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## BOAT REPORT

# SEALINE 360 AMBASSADOR

Sealine International offer what must now be the most complete range of 21ft-45ft motorboats in Europe. The 360 joined the fleet this year.







THE launch of the 360 Ambassador at January's London Boat Show, effectively to replace the 330 model, is typical of Sealine's ongoing development programme within a complete line-up of craft from 21ft to 45ft (6.4m to 13.7m).

Their updating, modifying and balancing of the range has kept the company ever expanding, in an industry which has been smarting badly from the recession. Even starter models such as the trailable 210 Senator offer every facility and maintain the same cohesive finish and look as the sports cruiser Ambassador and flybridge Statesman models.

### Design

The underwater shape of the 360 is of variable deadrise, deepening from a truly medium-vee 18° at the transom to a medium-deep, cutting and cushioning 23° amidships.

This outdrive-powered hull shares the lines of the inboard-engined 350 Statesman. Apart from



Above left: the 360's accommodation features a comfortable U-Shaped dinette on one side of the midships companionway (top) and a galley with optional microwave on the other. Left: cockpit seating is copious, with a small table and wet-bar. Above: sitting or standing, the helmsman has a good view of his chart, all instrumentation and the sea ahead. Right: the main cabin, forward, has vanity units and eye-height cupboards on each side of a large double berth.







tunnels for the Statesman's shafts, the shape of the rest of the hull, including the integral bathing platform and the incorporation of the anchor stowage in the forebody, appears identical.

Knuckles along the topsides and the shaping of the quarters help the 360's aesthetics, its curvaceousness extending right up to the swept-back screen, the cockpit hoop and the clean, uninterrupted lines of the coachroof.

As with most production boatbuilders, Sealine use GRP moulds on which to base the subsequent fit-out, both internally and externally. We are always pleased by the quality and clever detailing of these sub-structures, whether in the form of a simple step moulded into the bathing platform, an attractive but easily cleaned WC or insets for the fabric headlining panels.

## Exterior

The cockpit is all at one level, even the helm seating, which is very sociable whether you are underway or moored up.

The double helm seat is accompanied to port by an inward-facing settee which snakes back in an L-shape towards the transom. Here, the seat-back can be repositioned further aft to make an invitingly sheltered sunbed. Aft of the helm position is a wet-bar complete with a fridge, and a removable seat that can be drawn towards the table for al-fresco dining; when set back against the coaming, the seat base neatly locates on a moulded ridge for security.

Further aft is a lockable hatch giving access to the battery switches and main fuel cocks, and a

**Above:** Sealine styling has a distinctive family look throughout the range. The outdrive-powered 360 Ambassador shares the same hull shape as the inboard-engined 350 Statesman. **Below left:** the most potent power option is a pair of 247hp Yamahas, nestling in the tidiest of engine compartments.



## Sealine 360 Ambassador

**Engines:** twin Yamaha ME420 STI diesels, 247hp at 3800rpm, 6cyl, 4200cc.

**Conditions:** wind W Force 1, sea calm. **Load:** fuel 50%, water 75%, crew 2.

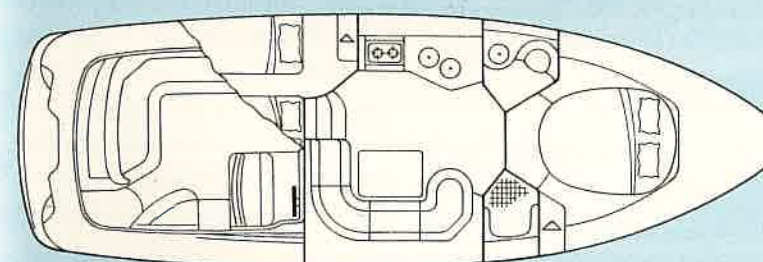
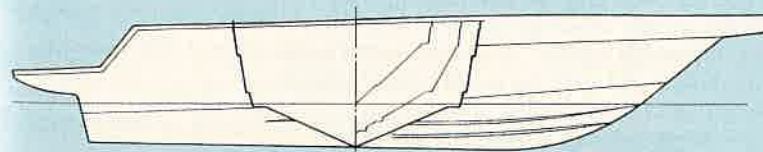
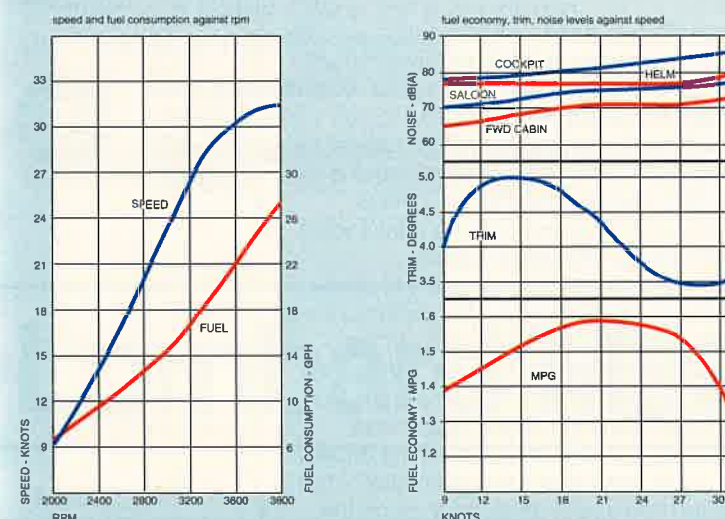
rpm	knots	gph	lph	mpg	range	trim	sound levels dB(A)			
							saloon	fwdcab	helm	ckpt
2000	9.2	6.6	29	1.39	201	4.0	70	65	77	78
2400	14.4	9.6	44	1.50	216	5.0	72	67	77	79
2800	20.3	12.7	58	1.59	230	4.5	75	71	77	81
3200	26.6	17.1	78	1.55	224	3.5	76	71	79	84
3600	30.2	22.0	100	1.37	198	3.5	77	73	82	86
3800	31.2	27.2	124	1.15	165	4.0	78	75	82	87

