

Boat Report

SEALINE 420 STATESMAN

We tested Sealine's second largest model in tandem with Volvo Penta's compact new 370hp turbocharged diesels, and consulted a devotee of the marque for his first impressions.





The latest Statesman fills the gap between Sealine International's 410 and flagship 450 models, but it differs from both in that it adheres to the more conventional layout of a one-level cockpit and saloon, rather than having a raised cockpit with an aft cabin tucked underneath.

Introducing a second model at just over 40ft is a clever move by these very 'alternative' British builders, allowing them to offer two quite contrasting flybridge craft in what is a very competitive sector of the market.

While checking out the cruiser which enters the range as Sealine's second-largest, we were equally pleased to get our hands on the latest engine from the Volvo Penta stable. Our test boat had a pair of 370hp TAMD 63Ps, the first UK installation of this latest variant of the 60-series 5.5lt block.

Design

The 420 sports a tunnel hull of medium-vee with variable deadrise, panning out from 20° amidships to 16° at the transom. The prop tunnels, not over-pronounced in this model, allow the inclination of the shaft, and thus the engines themselves, to be kept as low as possible. This in turn minimises the height of the engine space, and thus the whole superstructure.

As is customary with the current generation of Sealines, the stem is given plenty of rake, with an exaggerated bulb towards the gunwale which incorporates the stemhead fitting for the ground tackle. At the transom, a substantial integral bathing platform runs forward into the topsides, which are in turn fashioned with bold, curved knuckles.

In a motorboating world sometimes in danger of uniformity, Sealines continue to stand out from the crowd. With the 420, they have once again combined distinctive design and unique fittings with practical touches such as a canopy and table installed in the flybridge overhang (left) and stowage points utilising dead space throughout the boat, including in the galley (right) and the master cabin (far right).

Exterior

So long as the boat is moored port side to, boarding could not be easier. The bathing platform extends right to the edge, and the topside counter is eased to give a simple step aboard from a pontoon, allowing access to the cockpit via the transom door to port. When boarding from starboard, you will be hampered if davits and a tender are in situ, although a mid-height step allows you to hop over the coaming into the cockpit.

The transom incorporates a fender stowage locker which can also be modified for storing a liferaft and doubles as a plinth for a passerelle.

The cockpit's curved settee is topped off with a handrail around the coaming, and benefits from a moulded table. The seat lockers have fully moulded liners, and it is here that you find the gas bottle stowage.



When not in use, the table stows in a drop-down locker incorporated in the overhead flybridge extension. Also stowed here, secured semi-permanently along its top edge, is the cockpit canopy; in a clever arrangement, this can simply be unrolled and clipped along the bottom and sides.

Beneath the sole is a huge lazaret, accessed via a good-sized hatch supported on gas struts. A GRP liner covers the bilge, extending right out to the full beam of the vessel and forming a protective enclave for the steering gear, although a detachable cover allows you access. The moulding incorporates the water tank and battery boxes as well as the mountings for a generator set. Also found down here is the main battery isolator and freshwater pump, while a hatch in the forward bulkhead leads to the after portion of the engine room.

The 420 has the Sealine hallmark of an integral stairwell leading up to the flybridge. As ever the



stairs enjoys an easy inclination and a good depth of thread, with the leading edges attractively inset with teak, as are the steps leading to the 9in (13cm) wide side decks. This break in the cockpit and the area around the stairwell are well furnished with handrails, and further grabrails run fully along the superstructure and the lower area of coachroof. We were also glad to see that the guardrail runs right back to the cockpit, rather than leaving a gap where crewmembers going forward are vulnerable.

The forwardmost section of the coachroof is slightly sculpted to give a dedicated foredeck 'flat'. This is moulded to house a vertical windlass, and incorporates a bow-roller arrangement hidden in the porpoise nose of the stem. The foredeck locker has a further moulding to allow you to stow a couple of fenders, and a shelf area for ropes, keeping them clear of the anchor chain.

The flybridge offers plenty of sociable seating around the helm area, with a double settee actually at the helm itself and an L-arrangement to port. Further aft, the cushions over the cockpit hardtop are fine for sitting or sunlounging. To keep the 420's profile as low as possible, the coamings have been whittled down, but they are topped off by a sturdy rail.

The helm moulding does a smart job of housing the necessary engine warning displays and tachometers, plus a compass and repeaters for the main navigation aids. There is also a perspex-covered chart area. The vertical wheel and throttles are readily to hand, and there is plenty of legroom here as well.

Interior

You enter the saloon via a large, curved sliding door and a single step. Immediately adjacent to the doorway is a decent-sized wet locker.

