

It's hip to be square

Sealine's new 35ft sportscruiser has taken design to a whole new level, with outstanding spec and space

REPORT BY CARL RICHARDSON

Those cool, crisp images that rarely make it off the drawing board are actually becoming motorboat reality. The Fjord 40 is one example and, if it ever goes into a true production run, it will be a wonderful moment in motorboat evolution. But the Sealine SC35 is a totally different matter. Here is a stunningly different boat that you can actually buy. One that will be built in proper numbers and used for boating pursuits by people like you and me, rather than as a plaything by people who own their own bank.

Design & Build

It was always going to be Sealine that freshened up sportscruiser style; its stunning convertible roof was one of the design events of 2005.

The SC38, launched in 2006, was the first boat to fully realise Sealine's new design potential, but it now seems rather conventional by comparison. It also looks a little small up against this brash newcomer. The SC35's freeboard is as tall as its elder sibling's, while at the bow it actually sits a little higher. Ocke Mannerfelt and Sealine's in-house design team clearly had no intention of hiding the boat's impressive stature: the craft revels in its size, with a clean mass of white hull and a beam that runs a long way forward to a near vertically raked prow.

All this design succeeds in capturing attention, but its primary function is to deliver maximum boat. That vast topside area equals a big interior, which celebrates space and specification, with 6ft 3in of headroom maintained and, in some cases

exceeded, throughout the boat. The internal finish may have more to do with lofts in Manhattan than boats in Lowestoft, but it is pretty damn good. The soft linings and natural timbers are a world away from the stark mouldings and mastic of the competition. The addition of a separate shower compartment is the icing on the SC35's two-cabin cake.

On deck, the boat's angular lines run into a linear cockpit that exudes a class and confidence rarely seen on boats of this length. Above it all lies that convertible roof. The SC look has its detractors, but it really does work, delivering a true open cockpit or a quickly protected one in a matter of seconds. It has proved a triumph of design for Sealine but is also the



“It was always going to be Sealine that freshened up sportscruiser style”

FACT FILE
Sealine SC35
LOA: 36ft (11m)
PRICE: from
£179,775
TOP SPEED:
33 knots



Double doors to the forward master opens up an already huge saloon, the skylight shining in



Oak cabinets, a walnut fiddle and drainage well in the galley



Oak cabinetry lines the saloon, note the TV console and steps

SC35's one weak spot. Those long aft sections, which hold the canvas hood and Sealine's neat pull-down canopy curtains, lever a fair amount of compression and we did observe signs of stress. This is boat number one, however, and we understand that Sealine has already tooled a new roof section to deal with the issue. After all, we know the SC structure can work, as this has been testified by eight months of hard use on an SC38.

Design & Build

35ft has never looked bigger or worked better



Exterior

Viewed from the stern, the SC35's angular transom and extended hull sections are not its best feature, but your gaze will be forcibly drawn up to the swish, upholstered world of the cockpit. I say cockpit, but what we really have here is the on-water equivalent of rooftop living. Before you get there though, have a look in the port locker set into the teak-laid bathing platform. It's for an outboard engine, with a deep angled entry and a plate to fasten the engine down. Genius.

Back to matters of a more social nature: the cockpit seating runs down the port side, a large lay-back lounge starting it off forward, before it runs back past a solid teak table (an extra £1052) embossed with a subtle Union Jack, presumably in case anyone mistakenly thinks this marine

couture is Italian. But there is still space for a great little bench seat over to starboard. Set between the teak wet bar and the transom gate, it's a fantastic spot, whether underway or at rest, and creates a far more social, surround arrangement.

Under the seats are lined lockers and a well for two manual bilge pump points. Water was pooling up here, so the canopy join may need looking at. There are grabrails everywhere; others laid on for fender fastening. The side decks sit within a deep toerail, a large anchor locker is able to swallow six fenders and there is another rope locker aft, plus a proper liferaft locker under the helm seat.

Exterior

Practicality and style merge in an inspiring cockpit



Chic master suite boasts a low berth. Stowage is tight but you do get an excellent shower stall



The three-berth, family-friendly guest cabin is flooded with light

Accommodation

Stowage is the one area lacking below decks, but in every other sense, cabin life is truly wonderful. In fact, you might want to say a little mantra as you wander around. By repeating, "this is only a 35ft boat" over and over, you'll fully appreciate exactly what Sealine has delivered. The saloon is allowed to run full beam, the eye-line lockers that border it leave a decent gap above to let it all breathe out.

