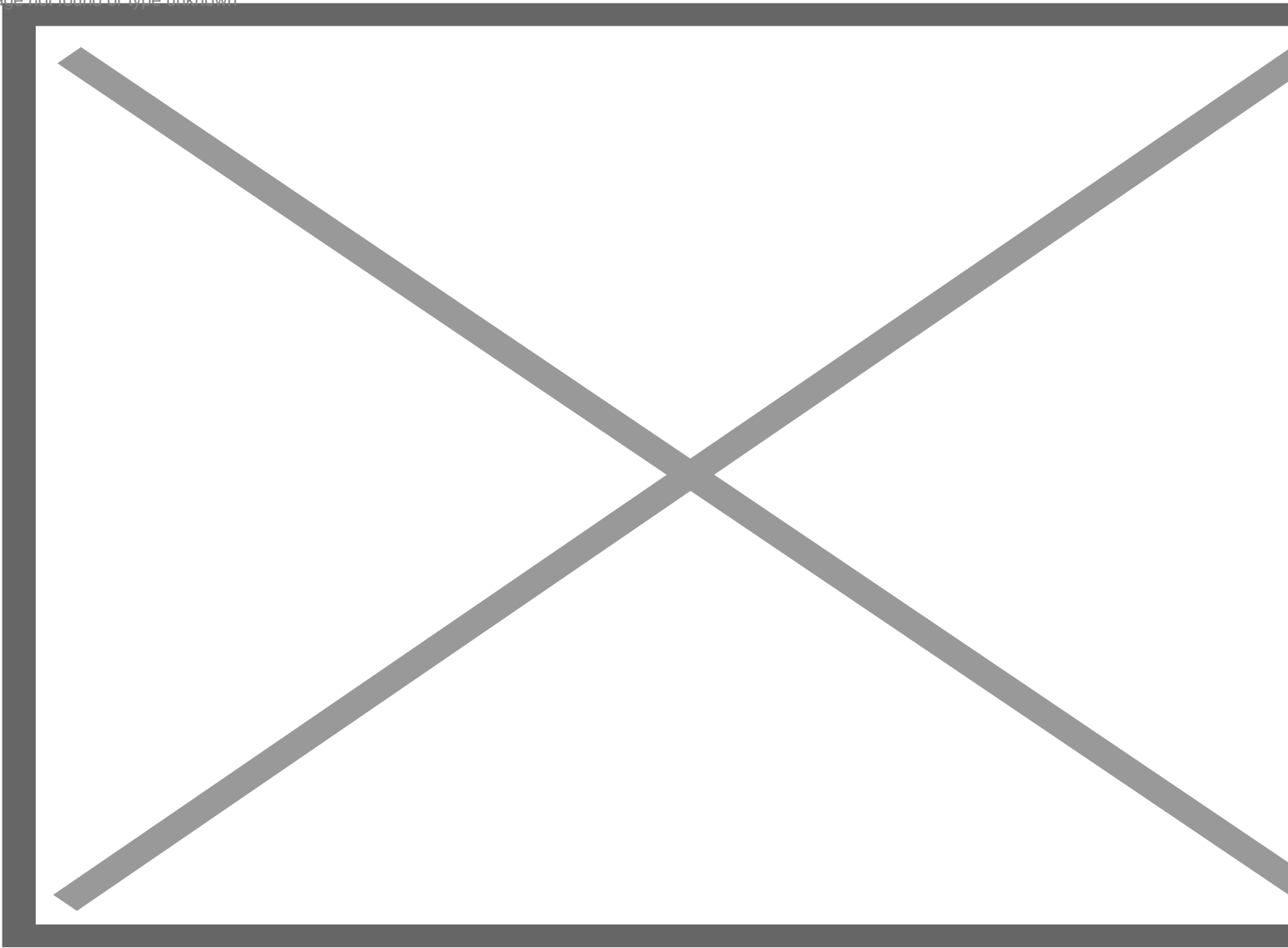
Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
600	4.6	4	4.9	0.9	0.8	241	210	54.2
1000	7.1	6.2	2.1	3.5	3	891	775.2	61.5
1250	8.4	7.3	3.4	2.5	2.1	632	549.7	56.6
1500	9.6	8.3	5.2	1.9	1.6	480	417.2	57.4
1750	10.7	9.3	7.9	1.4	1.2	351	305.1	64.6
2000	11.6	10.1	11	1.1	0.9	271	236	60.5
2200	12.4	10.7	14	0.9	0.8	227	197.4	63.4

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
2400	14.3	12.4	17.5	0.8	0.7	210	182.9	64.9
2600	16.8	14.6	21	0.8	0.7	205	178.5	67.2
2800	19.4	16.9	24.5	0.8	0.7	204	177.2	68.5
3000	22.4	19.5	28.5	0.8	0.7	202	175.9	68.9
3200	26.2	22.8	34	0.8	0.7	198	172.5	69.9
3400	29.3	25.5	36	0.8	0.7	209	182.2	73.9
3600	32.4	28.2	40.5	0.8	0.7	206	179.1	74.2
3740	34.6	30.1	45	0.8	0.7	198	172.1	74

[View the test results in metric units](#)

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Specifications

Length Overall	46'6" 14.2 m
BEAM	14'2" 4.32 m
Dry Weight	28,660.12 lbs. 13,000 kg
Tested Weight	30,909 lbs. 14,020 kg

Draft	3'10" 1.17 m
Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	
Max Headroom	
Bridge Clearance	18'2" 5.55 m
Weight Capacity	
Person Capacity	12
Fuel Capacity	286 gallons 1,082.62 L
Water Capacity	96 gallons 363.4 L
Length on Trailer	
Height on Trailer	
Trailer Weight	
Total Weight	30,909 lbs. 14,020 kg
Aft Deck	
Salon Inside Width	

Salon Fore & Aft	
Salon Height	
Salon Volume	
Galley Volume	
Master SR Width	
Master SR fore & Aft	
Master SR Overhead	
Master SR Volume	
Eng. Room Volume	

Acceleration Times & Conditions

Time to Plane	6.6 seconds
0 to 20	
Ratio	
Props	
Load	4 persons; 243 gal. fuel; 50 lbs. gear
Climate	60 degrees; 34 humid.; winds: 5-10; seas: <1

By Capt. Steve

What exactly is a Targa?

First, let's discuss what it takes to be considered a Targa. The moniker actually started back in the '80s. Americans refer to it as an "express cruiser." The concept is that of a single helm and a decidedly European design with a sporty, very contemporary profile. The lines have a laminar and smooth flow to them as the eye carries back from bow to stern. We think it has an attractive look to it from pretty much any angle. It strays from the boxy look that other yachts seem to gravitate towards. The Fairline touch adds a decidedly upscale fit-and-finish to the end product that elevates it to a "next level" yacht and adds to its allure. It's also very much a contemporary yacht whose styling will not wither anytime soon.

Carrying on with the Fairline nomenclature, if we were to add a flying bridge to the design, the model would become a "Squadron."

Mission

The Fairline Targa 45 GT targets the family-oriented customer that is looking to do some limited coastal cruising, perhaps weekending, to favorite marinas. Of course, entertaining onboard is certainly in the mix. It's usually the families that have kids that haven't quite left the nest yet and are looking to spend as much quality time as possible before those kids head off into the world. It's also for the buyer that has come from a smaller, similar style who is looking for a little more room to spend more time aboard. It's the buyer that wants to go boating further and in something with a nicer fit-and-finish to it. One who is "growing up" into boating.

Major Features

- Mid master or forward master
- IPS 600 or 650 power
- Tender garage
- Submersible swim platform
- Large opening sunroof
- Collaboration with Alberto Mancini
- Two or three-cabin layout

Performance

With the twin 440-hp IPS 600 engines run up to 3740 RPM, our speed topped out at 30.1 knots. Best cruise came in at 3400 RPM and 25.5 knots where the 36 GPH fuel burn produced a range of just over 182

nautical miles, all while still holding back at 10% reserve of the boat's 286-gallon (1,082.6 L) total fuel supply. She'll reach planing speed in 6.6 seconds and hold plane down to 12.9 knots. We reached 20 mph in 7.9 seconds and 30 in 20.1 seconds.

Handling

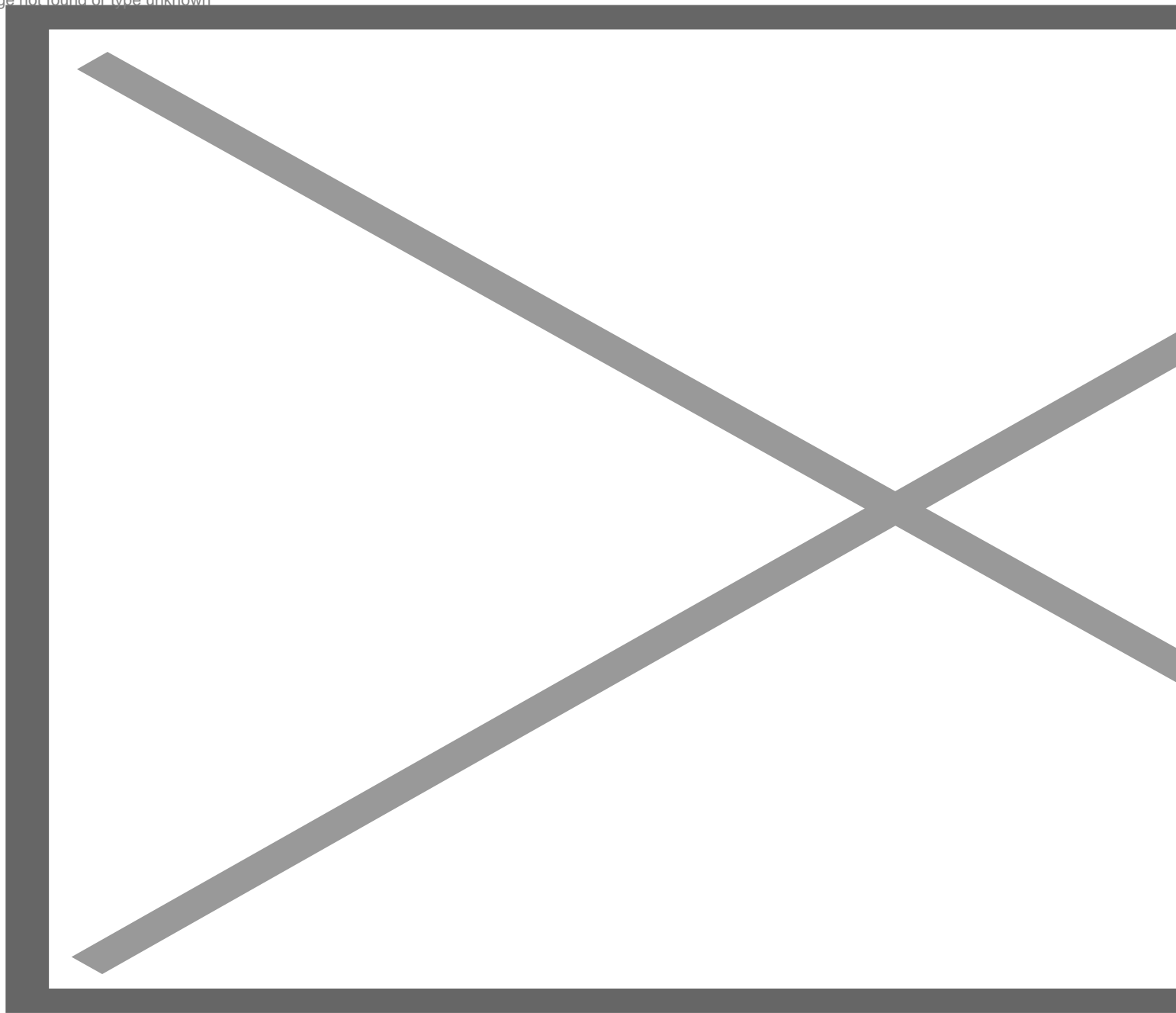
It's a fun boat to operate. It's IPS-powered, so it has the same characteristics that we would expect from an IPS-powered boat. That is to say, she has the wide turning angles that are characteristic of pod-driven boats. We came around 180-degrees at 24 knots in 30 seconds with about 5-6 boat lengths, so not a tight turn by any standards. But I wouldn't expect it to be. Drop the speed down and then you get more swing out of the pods and then the turn tightens up a bit. She likes trim. When you get her up on plane, and I mean a solid plane, not just a minimum planing speed, start bringing in the trim to get that bow to come down. You want about a level ride. Then she'll pick up speed. It's not going to be a boost in speed that you're going to feel but if you look at your GPS, you'll start seeing the numbers climb up slowly, so she definitely likes to be trimmed.