Headroom throughout the accommodation is 6ft 3in (1.90m). The deckheads are based on mouldings which incorporate inset fabric panels and mini-spotlights, and the saloon one also has an overhead handrail.

The main U-dinette is complemented by a smaller two-seater affair opposite, which pulls out to form a double berth. Flanking this is a sideboard-cum-'entertainment unit' with a fridge and space for a television and video recorder, while further forward is a drinks cabinet topped off with a stainless steel fiddle.

The table, free standing but on a wide and heavy base, can be wound up and down depending upon whether it is cocktails or lunch time, and its fold-out flaps allow six people to dine. A closer look at the table reveals that while it is fully open it is dead flat, but that if you fold the leaves in the border on their underside gives you a slight retaining lip — clever stuff. Sealine's distinctive two-tier window design allows those seated a good view outside.

A chunky stainless steel rail lends a guiding hand up the couple of steps to the starboard helm position, and continues along the moulding in front of the navigator's part of the double seat. This is adjustable fore and aft and, as with the exterior helm, it is a comfortable driving position, with plenty of legroom, controls to hand and good visibility. There is even a padded armrest adjacent to the throttles.

Engine instrumentation is clear to view in its dedicated angled pod. There is a wet-card compass just ahead of the wheel, and room adjacent to this

Sealine 420 Statesman

Engines twin Volvo Penta TAMD 63P diesels, 370hp at 2800rpm, 6cyl, 5.46lt.

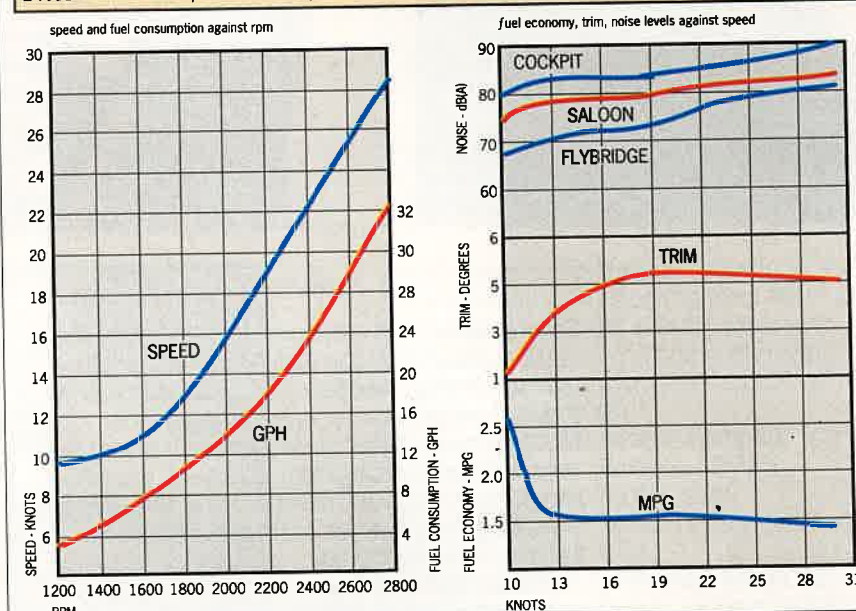
Conditions wind SW Force 2, sea slight. **Load** fuel 60%, water 100%, crew 4.

							sound levels dB(A)			
rpm	knots	gph	lph	mpg	range*	trim	saloon	fwdcab	ckpt	flybg
1200	9.8	2.9	13	3.38	703	1.0	74	67	77	66
1500	10.3	7.1	32	1.45	302	2.5	77	71	81	69
1700	11.7	9.8	45	1.19	248	3.5	78	72	82	71
2000	16.7	14.8	67	1.12	235	5.0	79	73	82	72
2200	20.1	18.6	84	1.08	225	5.5	80	75	84	74
2400	23.6	21.8	99	1.08	225	5.5	81	77	85	79
2600	26.2	26.8	122	0.98	203	5.0	84	78	87	81
2800	28.7	32.3	147	0.89	185	5.0	84	78	90	81

Acceleration 0-20 knots, 10.6sec

(* allows 20% margin)

Loa	42ft 11in (13.08m)	Air draught (inc mast)	14ft 11in (4.50m)
Hull length	40ft 0in (12.19m)	Displacement	10.7 tonnes
Beam	13ft 8in (4.16m)	Fuel capacity	260gal (1170lt)
Draught	3ft 6in (1.07m)	Water capacity	100gal (454lt)
Price from £143,000 ex VAT; £145,500 as tested			

