



Boat Report

BAYLINER 3587 MOTORYACHT

Big on accommodation and as well priced as you might expect, how does this Cummins-engined American motoryacht stack up in the UK?

Left and below: the undeniable bulk of the 3587's topsides and superstructure are not helped by the optional hardtop. Right: the latter affords some shelter to the aft deck, giving it the feel of a conservatory, although the area is left empty of seating and with restricted stowage. Below right: a short ladder and moulded steps to starboard help you board the boat from the bathing platform.



It has been a while since we have had the opportunity to test anything larger from American giants Bayliner than their smartened-up Capri sportsboats.

So we were keen to get aboard when one of their Motoryacht range, a 3587 with three-cabin accommodation and a raised aft-deck, became available for trials out of Chichester Harbour after the Southampton Boat Show.

Design

The 3587 designation does not appear to relate to anything in particular, the boat's length overall being more than 39ft and its usable hull length less than 35ft.

The undeniable bulk of the topsides and superstructure was not helped on our test boat by the fitting of the optional hardtop over the aft deck. However, with its sidescreens in place, this makes a





pleasant, protected conservatory-like area.

The hull is barely more than a shallow-to-medium vee. Even amidships the deadrise is just 12.5°, and this flattens further on its way aft to 10°. Interestingly, a slight run of keel is moulded into the vee in the midships third of the hull, whilst there is just one very wide sprayrail over the forebody.

A few inches above the usual chine-flat, a prominent knuckle is incorporated into the topside at around waterline level, acting as an effective secondary spray-deflector.

The props are not set in tunnels but are quite widely spaced, and good-sized transom-hung rudders hint that the boat is pretty manoeuvrable, despite its obvious windage and the absence of a bow-thruster.

Above: the layout of the saloon is unusual, with the galley aft of a raised dinette which is located opposite the helm. Below: the interior console has a depth-sounder, compass and chart area, but little space for mounting additional electronics.



Exterior

Without a dinghy hung across the transom, the easiest way to board is via the wide bathing platform and up the starboard ladder and moulded steps. If a dinghy is in situ there (it would have to go on 'snap' davits as there does not seem to be a landing for conventional davits), it is a tricky step up to either of the breaks in the guardrails on the side decks.

We would prefer to see these breaks fitted with clip-across chains for security, but the narrow side decks are clear of obstructions and bordered with a foot-guiding height of toerail. There is also a run of handrail along the superstructure, and a couple of shorter ones on the coachroof.

All the deck mouldings, including the coachroof, have a textured finish which acts as a non-slip surface.

Forward, the substantial anchor platform feeds chain back to a Lewmar electric windlass which, surprisingly, is on the extras list rather than fitted as standard. The chain drops into a self-contained locker which is accessible via the forecabin bulkhead, while an adjacent locker will take care of the foredeck warps.

With the aft-deck bare of locker-seating, stowage here is limited to a large bin-type locker moulding.

Reached by a short run of stairs provided with a handrail, the flybridge has a good-sized L-shaped settee to port and two swivelling armchair-type command seats at the helm.

The console has full engine instrumentation and all the usual switches, plus a compass, but there is not a huge amount of clear space for adding electronic aids or even for putting anything down. Engine controls are of the twin-lever type, and both these and the large destroyer-style stainless steel wheel are a comfortable distance from the adjustable helm seat.

The lack of stowage on the aft deck is somewhat offset up here by a shallow locker under the port-side seating, a large cubbyhole within the console, and a lockable compartment under the helm for the installation of a VHF set.

Interior

A sliding door gives access from the aft deck to an open-plan saloon. The layout here is rather novel, with the after end taken up by a galley to port and a simple two-seater settee to starboard, while the dinette area is forward of the galley, opposite the helm with its free-standing pilot chair.

The galley is well appointed in true American fashion, with a domestic-sized fridge/freezer and all-electric cooking facilities comprising a built-in three-burner hob, an oven/grill and a microwave, all powered either by the mains ring or by the 6kVa generator installed between the engines.

The Formica worksurfaces incorporate a double sink and benefit from a fiddled edge. Underneath is a good range of drawers and cupboards, and there are a few more at eye-level. The flooring is also laid with a sensible, easy-to-mop strip wood finish.

The raised dinette, with its two facing settees, offers an excellent view out and makes into a 5ft 6in (1.68m) 'occasional' berth. There is storage beneath the after seating here, as well as beneath the lower settee to starboard; abaft of the latter is a comprehensive DC and AC electrics panel.