She's got a comfortable turning angle without a lot of slide in the turn, so she stays comfortable. You're not going to be shoving everybody over to one side. You're also not going to lose a lot of speed in the turns. From 24 knots, when I put it into a hard over turn, I only lost maybe .5 - .6 knots and that's about it. So she is a nice handling boat with good performance.

Engines

The engine room is accessed from two ways. The first is from a hatch on the port side of the aft sun pad. From here, there's literally no room except for the port side of the port engine because we've got a tender garage and that's normal. I would 100% expect to see something like this. Now if we open the tender garage, the deck then lifts on an electrically actuated strut exposing the whole engine compartment and now there's unlimited access. Much better.

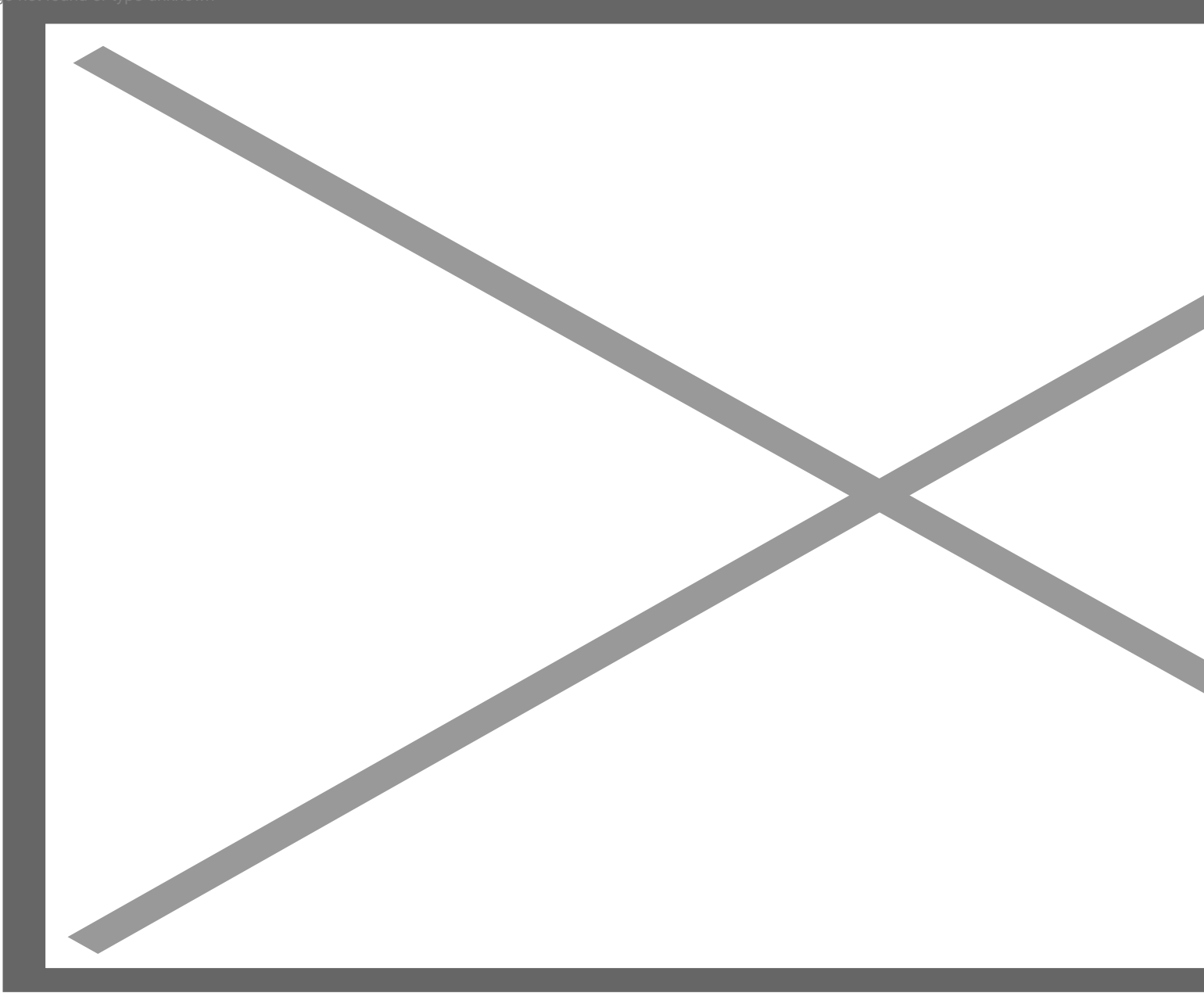
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Under the deck of the tender garage, we get a much better look at the engines. Notice the pods are directly connected to the engines, so no need for a jackshaft.

The focal point is the twin IPS 600 engines at 440-HP each. We can go up to the IPS 650 at 480 horsepower. There's a 10-kW generator and an option for putting a gyro stabilizer here, which will be a SeaKeeper 3 (\$48,807).

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The tender garage is designed to hold a Williams 280 Mini Jet. If you don't want to have the tender then simply benefit from the cavernous amount of storage.

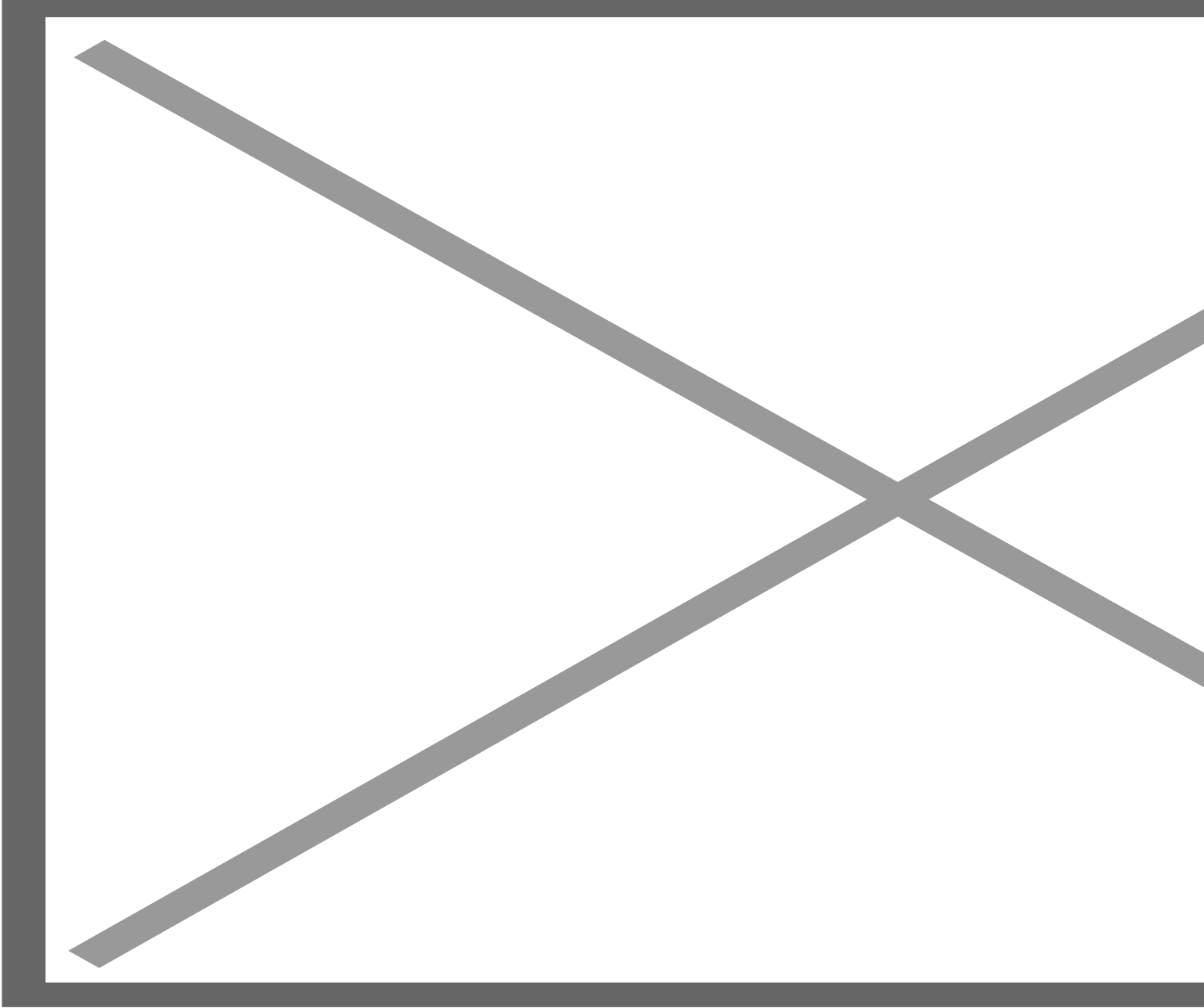
Features Inspection

Aft Deck

The aft deck starts with J-shaped seating wrapping around a solid wood table. There's a Corian insert in the center with beverage holders, and this is the optional expandable table (\$6,759) providing a little bit more

room. And notice that when it's expanded, the center-mounted beverage holders are still exposed. Over to the starboard side is a corner-mounted piece with more Corian counter. Lift it to reveal a sink with an option for an electric grill (\$3,102). Storage underneath includes a trash receptacle.

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The aft deck seating includes J-seating around a solid wood expandable table on a fixed pedestal. Decking is all teak.

Decking in this area is all teak. The entire area is all under the protection of the extended overhead 6'6" (2.01 m) off the deck.

Just behind the seating is a large sun pad and the seatback is reversible. I'd like to see a lockable position in the aft-facing chaise lounge position but currently, it only locks into a more fully reclined position. Rails surrounding the pad would also allow it to be used when underway.

Swim Platform

Stairs to starboard lead to the swim platform. From the transom, it comes out 39" (99.06 cm), 30" (76.20 cm) of which is hydraulically actuated. I like that there's a grab rail along the trailing edge of the platform for the swimmers in the water. This one also has a capacity of 880 lbs. (399.16 kg) so we can use it to hold a PWC. Also, when the platform is lowered, there's a bit of a seat against the transom to sit and relax on, plus it makes it easier for reboarding.

Bow

As we make our way to the bow, the side decks measure 18" (45.72 cm) wide and the rails top out at 28" (71.12 cm). Two midship cleats facilitate tie-ups. At the top of the trunk cabin, there's a sun pad measuring 92" x 86" (233.68 cm x 218.44 cm) with a diamond stitch pattern. There are straps going across for holding your towels in place. The heads are in fixed positions, so I'd like to see them raise into a chaise lounge position.

