

# Sheerline 1050 Aft Cabin



This river and estuary cruiser takes a proven hull but adds smarter fit-out and sharper performance. But is there still more to come?

REPORT BY CARL RICHARDSON



## highlights

### CIRCUIT BOARD

Well laid-out in the aft cabin forward bulkhead, this leaves room for additional switches for items such as an inverter or generator.



### WATER STRAINERS

These have been given their own hatch for quick access, which is a particularly excellent idea for a boat likely to be used on rivers.



### BOARDING STEP

A recess in the side deck makes it easy to climb aboard from alongside. Obvious, but how many boats omit this?





**accommodation**

With good natural light, warm cherry wood, clean white vinyls and 6ft 1in headroom, the interior of the 1050 is both welcoming and uncluttered.

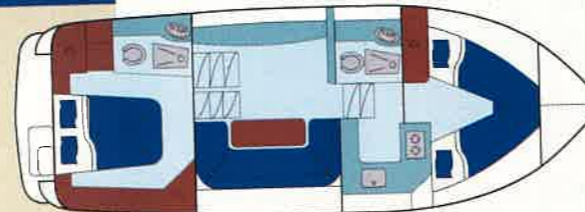
There are forward and aft cabins, and accommodation for up to six people is completed by the spacious saloon with its convertible settee.

The test boat's simple layout here had all the seating to the starboard side, with a good amount of hidden storage underneath, and a long sideboard opposite

containing two large cabinets, perfect for bar essentials.

Down in the horseshoe-shaped galley, there is decent workspace, cabinetry and shelving. A stainless steel four-burner hob and sink add a touch of professionalism.

Each cabin is serviced by its own toilet and shower compartment, and a separate shower cubicle is an option for the aft one.



**saloon** Lots of glass allows for a great view, even when you are seated. The free-standing dining table will drop down to serve as a coffee table or an occasional berth.



**galley** The layout means everything falls easily to hand. In place of carpet, there is teak flooring.



**forward cabin** Vee-berths are served by an overhead hatch, two opening portholes, a large hanging locker and plenty of shelving.



**aft cabin** Trimmed out in cream vinyl with a smart navy border, the master cabin features a huge amount of storage, with the starboard cabinet doubling as a dressing table.



**toilets** Both compartments are of a usable size and headroom, the master cabin's benefiting from a little more space and styling.

**C**ou might recognise the Sheerline 1050 Aft Cabin as being the spitting image of the Pearl 34, from Irish builders Rosebank Marine (see MBM Oct 98 p54).

It does indeed share the same semi-displacement hull mould, and has a barely modified superstructure, but look deeper and much has changed.

This latest incarnation has a new interior layout, and a better fit-out. And it has come a long way in purely geographical terms, now being built in Norfolk by Wroxham Marine. Moreover, it is now available with more

potent engine installations, making it a better proposition as an estuary cruiser for any owner specifying twin diesels.

That being the case, we took the opportunity to test two versions of the 1050: one with a single 115hp engine, and another with twin 130hp units.

**DESIGN & LAYOUT**

On a most picturesque stretch of the River Thames, near Reading, it is easy to appreciate the beauty in any object, man-made or other wise, and the Sheerline looks graceful as she cruises into view.

Designed by John Bennett, the hull sits squarely in the water, and is clearly capable of coastal, as well as river and estuary cruising. An almost full-length keel provides stability, and protection for the sterngear, while a single sprayrail falls to a chine-flat to help with lift when speed is increased.

Above the waterline, a substantial knuckle helps break up the topsides, along with two-tier rubber and stainless steel rubbing strips that serve to protect the hull and its integral bathing platform.

A feature of the styling is the solid GRP dodgers around the aft deck. Although visually heavy, they do not detract from what is a handsome enough craft.

Crowned by an upright moulded radar arch, the aft deck plays hosts to the boat's sole helm position. The rest of the area is taken up by two moulded seats, flanking the access to the bathing platform.