A huge skylight runs longitudinally along the saloon and comes complete with a recessed blind... "this is a 35ft boat"... The natural oak and walnut detailing perfectly suits the minimal style of the saloon with its choice of fabrics for the L-shaped sofa. There is a neat walnut bar table too, folding out and around to form a larger dining area. Sadly, though, the engineering here is not up to the standards seen on the Fairline T38's saloon table and needs beefing up.

A wall of oak faces the seating with an LCD TV and bar area set within it. Behind here, an ice-cool toilet compartment is made exceptional by the addition of a separate shower stall. Through an oak doorway, the mid cabin would make an

The mid cabin makes an ideal family room



Lined lockers and bilge pump access points



A vast lounge runs into the main seating. The SC roof opens up the cockpit like a hardtop never could

excellent family room. With 6ft 6in (2m) of headroom and another skylight in its entranceway, you get the same three-berth layout as the SC38, the third doubling up a handy seat. However, there's only one hanging locker and perhaps Sealine has missed a trick by not placing liners under the berths since they open onto the bilge. But as the mantra states, "this is only a 35ft boat."

Arguably, the best bit of design is left for the chic en suite master cabin. Boats are

A fully spec'd wet bar will set you back £1100

often faulted on their narrow doorways, but if you have trouble squeezing through these generous double doors you shouldn't be on a boat, unless it has P&O emblazoned on its side. The cabin itself continues the clean, walnut detailed trend, and the double berth is both low set and leaves a decent amount of room at its base.

Not having to climb up a ladder to go to bed and being able to dress comfortably in your cabin are two factors that most 40-footers struggle to deliver. The ability to do both in a boat this size is nothing short of miraculous.

Accommodation

Outstanding levels of space and style but limited stowage



The saloon is good but the cockpit works so well you may rarely ever use it. Clean upholstery and teak exude class, while recessed lighting sets the mood at night

BOAT REPORT SEALINE SC35



Deep toerails and a big, four fender anchor locker work well on deck. Those large forward screens offer great visibility

Engine Options & Access

Volvo's new 300hp D4 sits snugly in a clean, well-worked bay and you will want these new, more powerful engines if true 30-knot performance is your bag. But at over £11,000 more when compared to the 260hp version, you might decide that 29 knots is perfectly adequate. You might also wonder why the same block is so much more money in the first place? It works out at £140 per horsepower and isn't helped by the fact that Bavaria makes a mere £3000 charge for the same upgrade on its 37. In an easily accessed bay, a simple gas-strut supported hatch with

Engine Options & Access

A clean bay but the D4-300 upgrade cost is too high



decent steps down, the choice of engine will be your only headache. The bay is well finished with a tread plate and neat, stainless steel L-shaped fuel tanks making the most of the space.



A large hatch and steps make engine access easy



Inside, a tread-plate, liner and insulation score highly

Performance & Handling

Sat behind the two huge tinted convex screens, the SC35's big boat stature is immediate and out on the water it's the same story. The boat rides with the confidence of a 40ft vessel, but turns in like an adolescent sportster, yet even the new 300hp D4's still can't pull the boat round and out like a pair of 6cyl engines. The top speed of 33 knots is good, but no more than

“The boat rides with the confidence of a 40ft vessel”



Genius outboard engine locker

expected given that the D4-260 powered competition are hitting similar levels. But not necessarily with the same grace as the Sealine and it is this cruise control that will really appeal to buyers.

At around 2800-3000rpm, the ride tightens and the whole hull feels primed and ready. A few slams on the chines aside, it rides very well.

On economy, though, this new Sealine struggles when compared to Bénéteau's Monte Carlo 37 and its air step hull design. A 20 to 25 knot cruising

speed is around 30% down on mpg, which is a big deal if you plan to go places. The Sealine's saving grace is its larger fuel tanks, which might not help the



Visibility and comfort at the helm. Superb paired gauges and grouped drive controls. Practical lifting dash

wallet but will certainly deliver the 200-mile range required.