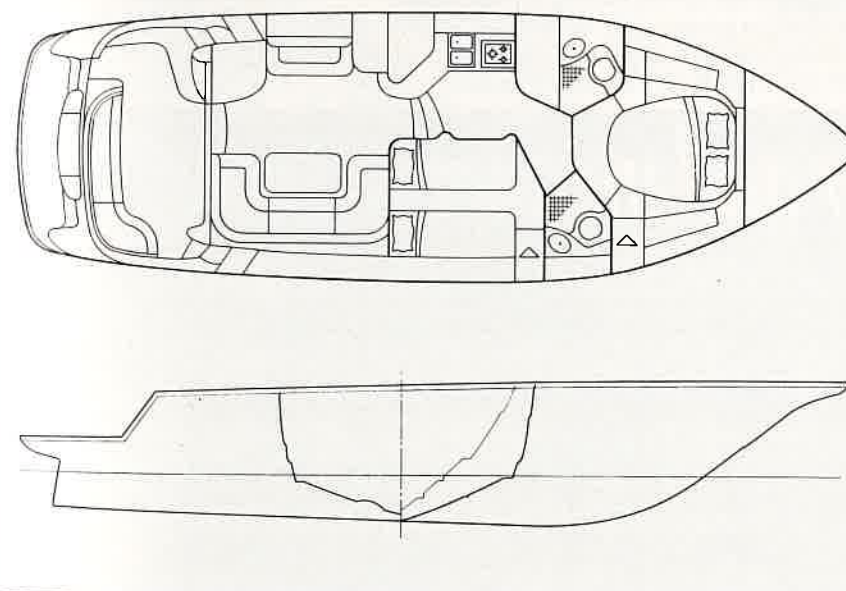


for the standard Autohelm log and echo sounder heads, together with the trim tab controls. The rest of the console, towards the co-pilot's side, is left flat for chartwork, with a tray that will take pencils and dividers — or perhaps it is just for sunglasses!

Running below is a deep portion of angled fascia for mounting any amount of electronics, including a radar, an array which can easily be viewed by both skipper and navigator. Overhead are the ready-use switches, as well as a legend indicating the status of lights and bilge pumps.

To port at a lower level is the galley area, open-plan with the upper saloon whilst remaining partially obscured. The dogleg-shaped work surface has a complement of chest-height and lower units, and further counter space can be bought to bear by hinging down a handy flap let into the midships cabin bulkhead. This also houses the main electrics panel.

Galley equipment includes a stainless steel double sink with mixer, an inset three-burner hob (covered when not in use), and a built-in counter-height



Julie 11, Ray and Julie Hankey's 420, is very fully specified, as can be seen at the interior helm (right). This facilitates safe and easy cruising in a wide radius from their base at Weymouth, including the waters off Sark and Guernsey (above).

oven/grill. The large fridge, with a freezer compartment, is a dual-voltage model. A range of large and small cupboards, with plenty of shelving, should take care of most items, although one or two drawers are needed to complete the picture.

The sole area is thoughtfully covered in wipe-clean tiles. Carpeted sections lift to reveal a couple of deep bulk storage trays, which are removable for inspecting the bilge and seacocks. Ventilation is by way of a couple of smart, overhead round ports, which set off the superstructure well enough but might have been supplemented by an extractor fan.

The two sleeping cabins forward have their own en-suite toilet and shower facilities, the midships WC also being accessible from the saloon lobby. These compartments are fully moulded affairs, with the pump-out toilets being incorporated flush (pardon the pun) and out of general view. Both have adequate stowage for toilet bags and the like, and are well vented by opening ports and extractors. The master cabin's occupants also benefit from a separate

shower cubicle.

The fore cabin is dominated by the central 6ft 5in x 4ft 10in (1.96 x 1.47m) oval bed, flanked by shelves, various small cupboards and a dressing table. Major clothes storage is down to a deep drawer set in the foot of the bed and a three-quarter-height hanging locker. To help you lift the hatch to get at the general stowage void beneath the berth, the mattress is made in two parts and folds in half. There is full standing headroom, and the deckhead incorporates a hatch.

To starboard, and pushed well under the helm station, the twin 6ft 2in x 2ft 3in (1.88 x 0.69m) berths in the midships cabin appear somewhat restricted in sitting headroom. Fortunately this is not actually the case, as the clever run of drawers located in the lower portion of deckhead give way to allow suitable space. There is fully lined storage beneath the berths, and again a three-quarter-height hanging locker and drop-down dressing table.

Engine installation

Hitherto, the power options have been either 340hp TAMD 62s or 380hp TAMD 71s from Volvo Penta. The latest variant of the former, the TAMD 63P, despite turning out more power at 370hp, is noticeably smaller in installation volume.

This becomes apparent on lifting the saloon hatches. The usually restricted areas outboard of the engines, which often butt up all too closely to the wing fuel tanks, are particularly accessible here.