A two-part hatch and door system leads into the saloon, via a solid three-step stairwell. Interior layouts are subject to a high degree of flexibility according to buyers' preferences. The arrangement of berths, the

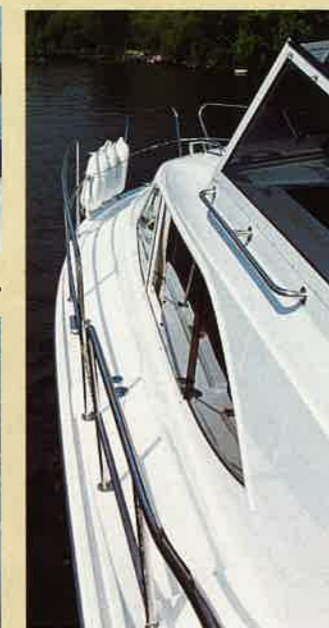
**decks**



**canopy** The helm and aft deck can be covered in bad weather.



**aft deck** The moulded benches are not provided with a fitted table, but there is plenty of space to set up a free-standing one as and when required.



**side decks** 11in (27.5cm) wide, these are bordered by a toerail and high guardrails.

The only access from the interior to the side decks is via the raised aft deck, which offers seating for four people on moulded benches behind the helm position. The radar arch is hinged to reduce air draught for low bridges.

Moving around is very straightforward, as the side decks are amply wide and non-slip. A squared toerail forms the base for chunky guardrails which ring the deck at a height of 31in (80cm). Inboard handrails flanking the aft deck and the coachroof help to ensure safe crewing.

There are stylish 10in stainless steel T-bar cleats at the bow and stern, and 8in spring cleats. The solid dodgers around the aft deck make ropework tricky, something that could be helped by enlarging the cut-out sections around the cleat.

Boarding is well catered for. From alongside, a step is integrated into the engine vent panels to help you up to the side decks. From the integral bathing platform, large shallow steps and plentiful handrails make for a straightforward ascent to the aft deck.



**helm** The wide console features that rarest of beasts, a full-size chart area with a transparent Perspex lid. There is also a sunken tray, just in front of the mahogany steering wheel, perfect for handheld kit and other odds and ends. Instrumentation is spread over two tiers: a small panel nearer the wheel includes the standard-fit Raymarine speed and depth instrument, while engine readouts are sited further away.

**planing option**

We have been advised by the builders that a new planing hull for the Sheerline 1050 has been commissioned from designer John Bennett, to be introduced as an alternative to the semi-displacement one currently available.

Named the Bluewater 1050, the new boat will be rated to RCD design category B, for offshore use.



**above** Existing semi-displacement hull.



**above** Newly designed planing hull.

saloon seating and other general specifications can all be amended without any increase in price.

The interior on our test boat was bright and spacious, finished in light cherry gloss joinery which is enhanced by large sliding windows, offering a great view out. A crescent-shaped settee for five or six people took up the starboard side of the saloon, opposite a long sideboard.

Down two steps forward are the U-shape galley, a forward toilet compartment and the forecabin. Aft, a master cabin offers a double berth and acres of storage.

**POWER OPTIONS**

A wide choice of diesel engines are offered, in single or twin installations.

For predominantly inland or estuary use, buyers might opt for a Nanni of 85hp, 115hp or 130hp, or the 130hp Volvo Penta TAMD31L. To extend your cruising grounds

**engineroom**



**above** A single engine installation has space around it; twin Nannis have a treadplate in between.

Access to the engineroom is via the saloon sole, with several floor panels and cross beams lifting out to present a clear view of the compartment.

In the boat's single-engine format, there is almost enough space to dance around the Nanni diesel, with room left over for ancillary equipment.

With a twin installation, space is obviously a lot tighter, though it is still possible to get to most parts of the engines. A central stainless steel treadplate is laid on as a base from which to work.

The overall finish is fairly basic, but none the worse for that.

or for more peace of mind when going to sea, twin 130hp Nannis can be fitted.

Our first test boat came with the 115hp Nanni 4330 TDI, and our second with twin 130hp Nannis.

**HANDLING & PERFORMANCE**

With a single 115hp diesel installed, this boat is definitely in river and estuary guise, rather than a coastal cruiser. And it behaves very well, feeling very stable and directional with only the minimum thrust applied.