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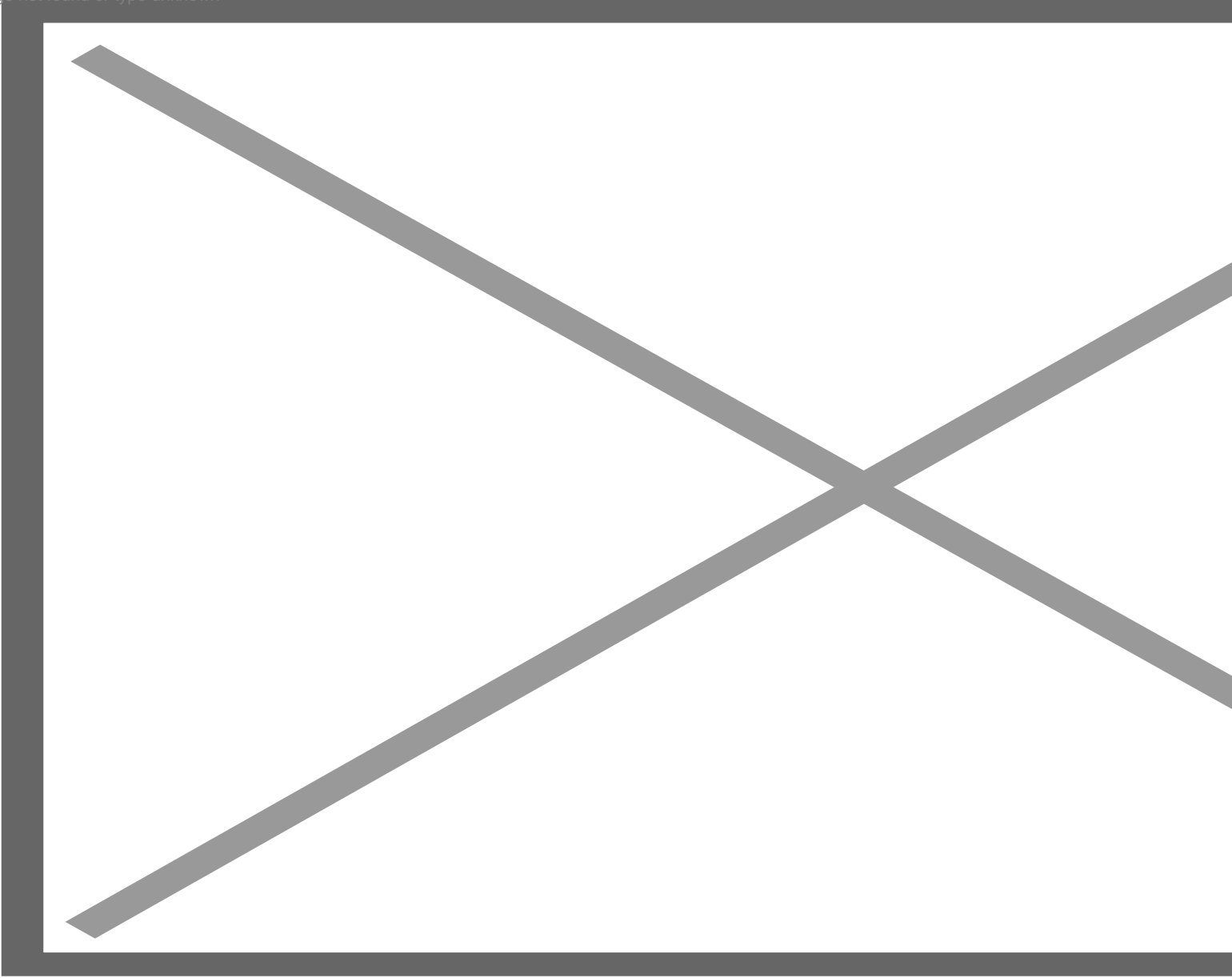


The sunpad is in a fixed position. Straps will keep towels from blowing in the wind.

Ground Tackle

The windlass is concealed under a hatch with a lift and lock latch. There's an all-chain rode. A Lewmar windlass feeds through a chain stopper to a recessed anchor roller and then a polished stainless-steel anchor just ahead of that. There's also a receiver for a remote control.

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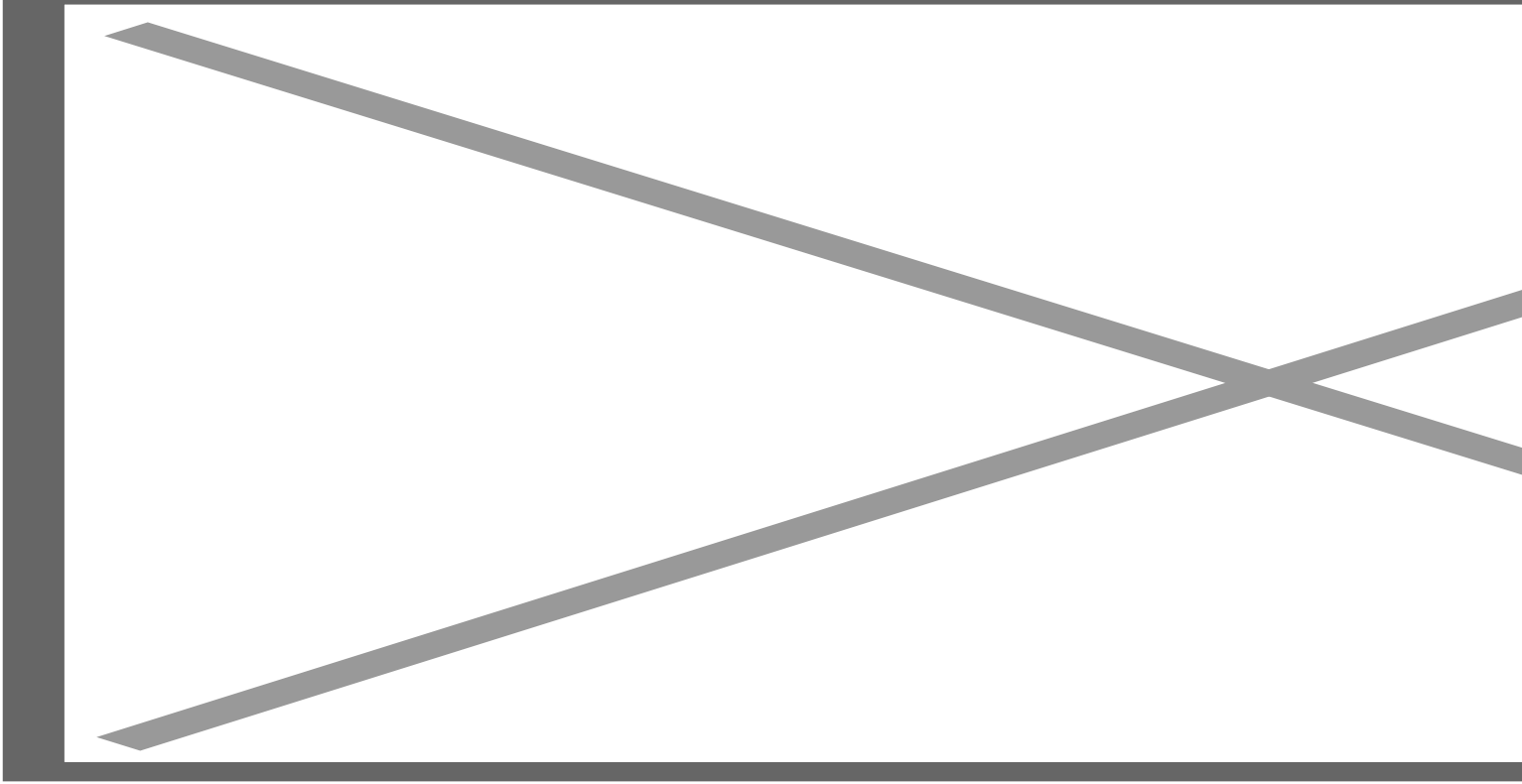


The anchor is handled by a windlass recessed under a hatch. The anchor roller is recessed in the toerail.

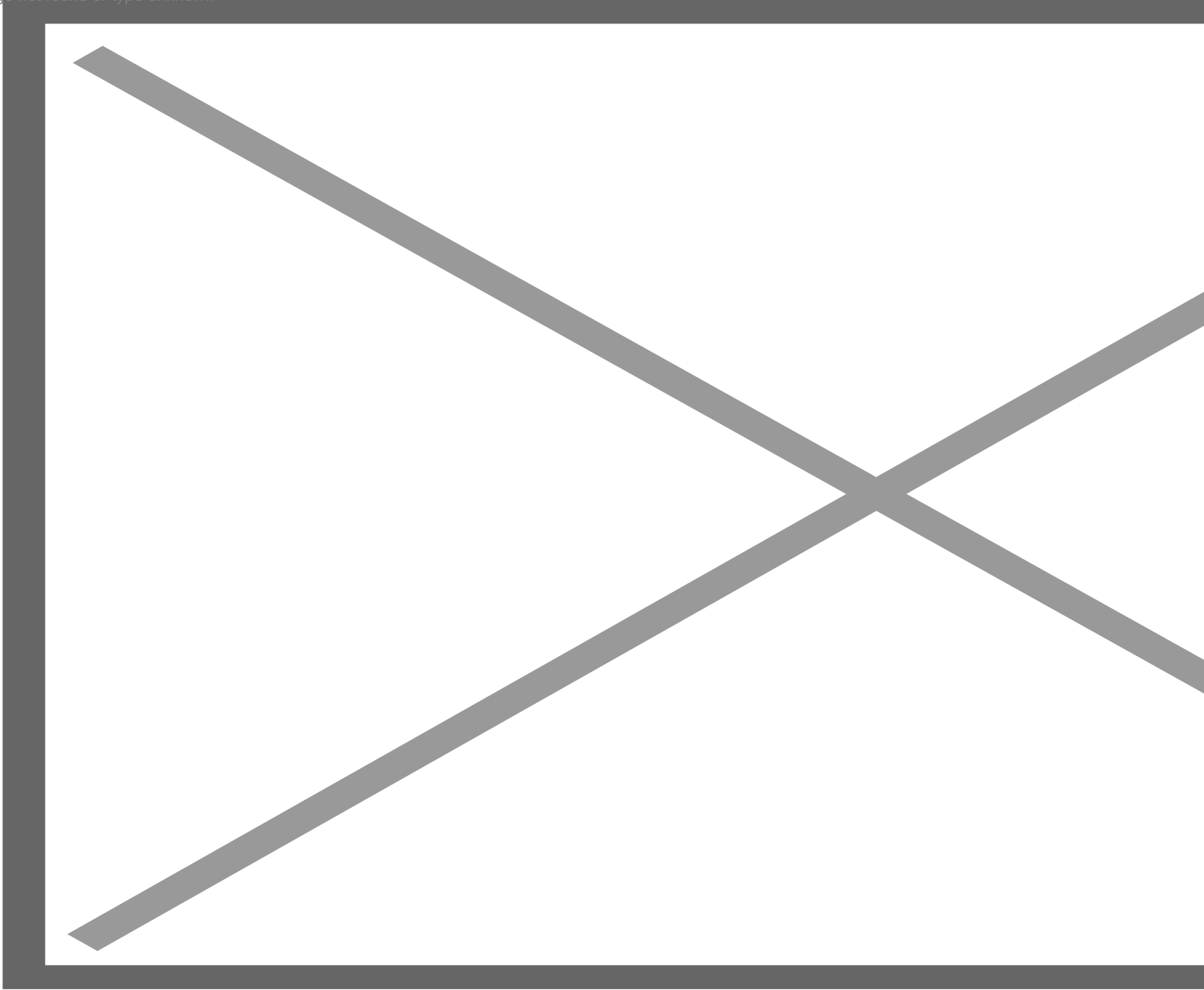
Next to both caprails are cleats and just ahead of each are chocks. That's not an ideal setup as the lines have to make a 90-degree angle to even use those chocks. Given that the lines will likely run straight out from the cleats, I'd like to see chafing strips added to the outside of the cleats. Rail height here is 31" (78.74 cm). Looking back at the antenna array, I notice it's in a fixed position but there is a collapsible option, which allows for improving on the bridge clearance if need be.