Like the flybridge helm station, the interior one suffers in having too little console space for surface-mounting extra electronics. Just a small



Above: twin-lever engine controls are comfortably used from the adjustable flybridge helm seat. Left: the aft master suite has its double berth offset from the starboard quarter. Below: the forecabin shares its stowage space with an en-suite midships cabin. Below right: also forward is a shared toilet/shower compartment.



digital depth-sounder finds its way in amongst the usual engine gauges, together with a compass. There is space ahead of these to put a folded chart, but little by way of secure stowage. The screen is serviced by a set of three pantograph wipers.

Headheight in the saloon area, as in most of the rest of the boat, is 6ft 6in (1.98m). Joinery is teak-finished, generally to a good standard.

Moving forward, there is access to two sleeping cabins. The forecabin has an angled 6ft 6in x 4ft 6in (1.98m x 1.37m) double berth, and offers a useful amount of dressing space in the middle floor area, together with a seat. The midships cabin again benefits from plenty of standing room, rather than just being full of mattress area; its berth measures 6ft 1in x 4ft 0in (1.86m x 1.22m), with hatches

beneath giving access to the bilge and holding tank.

Whereas the latter cabin sports a good-sized hanging locker but limited other storage, the former has drawers but no hanging space. Bayliner have provided an interconnecting door and hinge-back panel between the two,

allowing the whole area to be made into one large cabin if only two guests are aboard. For bulkier items, the forecabin also has a number of useful-sized bin lockers under the berth.

Completing the forward accommodation is a reasonable-sized shared toilet/shower compartment, a part-moulded affair with a modicum of stowage, which is vented by an opening port.

Aft, the master-suite is cleverly arranged to incorporate twin cubicles to

port — one for the toilet and one for a separate shower — while a vanity unit with a basin lies between them within the cabin itself.

The berth is offset from the starboard quarter, sufficiently to allow you to walk around both sides but without using up too much space, there being a useful area of clear floor towards the door.

Stowage is provided by drawers beneath the vanity unit and the berth, and a good-sized hanging locker. The countertop running across the transom, beneath a large opening port, can be removed for access to the steering gear and the aft bilge pump, while hatches under the mattress reveal the water tank, pump and bilge, as well as providing more stowage, for spares perhaps.

Overall, the standard of interior fit-out is most adequate, although conservative in an Americanised way and, in comparison with European styling, maybe a little dated.

Engines

Our test boat was fitted with a pair of 250hp Cummins 6BTA5.9-M1 diesels. For European buyers, the only practical alternative is a pair of 315hp units from the same stable, petrol engines being less acceptable here than in the American

market.

To open the engineroom there are not only three large and rather ungainly loose sections in the saloon sole, but also three panels in the fore and aft bulkheads, of which the forward two are screwed in place while the aft one is not. This makes some sense, in that access to the rear of the compartment (for the raw-water strainers and seacocks) is more important than access to its head (for the batteries and belts), but the after panel requires a means of being battened down to prevent noise escaping.

Day to day service checks can easily be

accomplished, but with the Westerbeke generator (which is devoid of an insulating box) located between the engines there is no standing room down inside. With the fuel tanks outboard, there is not an abundance of room to the sides of the engines either, although in fairness everything that an owner or a service engineer needs to get at is reasonably clear of obstructions. The cooling water header tanks and fuel/water separators are sited at the top of the compartment, while the comprehensive fuel manifold system is located on the forward bulkhead, and is just accessible from saloon level.

The sternglands can be inspected under the aft-cabin panel, as can the engineroom's submersible bilge pump, which is rather small. Two further pumps service the fore and aft bilges.

In general the installation appears sound, if a little cluttered and crude.

Handling & performance

Our experience from a number of previous models in Bayliner's Motoryacht range is that their semi-displacement hulls benefit from the application of a generous measure of trim to keep the sharper cutting sections of the bow into the waves, an action usually accompanied by a noticeable increase in speed. The only exception is when pressing hard in following and quartering seas, when it is best to pull the tab right off to eliminate any tendency for the stem to dig in and the stern to swing as a result.

The keel and the effectiveness of the transom-hung rudders provide positive control right down to displacement speeds, so you can make life easier simply by dropping off the pace a little for lazy cruising or in tricky conditions.

As we nosed out over Chichester Bar and headed for Southampton Water, the northerly wind was lively but had little fetch with which to tee up any really testing seas. Nevertheless, our impressions were that the 3587 would probably behave very much like its sister ships.