**Acceleration:** 0-20 knots, 9.2sec.

<b>Loa</b>	37ft 1in (11.28m)	<b>Displacement</b>	7 tons
<b>Hull length</b>	35ft 5in (10.82m)	<b>Fuel capacity</b>	144gal (660lt)
<b>Beam</b>	12ft 2in (3.71m)	<b>Water capacity</b>	60gal (270lt)
<b>Draught (drives down)</b>	3ft 1in (0.94m)		

**Price:** from £68,282 ex VAT with twin Mercruiser 205hp petrols; £84,674 as tested.

**Builders:** Sealine International Ltd, Whitehouse Road, Kidderminster, Worcestershire DY10 1HT. Tel: 0562 740900.



small well adjacent to the starboard transom door has a drainer.

The transom itself is moulded for fender stowage between the two davit plinths, and is equipped with a shower. A boarding ladder is tucked away on the bathing platform, which is allowed to extend outboard around the slope of the quarters for easy embarkation from dry land.

The cockpit arch provides a landing not only for the hoops of the full-headheight canopy but also for a wing-styled antenna base. The stainless steel handholds incorporated on its outboard sides extend along the top of the screen, which is useful when the fore part of the canopy is in position and there is no handhold available along the frame of the screen; going forward, you need only a steady hand on the guardrail until you reach the additional security of further coachroof-mounted handrails.

The sidedecks are 7in wide for the most part, and bordered by a guiding ridge of moulded toerail until the break of the bow; thereafter you reach the minimally sloping coachroof-cum-foredeck.

A large, twin-hatched locker here, just behind the recessed windlass, is designed to take not just the chain but also fenders and warps, with a basket for the former and shelf for the latter. The rake of the split pulpit has been tempered so that nothing protrudes past the line of gunwale, in an effort to avoid rail-bending incidents.

Mooring hardware comprises 10in (25cm) cleats fore, midships and aft. Sealine's own half-cleat, half-bollard design allows plenty of room to turn up adequate lines without making them unnecessarily bulky.

The helm is well ordered, with the console itself finished in off-white gelcoat to reduce glare and the instrumentation arranged in tiers for easy viewing. Engine gauges are uppermost, with the standard Autohelm log/sounder package plus additional room for like-sized instruments, and the compass sited just ahead of the perspex-covered chart area. More centrally, the console moulding has been designed to take a reasonable-sized radar monitor and a plotter.

There is plenty of room between the vertical, part-clad wheel and the seat base, so the helmsman can stand to drive if prefers to do so. But the view while sitting is wholly adequate, with the screen offering good protection. A ledge to the right takes care of the throttles, trim tab controls and standard Shipmate VHF, and there is a run of ready-use switches adjacent to the co-driver's grabrail, left of the wheel.

Stowage around the cockpit is plentiful, with lined lockers under most of the seat-bases. This clearly helped the owner of our test boat fill it with the usual cruising paraphernalia.

## Interior

Through a wide, robust sliding door and down three good-sized steps, with the aid of a stainless steel banister, you reach the open-plan saloon.

The U-shaped convertible dinette to starboard is most comfortably upholstered, and will allow six to lounge or four to dine. There are eye-height lockers above, and cupboards in both corners, keep bottles and glasses safely to hand.

Opposite is the attractive and well appointed galley, incorporating a sensible-sized fridge, twin stainless steel sinks, a three-burner gas hob,



oven and grill, with a microwave optional. Stowage is well thought-out, with lockers of various sizes outboard, including a neat cutlery drawer, as well as a large cupboard with fiddled shelves beneath the work surface. Add the two huge lockers with removable liners beneath the cabin sole, for cans and bulkier items, and stowage is the least of the cook's worries.