Salon

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The main deck layout puts the salon and aft deck on a single level. The galley is down.

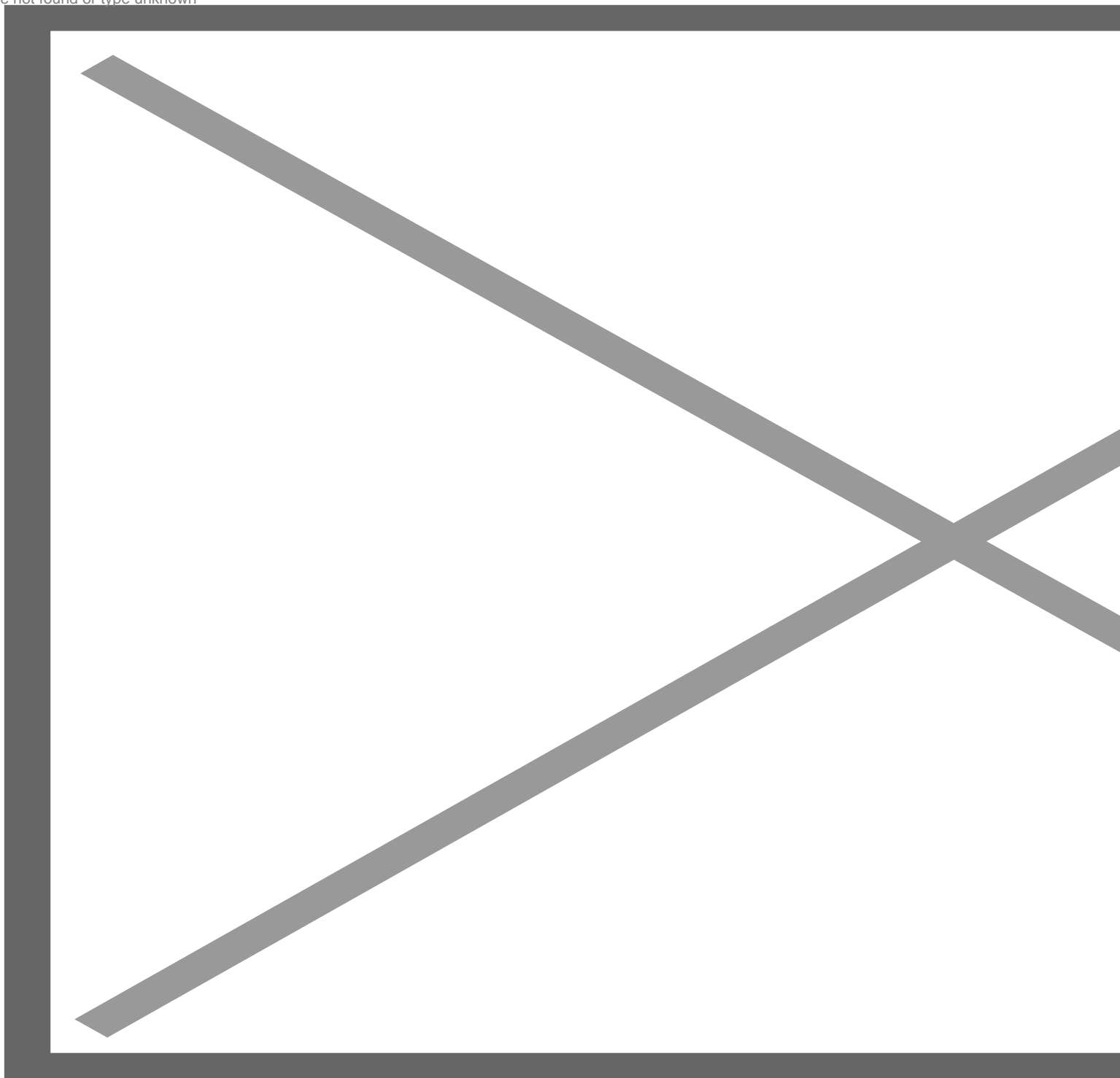


The opening to the salon is via a double door. Alongside is a window that can be opened to further blend the inside with the outside.

Moving inside, the double sliding glass doors give us an opening 34" (86.36 cm) wide. Headroom right at the doorway is 6' (1.83 m) and as we step in, it opens up to 6'8" (2.03 m). We can further blend the inside with the outside by opening up a window right alongside, and a gas-assist strut gives it a firm hold so there's no need to latch it in the open position. The result is a well-lit and open main deck completely surrounded by glass.

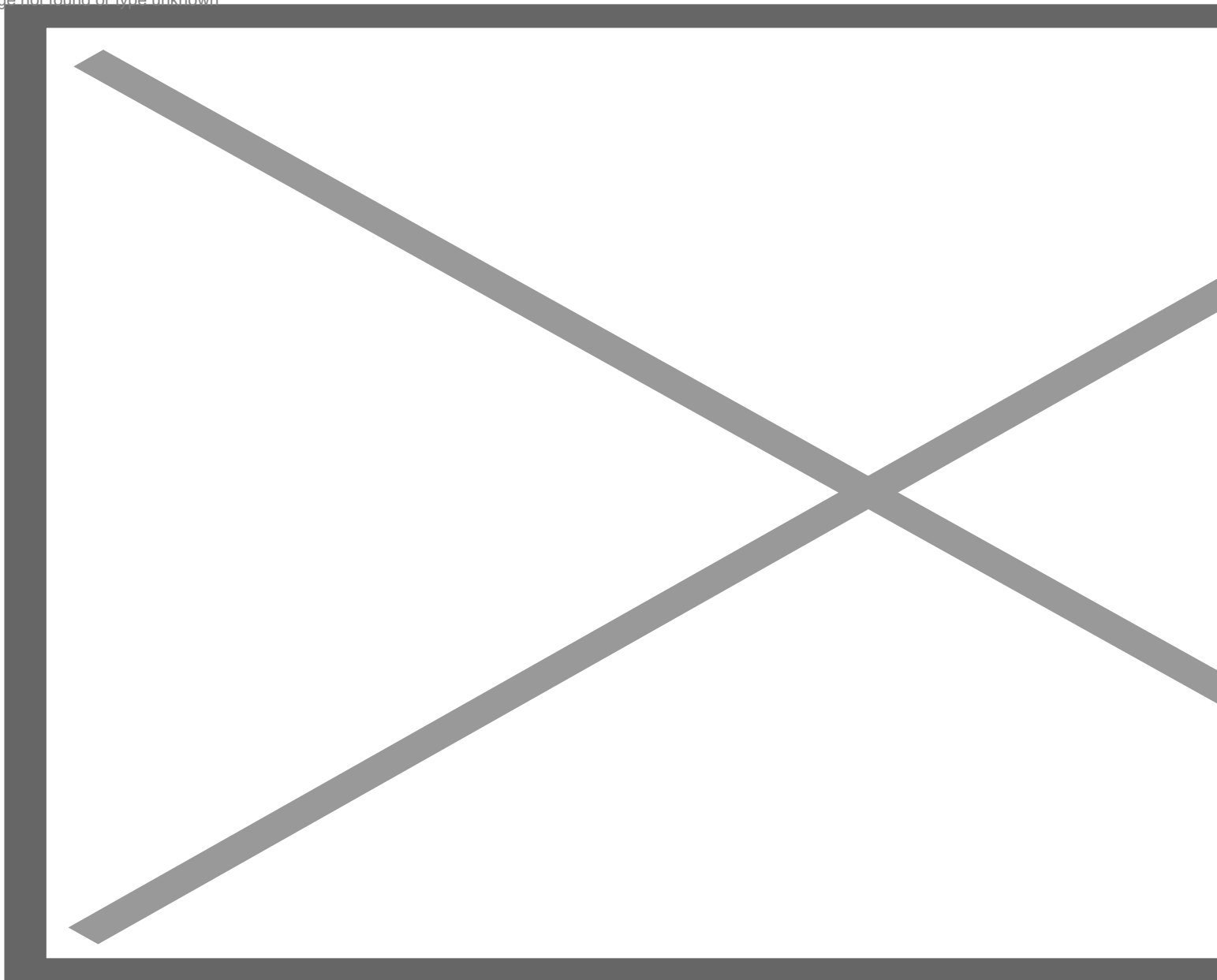
Seating starts with a J-shaped settee to the port hand side wrapping around a high gloss Walnut finished table on a fixed pedestal, but we can also get it on a high low pedestal. Looking across to the entertainment center over on the starboard side, there's a fiberglass counter along with Corian. A TV is on an electric lift. Storage is underneath that includes a cockpit refrigerator or we can swap it out for an icemaker.

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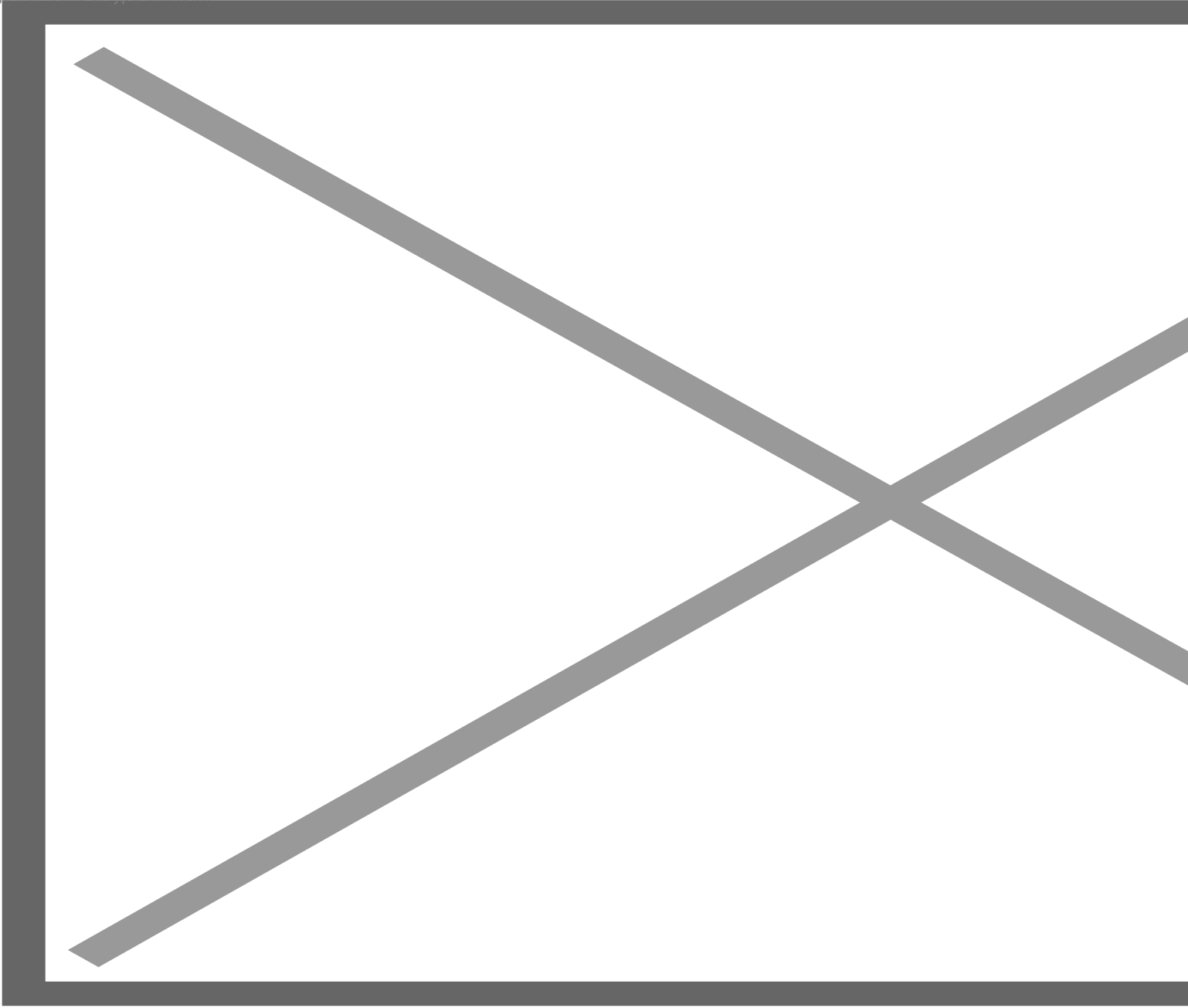


The salon is comfortable and well-lit. It's on an elevated platform to the portside and well-appointed. Notice the manually opening side window.