For day-to-day checks there is the lazaret access, allowing items such as the water strainers and stern glands to be inspected. A hinged hatch right forward allows for a quick engineroom inspection while underway, as well as giving access to the fuel/water filters and the tank changeover manifold.

The installation is exceptionally tidy, with fitments such as the ventilation ducting (drawing hot air out of the compartment) incorporated into the design and construction of the deck stringers rather than leaving the compartment festooned with umpteen dangling corrugated trunks. We also liked the full-length moulded drip trays incorporated under the engines, making the bilge easier to keep clean.

The bilges themselves are serviced by two automatic pumps, one in the engineroom and the other in the lazaret; both have manual back-ups set within the starboard-side cockpit coaming. Insulation



is only of the faced, single-foam variety, but in fairness it has been applied to practically every available surface, including the usually forgotten reverberating tanks.

Performance and handling

It was while we were preparing to undertake our own trials on the boat that we met Ray Hankey (see p42), who this year took delivery of his eleventh Sealine, a 420 with 62-series engines. His first 150 hours running included cross-Channel sorties and excursions to the West Country from his home port of Weymouth, plus a full month touring the Channel Islands and adjacent coasts.

He reported that his return crossing was completed with a Force 6 blowing off the bow. Backing off, there was a measure of water flying but Julie 11 gave a sure enough passage even so.

We ourselves failed to find any exacting conditions in which to test the 420. Both during our trip on Ray's boat off Guernsey and during our own engine trials with Volvo, we encountered only flat seas and a gentle breeze, any lumps of wash we could find being picked off without a murmur.

The helm we found light, however, the hull responding in a predictable manner through the various manoeuvres and high-speed turns.

Our table gives full performance data, but it is worth highlighting the most significant figures.

The top speed of 28.8 knots is around a knot faster than we had earlier achieved with a TAMD 62-

powered boat. This disparity grows to a couple of knots between 2000rpm and 2400rpm, suggesting that the lighter turbochargers on the new 63Ps are having a beneficial effect, with a much steadier throughput of power. Further evidence for this is improved acceleration, the time from 0-20 knots being cut from 15sec to under 11sec, with the added bonus of barely any of the usual fuel-rich dark exhaust smoke.

A constant load 2400rpm, giving a cruising speed of just over 23 knots, makes for well over the 1mpg which is a benchmark for a boat of this size. Trim, 5-5½° when up and running, could be reduced to 4° for head-sea work with full tab.

Noise levels, both inside and out, were fine up to a 2400rpm cruising setting; beyond this, the cockpit started to feel the higher exhaust resonances.

Conclusions

This second Sealine of around the 40ft mark reiterates the clever design features which make for such a practical and enjoyable approach to boating in the rest of the range. This is clearly demonstrated by the early experience of Ray and Julie Hankey, who very much lived aboard throughout their one-month Channel Islands cruise rather than scuttling ashore at every opportunity.

Sealine tell us they envisage most of their production going over to Volvo's 63P engine, which creates a nicely matched package, although 62s will still be available for the foreseeable future. □

Builders

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Leaner and meaner

A part from the increase in horsepower, from 330hp to 370hp, there are several other developments which make Volvo Penta's TAMD 63P effectively a new engine rather than just a tweaked TAMD 62.

The first is installation size, which Volvo claim is cut by something like 30%. This has been achieved by modifying and relocating items such as the header tank, the aftercooler and the air filters, reducing the envelope of the engine as a whole while still keeping service items accessible.

With both width and length now comparable to the 42-series engines, builders should be able to offer an increased power package in boats down to around 36ft (11m). And if you have no call for the full-blown P unit, a 318hp version is in the offing.

The second advantage is reduced exhaust emissions. As far as we are aware, this is the only engine of its size which complies with the strict Swiss Lakes regulations. On start-up and during acceleration, smoke was barely noticeable, which is something of an achievement when you consider that this is still a direct-injection engines.

Extra fine atomisation of the fuel (due to five-hole injectors and a higher-pressure injection pump) and a 'slow-mix' combustion chamber ensure a thorough

mix with the air, and a controlled, complete burn. This is aided further during acceleration by the lighter wastegated turbocharger, which begins shovelling in the extra air needed to burn the increased fuel at much lower rpm. Maximum torque is achieved at 1800rpm.

It is worth noting that the unit's

footprint (the location of its mountings and gearbox alignment) is the same as those of the 62 and the previous 61, making for interesting re-engining possibilities with older boats.

For further information contact Volvo Penta UK, Otterspool Way, Watford, Hertfordshire WD2 8HW.
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