Our test boat had the added advantage of both bow and stern thrusters, which made handling almost embarrassingly easy. Even without the use of these aids, the Sheerline almost seemed to drive itself, in what were admittedly windless conditions. It only suffered slightly when going astern, with a tendency to pull to port.

The stainless steel Morse control clicked easily into gear, tick-over at 900rpm bringing 3.5 knots and 1200rpm giving 5.5 knots, and a noise level of just 63dB(A) in the saloon.

The steering wheel needs only the slightest adjustment to bring the vessel onto whichever course you choose, and allows it to turn within a surprisingly small circle. From the helm, you also have good all-round visibility.

So the requirements of an inland cruiser seem well met. But how would the hull stand up in coastal conditions? Our second boat had its most potent twin engine option, and double the fuel capacity at 240gal (1091lt).

Handling was typical of a semi-displacement motorboat, with a comfortable if unremarkable ride. We recorded a somewhat disappointing top speed of around 12 knots at 2800rpm, and would suggest a cruising speed of around 10 knots at 2200rpm. At this setting, expect around 72dB(A) of noise in the saloon.

At these speeds, on a calm day, very little can be ascertained about a boat's sea manners. The craft's basic stability and ride were good, although we would like to have had more power still.

**conclusions**

**LAYOUT**

The uncomplicated arrangement of having one cabin forward and one at the stern is a popular one, making for good living space and privacy.

The flexibility of the layout options will also be appreciated by many buyers. Sheerline's approach includes taking customers through the possibilities step by step, with an options and specification form.

**BUILD**

A feeling of solidity comes across as you walk around on board, and the quality of finish is good, with sound joinery. The attention to detail on practical matters, such as the easy access to fuel and 12V shut-offs, has not gone unnoticed.

**PERFORMANCE**

Manoeuvrability and handling on the river are good. However, as a coastal cruiser the boat would benefit from more performance if it is to widen its appeal.

We keenly await more news on the planing hull which is to be introduced for this model, which should transform its potential.

**MBM verdict**

For those looking for a comfortable, spacious river cruiser, where the journey is more important than the destination, the Sheerline 1050 has much to offer.

An extensive standard specification that includes Eberspächer heating, holding tanks, shorepower and a battery charger underlines its user-friendly nature.

It is also difficult to argue against the test boat's sensible, unfussy layout. Once it becomes available with a planing hull, this design should satisfy a great many more owners' needs.

**specification**

<b>BUILD</b>	glass-reinforced plastic
<b>RCD</b>	design category C (single engine) design category B (twin engines)
<b>LENGTH OVERALL</b>	34ft 11in (10.50m)
<b>BEAM</b>	12ft 0in (3.65m)
<b>DRAUGHT</b>	3ft 0in (0.91m)
<b>AIR DRAUGHT</b>	10ft 4in (3.10m) with radar arch down
<b>DISPLACEMENT</b>	6 tonnes
<b>FUEL CAPACITY</b>	120gal (545lt)
<b>WATER CAPACITY</b>	103gal (468lt)
<b>ENGINE(S)</b>	single 115hp Nanni diesel or twin 130hp Nanni diesels
<b>BUILDERS</b>	Wroxham Marine Ltd, Norwich, Norfolk.
<b>SUPPLIERS</b>	Val Wyatt Marine Sales Ltd, Willow Marina, Wargrave on Thames, Berkshire RG10 8LH. Tel: 01189 940 3211.
<b>PRICE</b>	£150,729 inc VAT with single engine as tested

**the rivals**



**HAINES 340 AFT CABIN**  
**£137,515 inc VAT**

The most comparable boat on the market, available with a single 130hp diesel or with twin engines giving up to 16 knots.  
Tel: 01628 773177.  
www.thamesboatsales.co.uk/bray



**BROOM 35 CL**  
**£165,323 inc VAT**

A single 135hp diesel provides the power for a boat with the added benefit of a door from the saloon onto the side deck.  
Tel: 01628 471361.  
www.harleyfordmarine.com



**STEVENS 1040**  
**£165,610 inc VAT**

A Dutch steel displacement boat which is well capable of coastal work, with power from a single 110hp diesel.  
Tel: 01932 243722.  
www.boatshowrooms.com