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To starboard is an entertainment center with storage and a TV on an electric lift.



A refrigerator can be fitted under the entertainment center or you can choose an icemaker instead.

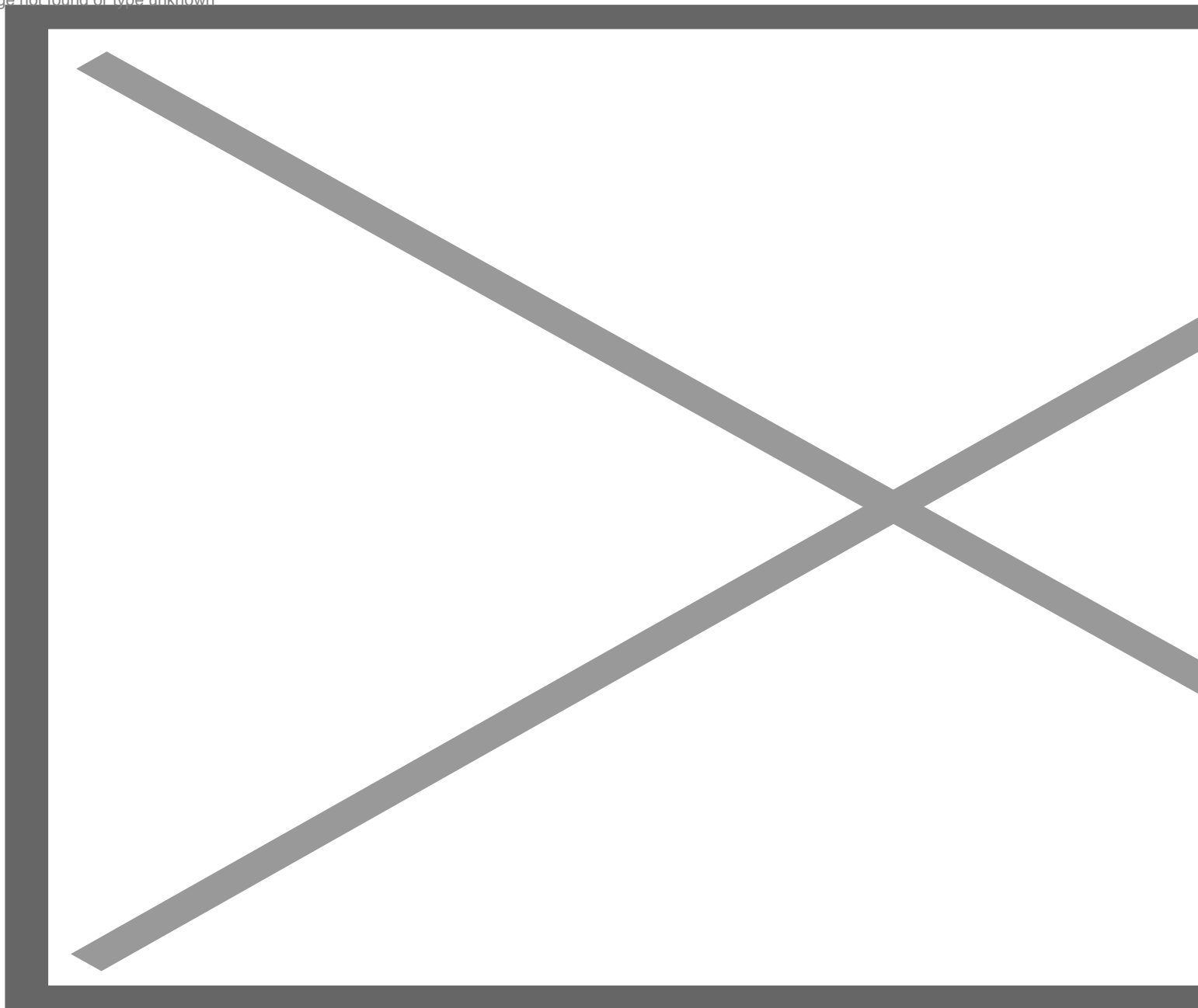
Now for temperature control, we can have tropical air conditioning (\$29,688), which is reverse cycle. Fairline also took a page from the distance cruising set and offers a diesel-fired system (\$18,583) for hydronic heating as well as demisting (\$8,768)

For even more ventilation, there are two manually opening windows to both port and starboard along with a large sunroof overhead that opens to a full 5'9"x 9'7" (1.75 m x 2.92 m). Pull-down shades are manually

operating, and that's a welcome feature as it's just one less thing to break years down the road.

The Fairline Touch

Looking around this space, I'm already seeing many examples of the elevated level of fit-and-finish that comes from Fairline. The upholstered brow, the overhead, all upholstery... we've got fabric on the couch but this can be swapped out for leather... and I mean actual leather, not Ultraleather. The handrail at the companionway has an elevated modernized look. The settee to port has a chaise lounge effect to the forward seatback where anyone else would simply make it straight up and down. But it could be made even more functional by making it adjustable.



Notice how this seatback is in a chaise position. Others simply leave it in a straight-up position. We also like the upscale grab rail that speaks of the premium level of the Fairline brand.

Helm

The helm is mounted to the port-hand side of the starboard mounted console. There's a compass directly in line with the wheel. There's a raised panel that houses the 7" (17.78 cm) Volvo Penta display and the steering wheel on a tilt base. Electrical switches are across the top to the right-hand side and the left.

There's a Garmin depth gauge. To the right-hand side are the IPS joystick, ignitions, the digital engine controls and a 12" (30.48 cm) display.

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The helm is starboard side-mounted and the wheel is to the port side of the console. The observer sits to the right.

There are two extremely comfortable bucket seats. The observer is going to be at the starboard side right next to the opening side window, so the operator has to get up to let the observer in and out.

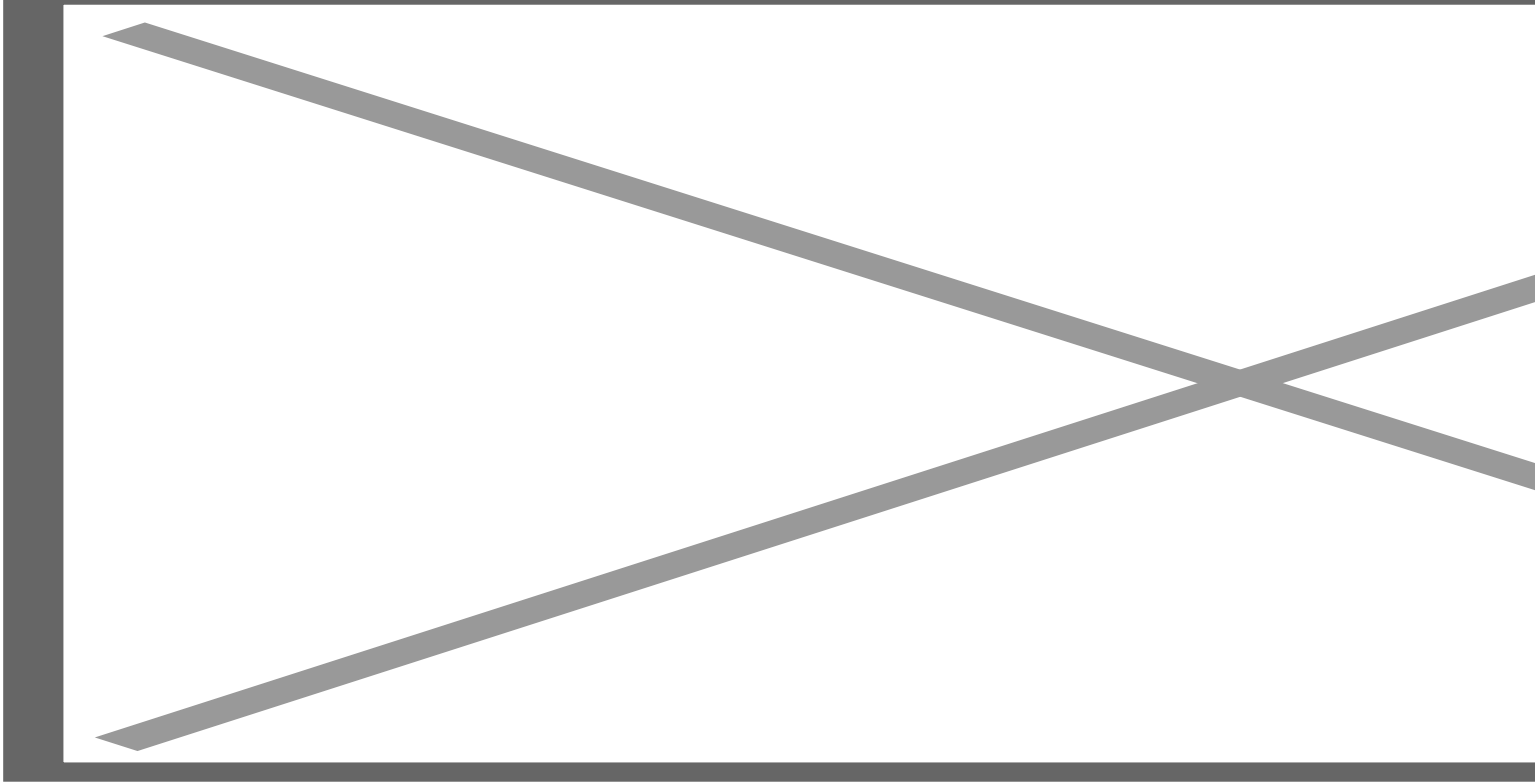
As for visibility, the upper window frame was right in my upper sightline from the seated position when operating at idle. Not really a problem when viewing traffic though. When standing, the sunroof was right at my head height and I'm 5'8" (1.73 m) so that'll give you an idea of where you will stand. With the sunroof open, I had a sightline over the top of the upper windshield frame.

When you want to put the 45 into a turn, she leans over and this naturally creates a blind spot as the roofline comes down. This is going to be the same with any boat this style. So the point is, make sure you clear your turns by looking left and right before you initiate the turn. There's a huge single-piece windshield and I would like to see defog vents because I have a feeling that on a rainy day, this is going to be problematic.