Two further lockers at counter height are geared to take the optional television and video, which can be watched from the settee opposite and kept out of sight when not in use.

The curved forward bulkhead has no fewer than three doors. The middle one leads to the master cabin, the port and starboard ones to the toilet compartment and shower cubicle respectively.

Both the latter are en-suite to the cabin, fully moulded for easy cleaning with just the right amount of dry stowage, and ventilated by an opaque opening port.

The forward cabin, dominated by a sizeable central double berth at 6ft 3in x 4ft 8in (1.9m x 1.42m), is adequately furnished with stowage. Eye-height cupboards run along each side, and the large drawer in the bunk base is supplemented by a decent hanging locker. Vanity units are let into the small areas of counter-top, while a hatch in the sole gives access to the shower-drain sump and seacocks.

Amidships, the second cabin is furnished with both a double and a settee, which could sleep a less bulky fifth crewmember if required. There is sitting headroom over the berths, and an adequate full-height dressing area near the port-side door. Natural light and ventilation come from opening ports to the topside and cockpit.

There is a good measure of clothes storage, including a hanging locker, a number of drawers and lined base lockers. Outboard of the main 6ft 2in x 4ft 2in (1.88m x 1.28m) mattress area, also, is a huge cave locker with an upholstered hatch, which is well capable of swallowing bulky gear or being made into a temporary brig for troublesome crew!

Headroom rarely drops below 6ft 2in (1.88m) anywhere in the accommodation, which is tastefully finished with ash trim.

## Engines

A wide range of twin-outdrive installations are available, petrol and diesel, the cheapest being a pair of 205hp V6 petrol Mercruisers. First in the diesel line-up is twin Mercruiser D219s, offering 180hp apiece, whilst the most potent option of all is Yamaha ME420s rated at 247hp.

It was a pair of the latter that we found comfortably nestled in what must be one of the tidiest, cleanest engine compartments we have ever seen.

Sealine have extended their internal GRP liner to include the enginebay, allowing any smear of grease or drip of oil to be wiped off the smooth gelcoat-finished surface. The moulding also provides dedicated sites for a vented battery box, the calorifier and an encapsulated generator (in this case a 4kVA Fischer Panda), a mains/shore ring with ample plug outlets coming as standard.

Nor have the builders made the mistake of trying to hide wires, cables and pipes behind the moulding, which would make them almost

impossible to get at. But everything is securely and neatly fastened out of harm's way to vertical surfaces, where it is less likely to suffer damage from clumsy feet.

Access to the compartment itself, via a gas strut-supported aft seat section, and to the engines and auxiliaries is excellent, with standing room to the forward part of the bay.

A feed-and-return manifold is located to starboard, adjacent to the water/fuel separators, although the main stopcocks are quite rightly located in the cockpit. A useful touch is the location of the tank fillers, both on the same side, meaning you do not have to drag a dirty hose across pristine decks.

The compartment is serviced by both an automatic electric bilge pump and a manual unit, and a pair of heat-sensitive extinguishers are located overhead. All reflective flat surfaces have been covered in foam insulation.

## Performance and handling

Our test boat was supplied by an owner from Brixham, Devon, where coincidentally the manufacturers have their West Country sales office. He reckons this 360 is about his tenth Sealine!

The day offered ideallic motorboating weather, without even so much as a groundswell, so we had no means of judging the boat's poor-weather seakeeping. However, the obviously experienced owner professed himself perfectly happy with its handling characteristics in the few blows he had encountered. Some 31-knot top-speed runs across our camera boat's wake were dealt with surefootedly, at least.

In clear water the 360 proved easy to drive, light but positive on the helm. The Yamaha drives, from the throttle/trim controls, by way of the transmission all the way to the prop, really are a joy to get to grips with: smooth, consistent, quiet, but when you need it providing responsive, punchy power. Several times we left the drives trimmed out in their usual running position while accelerating from rest or ducking through the tighter turns at speed, but the thrust keeps coming without hesitation.

Our 0-20 knots acceleration time of a shade over 9sec is excellent considering the boat had a full inventory and more than half-tanks.

These 4.2lt 6cyl engines seem as quiet as 247hp could ever be, which is borne out by the 3200rpm cruising figures: 26.6 knots on the radar was accompanied by noise levels below 80dB(A) at the helm and a reasonably unobtrusive 84dB(A) towards the rear of the cockpit. To be fair to Sealine, too, for production builders they have tried hard on the insulation front.

Fuel consumption at these revs will in the order of 17gph (78lph), giving a theoretical range of well over the 200 miles we would expect from a sportscruiser of this size.

## Conclusions

The ultra-smooth styling might not suit everyone, but what Sealine do, they do well. From layout and usage of space to the thoughtful detailing of the fit-out, the 360 scores top marks.

That this kind of care extends right through the range is evident from the brand-loyalty which the marque has built up over the past 20 years. □