With trim tabs deployed, the top speed we measured was a shade over 24 knots. At this pace the larger of the short, steep-sided waves could be felt as they hit the shallower sections aft, but the ride was solid and predictable and the Bayliner shouldered its way over wakes without excessive roll. Turns were quite wide, but accompanied by a confidence-inducing lean in, the fair amount of top hamper having little apparent influence. From the security of the snug command seats on the flybridge, progress felt comfortable and



quiet, the windscreen keeping the Arctic airstream well away from our faces and hands, and our soundmeter recording very little more than water and wind noise. The inside helm was also comfortable, with noise levels allowing a conversation to be held with little problem, although the helmsman's view is less panoramic from here, being restricted immediately astern.

Backing off a little, the 3587 would cruise all day, at around 17 knots, with the Cummins purring at 2200rpm for commendable fuel consumption of 1.44mpg. Sound levels in the noisier regions of the aft deck and cabin are a reasonable 82-83dB(A) at this pace, although some attention to the aft engineroom bulkhead would probably yield an improvement in the latter case.

Rather unusually, a further 200rpm reduction to 13.5 knots is not an impractical proposition, and the boat also sits quite happily at just under 8 knots with the engines burbling along at 1200rpm.

Given the large superstructure and extra bulk of the aft deck's GRP canopy, you might expect this boat to be a bit of a handful at marina speeds. However, not only does it have the feel of a vessel somewhat heavier and bigger than its vital statistics suggest, one which is securely planted in the water, but the combination of keel and effective rudders make it especially easy to manoeuvre.

Dropping down onto one engine, the 3587 held a straight course for little helm correction. Thus encouraged, we turned it through 360° on helm alone against the engine in the width of the approach channel to Northney Marina, without recourse to gear changes, a trick which worked equally well to port on the port engine and to starboard on the starboard engine.

Of course, the flip side to having rudders which bite so well is that best results are achieved using a combination of helm and engines, but that is no handicap. The wheel is light enough to move from lock to lock as desired with one hand, and the substantial twin-level engine controls are easily managed with the other. Our test boat had quite a lot of slack in the cables, which made synchronising the

throttles a touch difficult, although the boxes dropped in and out of gear precisely on command.

Conclusions

We have commented before on how Bayliner's efforts to improve the fit-out of their products have been paying off, and the well-appointed 3587 Motoryacht continues that trend. However, we still do not expect the chic of some of its European competitors, and there are one or two areas which would benefit from some additional thought, for example the limited space for instrumentation at both helm consoles.

Its underwater shape dictates that this is not a boat you will want to press hard once waves start to pick up, but few boats of this size manage 1.5mpg performance at mid-teens cruising speeds, and low-speed handling is another positive point.

Whilst its appearance would be improved in our opinion by dropping the hardtop, the boat offers a full three-cabin layout without going over the top in terms of length or price. ☐

Above: handrails along the superstructure help you progress along the side decks, but the breaks in the guardrails should be fitted with clip-across chains for extra safety.

Builders

Bayliner Marine Corporation,
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Suppliers

Power Sport Marine,
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Bayliner 3587 Motoryacht

Engines twin Cummins 6BTA5.9-M1 diesels, 250hp at 2600rpm, 6cyl, 5.9lt.

Conditions wind SW Force 2, sea slight. **Load** fuel 100%, water nil, crew 2.

								sound levels dB(A)			
rpm	knots	gph	lph	mpg	range*	trim		aftdck	flybdg	saln	aftcab
1200	7.7	2.9	13	2.66	387	1.0		77	67	70	76
1500	9.0	4.8	22	1.86	271	2.5		79	67	72	80
1800	10.3	7.5	34	1.37	200	4.0		80	67	74	82
2000	13.5	9.0	41	1.49	218	5.0		80	67	75	82
2200	16.8	11.7	53	1.44	210	6.0		83	68	77	82
2400	19.7	15.0	68	1.31	192	6.0		86	70	78	84
2600	22.3	18.7	85	1.19	174	5.0		86	72	80	86
2700	24.4	20.9	95	1.17	170	5.0		86	73	81	87

Acceleration 0-20 knots, 13.3sec

(* allows 20% margin)

Loa 39ft 9in (12.12m)

Hull length 34ft 8in (10.57m)

Beam 13ft 1in (3.99m)

Draught 3ft 6in (1.07m)

Air draught 15ft 4in (4.68m)

Displacement 8.2 tonnes

Fuel capacity 180gal (830lt)

Water capacity 64gal (290lt)

Price from £122,549;

£139,575 ex VAT

as tested with hard

top and extras