Below Deck

The companionway leading down below is an open, atrium-style letting plenty of light to the lower deck from the single-piece windshield and the sunroof, if opened. It's a very appealing feature, especially with the light reflecting off the high gloss woodwork.

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The lower deck has the galley down with the dining area just across. The master is aft with the VIP forward.

Galley

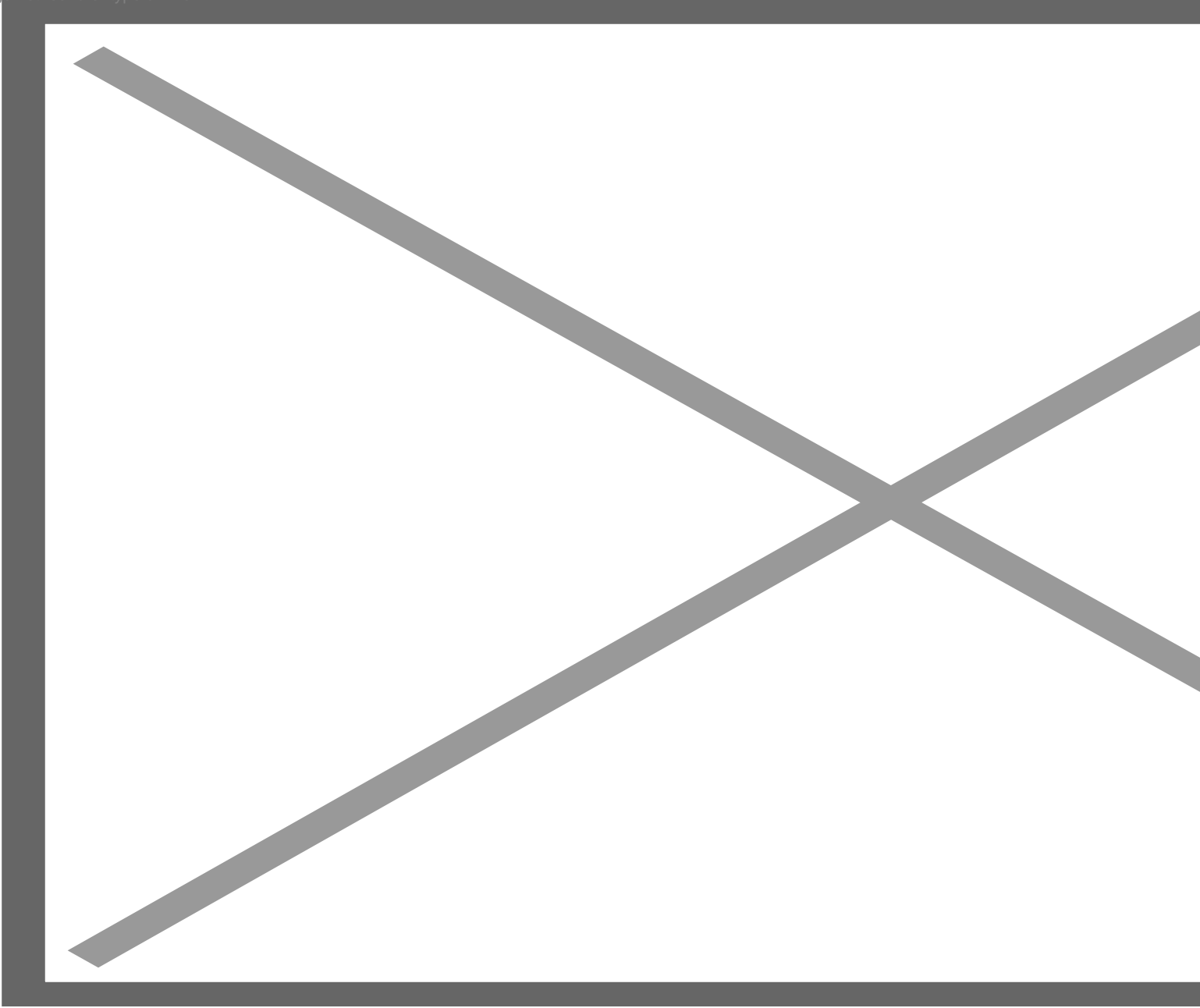
The galley is to port and includes Corian counters that have a grooved drying area leading to a single basin sink. The cover for the sink reverses to form a cutting surface. There's a microwave garage to the forward bulkhead. At the aft end of the counter is a double burner induction cooktop. All the doors are anti-slam/soft close. Hullside windows are to both sides and both have opening portlights.

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The galley is to port. The compartment to the forward bulkhead is a microwave garage. Notice the abundant storage solutions.

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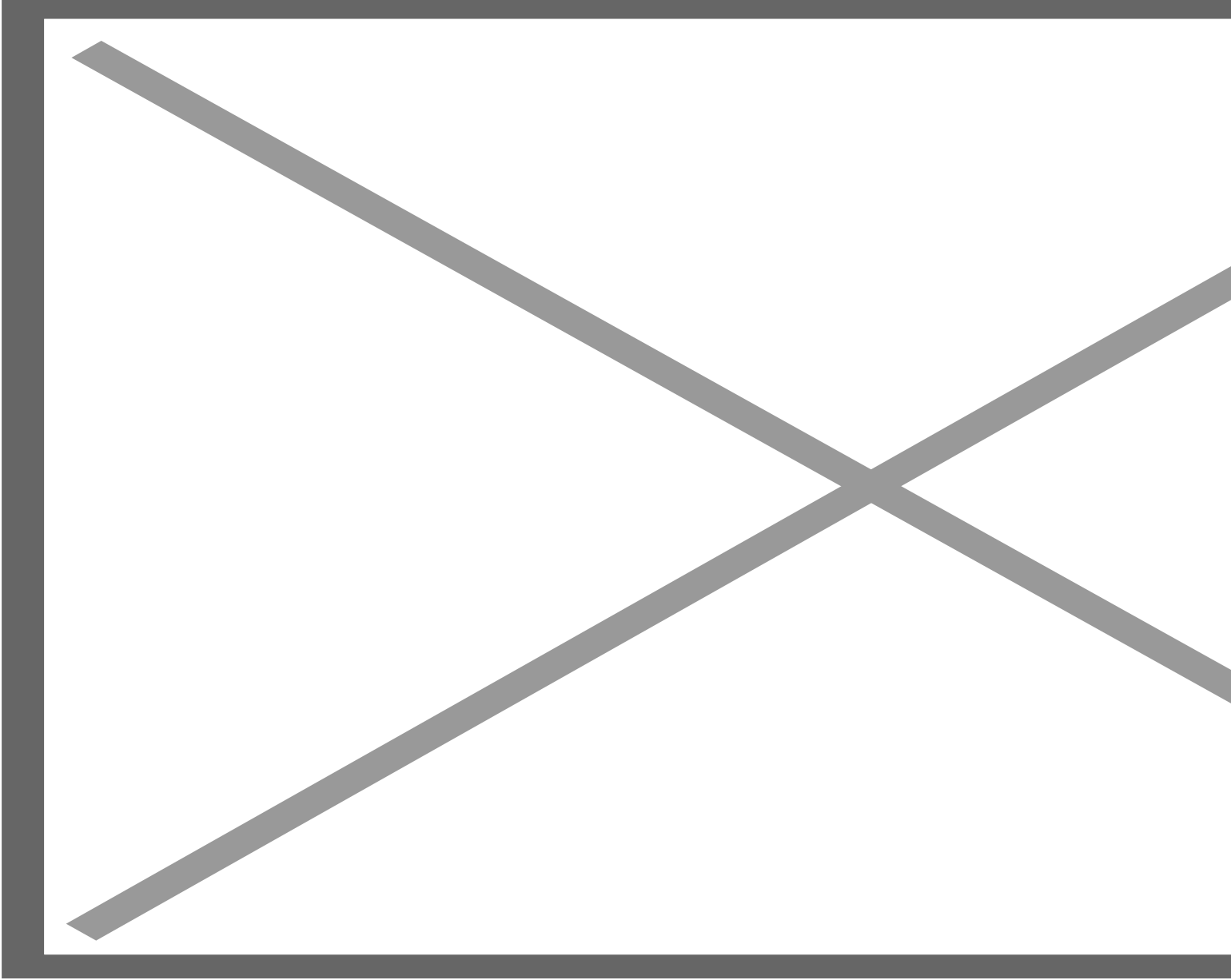


Large storage compartments are in the deck. We'd like to see these insulated.

Dining

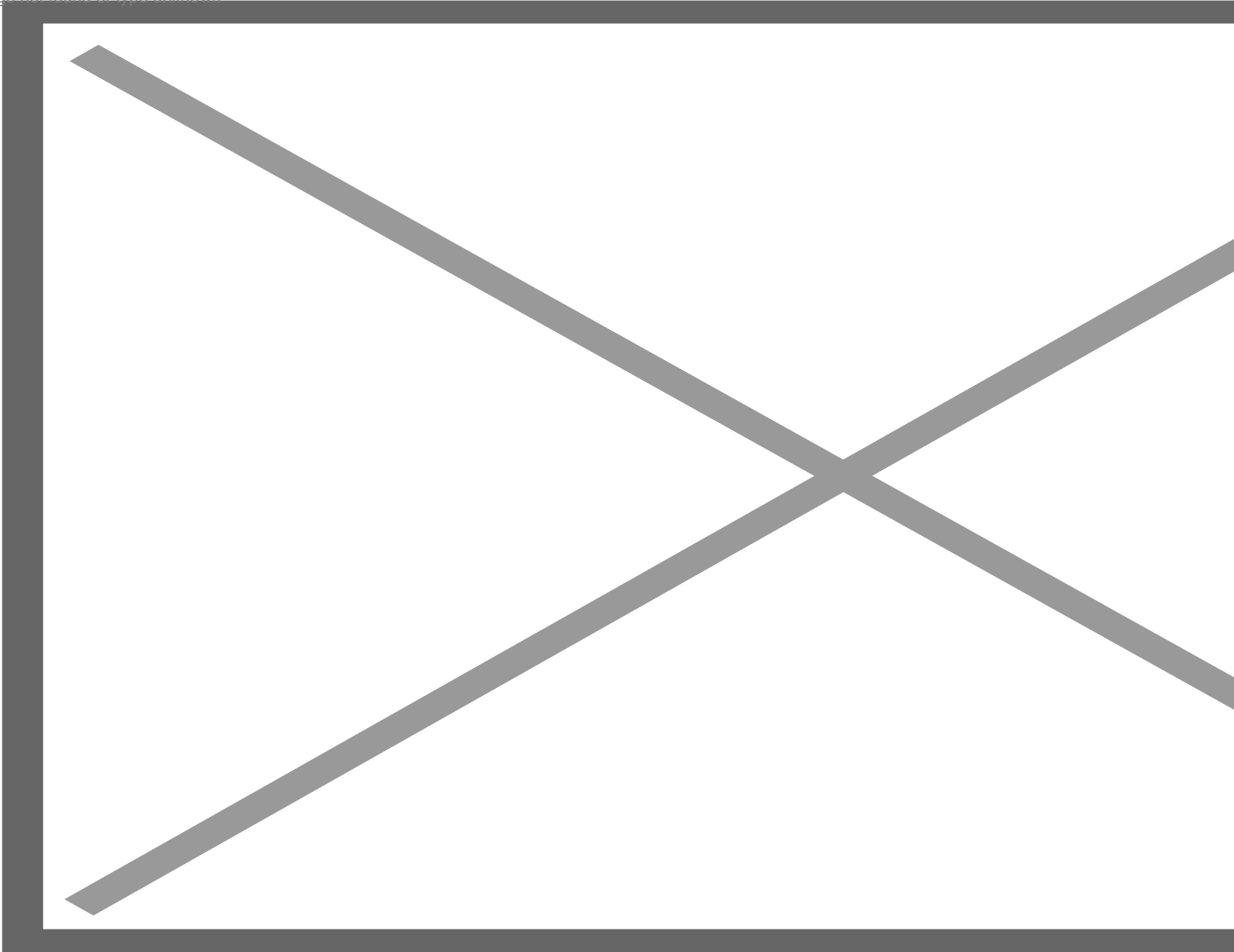
To starboard is the dining area. It features an L-shaped settee wrapping around a Walnut table, again with beautiful finish work. It's on a fixed pedestal but we can also get it on a high-low pedestal, allowing us to convert this into a day bed.

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The dining area is to starboard. Notice the leather inserts in the overhead doors. This area can also be optioned as a third cabin. The door just ahead is a head that connects to the VIP stateroom.

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Another example of fit-and-finish is this frameless mirror. And notice the gloss finish walnut woodwork all around.

Again, it's hard not to notice the elevated level of fit-and-finish that's indicative of a Fairline. High-gloss walnut is all around. I like that there's leather upholstery in the middle of the gloss-finished cabinet doors. There's upholstery on the overhead as well. All the doors have magnetic latches that remain recessed until the doors are softly closed, then the latches are deployed and the door remains closed. There is gasketing all the way around the doors so there's no rattling when underway. To the forward bulkhead, there's a full-height, smoked and frameless mirror.

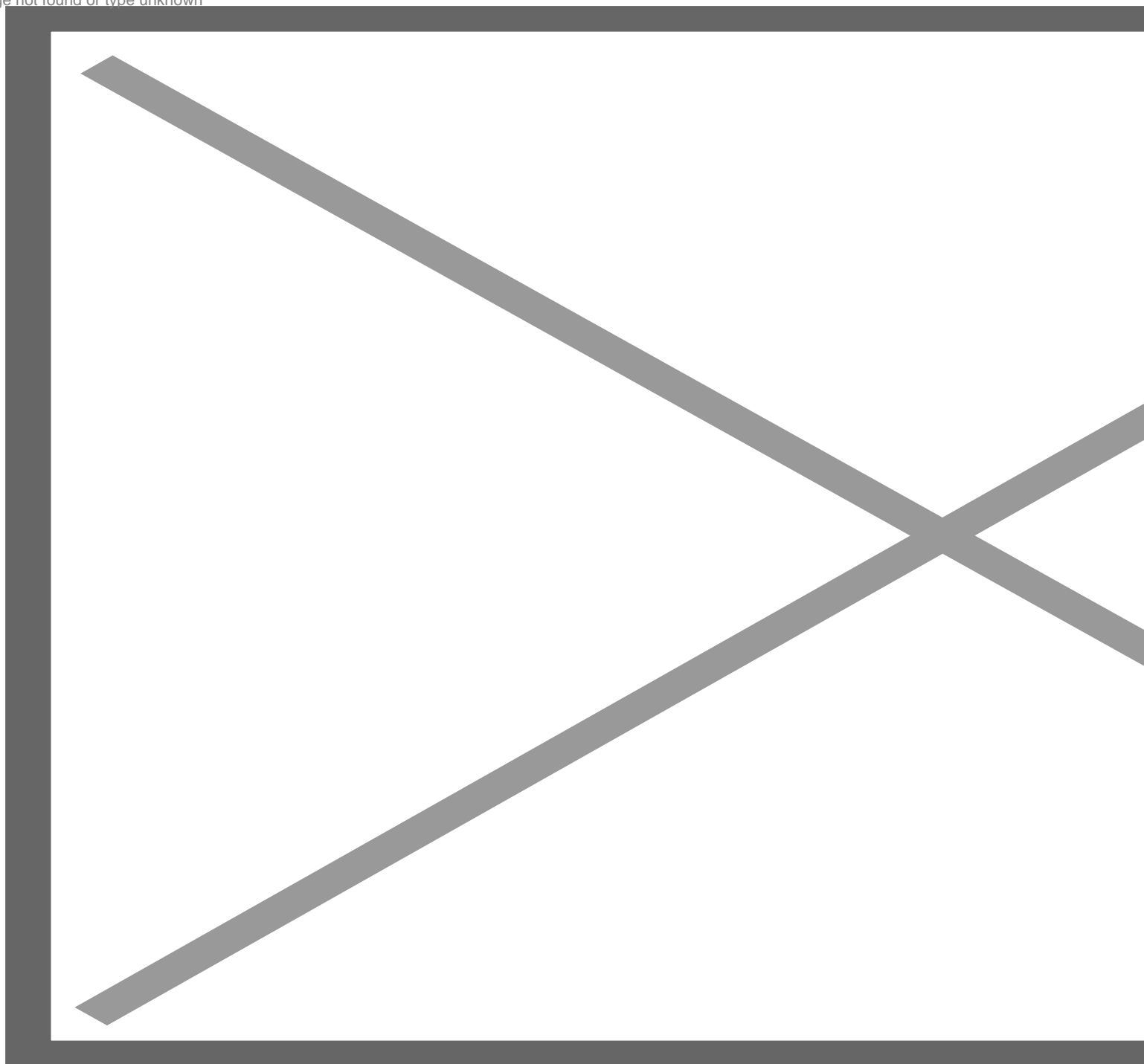
Third Cabin Option

As an option, this whole dining area can be converted to another cabin with hi/lo berths. A bulkhead will be fitted with a door at the forward end. We'll also have access to the head just forward and this head also has a separate walk-in shower.

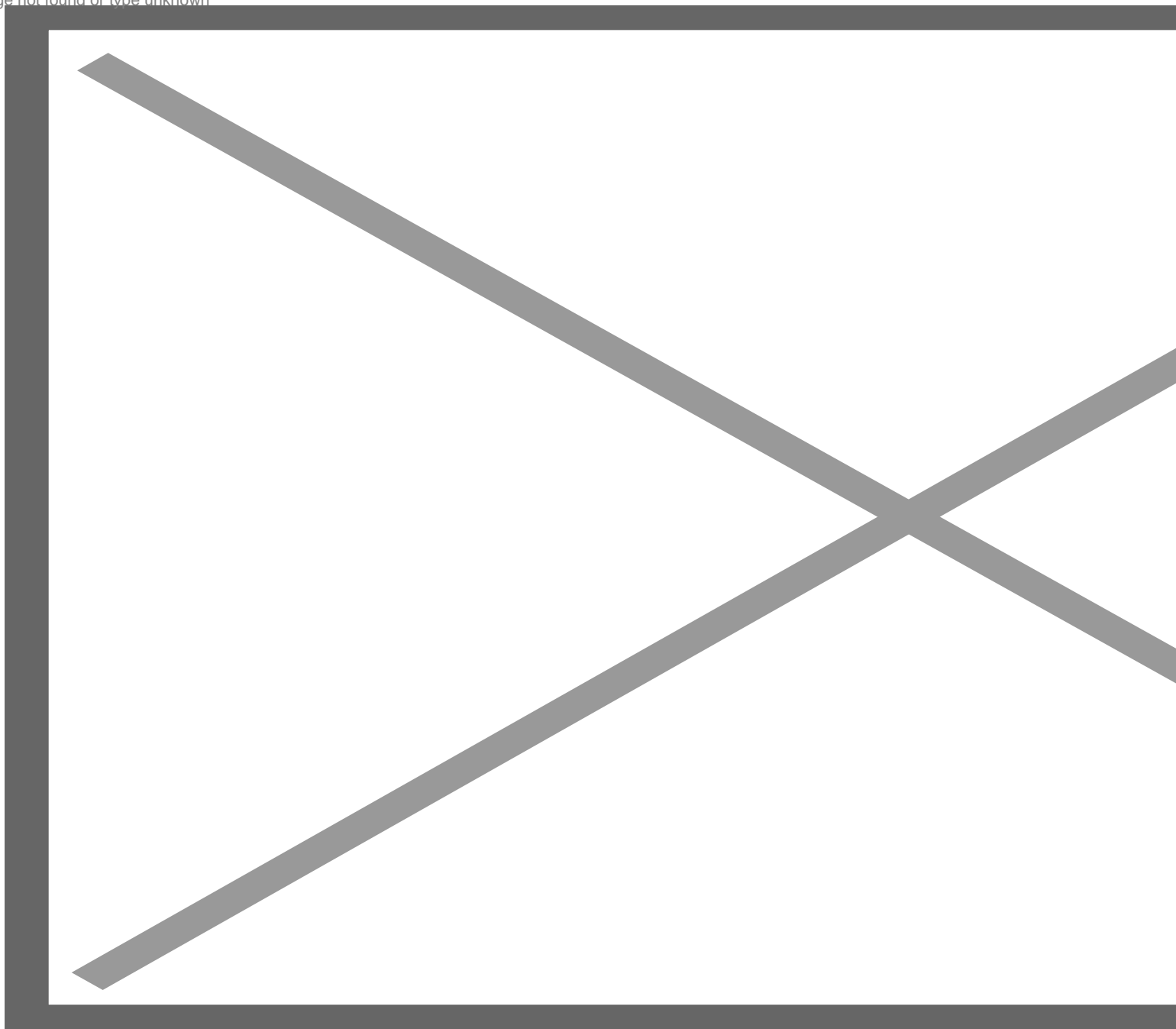
Master Stateroom

Just aft and down three steps is the master stateroom and it's stunning in its detail. There's 6'7" (2.01 m) of overhead clearance, which leaves 4'2" (1.27 m) over the berth. Hullside windows are to both sides. All the drawers are soft close. Again, there's leather upholstery inside the framed woodwork. There's more storage underneath the athwartships mounted berth.

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It's hard not to appreciate the fit-and-finish in this beautiful master stateroom. It's just another example of the elevated level that is indicative of Fairline.



Storage to the port side can be swapped out for a sofa. The step at the base accommodates the curve to the hull.

Make yourself aware that to the side before the storage credenza, there is one step that gets us up the curve of the hull. As for options, this could be swapped out for a sofa under the window, which means you would lose the storage. I might consider going with a cushion on top of the storage instead, so we could have a nice little sitting area right in front of the window and it could possibly double as a little kid's sleeping

area.

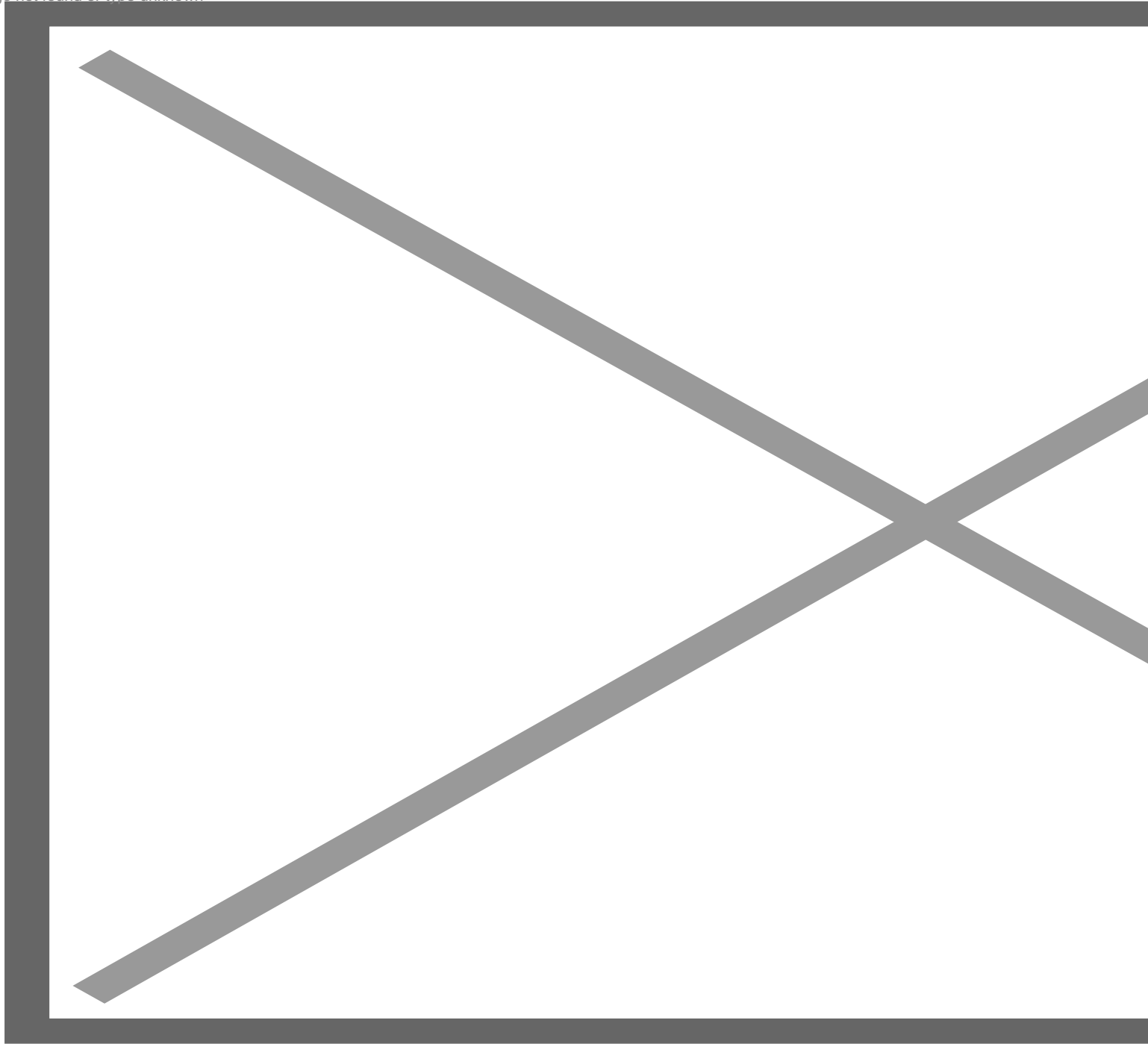
Master Head

The master head has a private entrance. It includes a hullside window with an opening portlight. Storage is behind mirrored doors. There's another walk-in shower and an electric flush toilet.

VIP

The VIP stateroom is located fully forward and is laid out in the typical fashion of an island berth, accessible from both sides. There are steps to both sides to ease the entry. Natural light comes from an overhead hatch and windows to both sides with opening ports. Pull-down blinds add privacy. Fairline utilized the space above the windows for storage, a factor that a lot of builders seem to neglect.

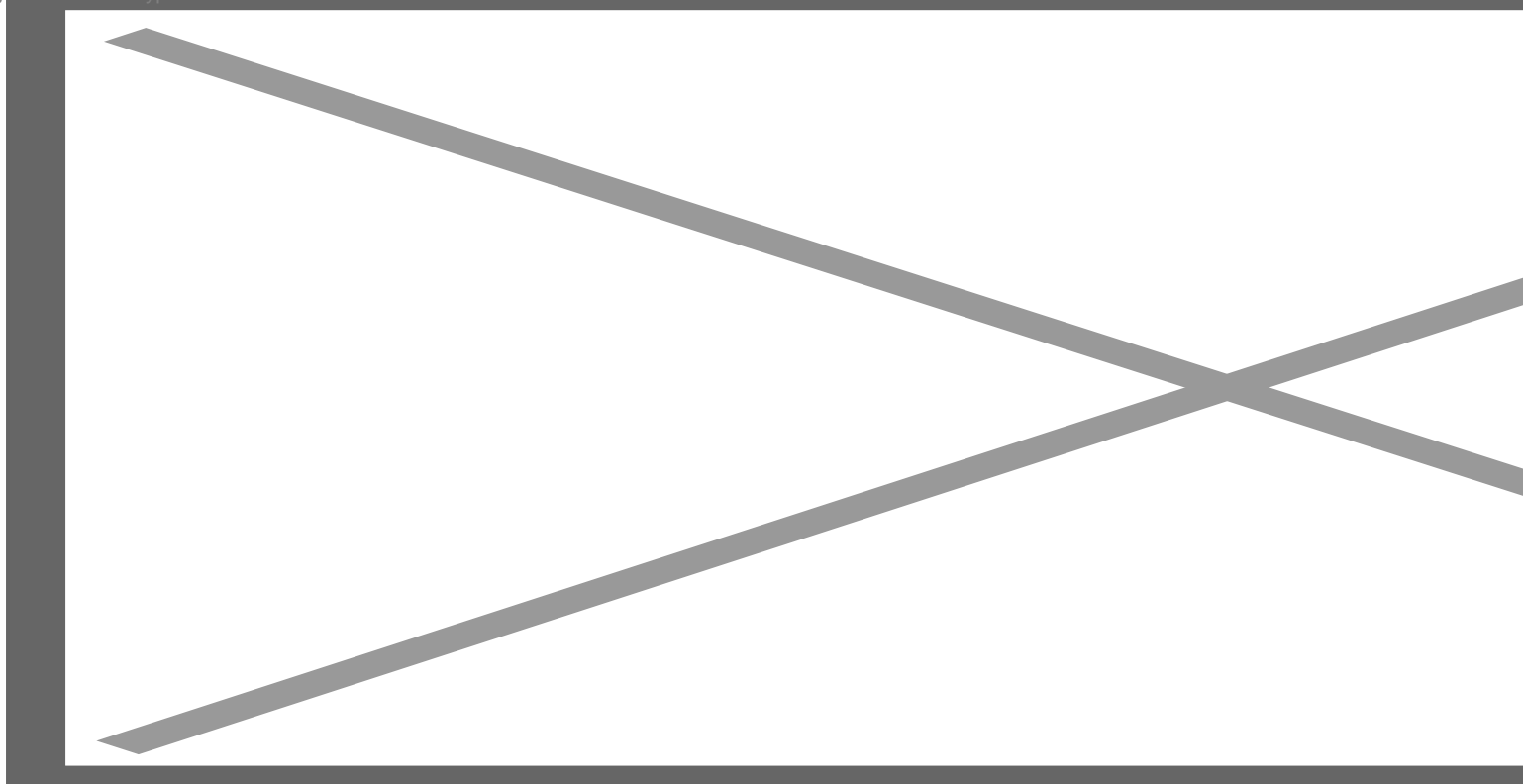
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The VIP is traditional and can also be made into the master.

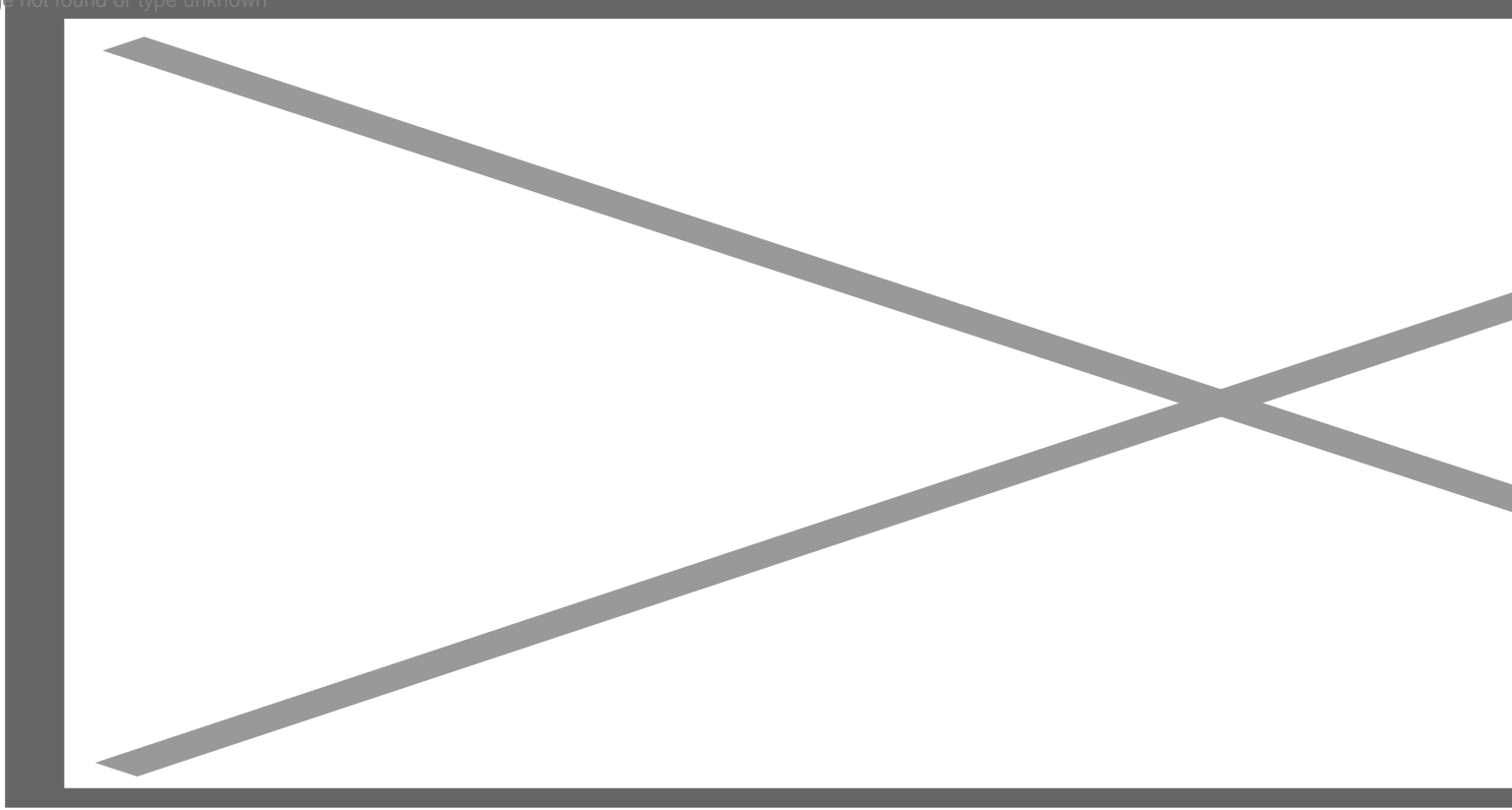
This berth can also be separated, scissor fashion, and we could also utilize this as the master stateroom. That said, the stateroom we saw as the master could then be fitted with twin berths.

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As an option, the forward stateroom can be the master and the aft stateroom can be a double berth stateroom.

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Another option is to have three cabins. This deletes the dining area down below but this is not a real sacrifice as there's a dining area above on the main deck.

Ensuite

This stateroom also has a private entrance to an ensuite, and this is the same head that we saw accessed from the salon.

Observations

Clearly, there are a lot of upscale features on this yacht so it's not for everyone. It's for the more discriminating buyer. As for the design, I can clearly see the elements of Alberto Mancini working in collaboration with the in-house design team at Fairline and it really comes together nicely. It's an excellent combination of style, form and function.