The SC35 does have a comfortable helm position, with the sort of all around viz that other hard top designs simply cannot match. The bench seat's bolster position cushions you and keeps throttle and wheel perfectly to hand, while

Performance & Handling

40ft feel at the helm makes for a capable cruiser



all the drive controls are set to one side on a side console. A clean dash sets a 12in plotter at its heart, but it was the simple inclusion of paired engine instrument gauges that impressed most.

Specification & Value

At around £190,000, the SC35 might be more money than some slightly longer, German and French rivals, but hull length counts for little here. The SC35 is simply a lot more boat and to gain a similar level of style, space and specification you will need to look at 40-footers with way larger price tags.

It might feel bigger than the badge suggests but the Sealine is inhibited by one factor that drags it back to 35ft territory: its 45gal water capacity is about half that found on most 40ft boats and will mean a fair few refills if the crew all use that excellent on-board shower. But that's about all there is to watch out for. The standard specification is pretty good and you won't get caught without ropes, fenders or an anti-fouled hull because it's all included. If the £4500

Specification & Value

Top-end price delivers class leading boat



commissioning fee hurts a bit, you might not feel so bad when you discover that it includes full diesel tanks, a professional handover and even a spot of lunch.

Verdict

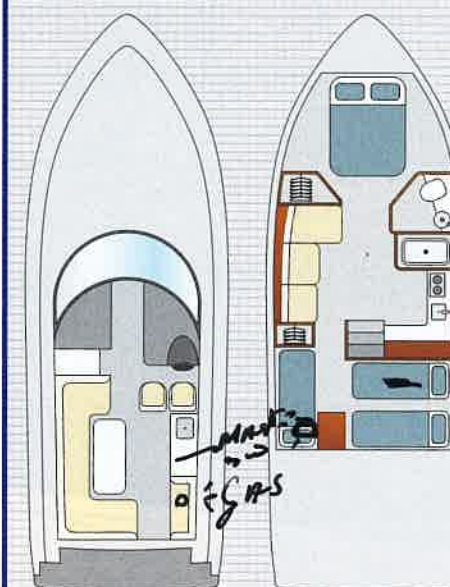
Two great cabins, a separate shower and a superyacht cockpit – topped by a roof system that needs to prove itself – are the solid gold features that make this boat shine. Some may struggle with the styling, but we reckon that it's the most exciting look on the sportscruiser market. And if you need more substance, there is always that outboard engine locker.

8/10

MBM rating



Sealine SC35 technical data



specifications

BUILD	GRP
RCD	B
LENGTH OVERALL	36ft 0in (11.0m)
HULL LENGTH	12ft 1in (4.4m)
BEAM	3ft 1in (0.93m)
DRAUGHT	13ft 3in (4.1m)
DISPLACEMENT	7.2tonnes
FUEL CAPACITY	165gal (750lt)
WATER CAPACITY	45gal (200lt)

key dimensions

WIDTH OF SIDEDECKS	8in
HEADROOM IN SALOON	6ft 3in (1.9m)
BERTH	6ft 3in (1.9m) x 4ft 8in (1.4m)

performance

ENGINES	twin Volvo Penta D4-300 DP					
CONFIGURATION	4cyl 3.7lt 300hp @ 3600rpm					
CONDITIONS	WE'ly force 3, sea slight					
LOAD	fuel 50% water 0 crew 3					
Rpm	knots	gph	mpg	range	noise	
2400	15.1	9.7	1.55	204	80	
2600	19.4	11.4	1.69	223	80	
2800	23.1	13.6	1.69	223	80	
3000	25.8	15.8	1.63	215	82	
3300	29.2	21	1.39	183	83	
3600	33.5	26	1.28	168	84	

Range figures quoted above are in miles based on standard fuel tanks and include a 20% margin. GPH & MPG refer to imperial gallons. These figures may vary due to weather conditions, air, water, engine temperature, crew numbers, hull fouling, fuel quality and other issues. Noise readings are in dBA and were taken in the saloon.

prices

STANDARD BOAT	inc VAT
with 260hp D4s	£179,775
With 300hp D4s	£190,938
BOW-THRUSTER	£3332
CANOPY	STD
TRIM TABS	STD
HOLDING TANK	£1516
COCKPIT FRIDGE	£575
BOAT AS TESTED	£206,149

ENQUIRIES Sealine International. Tel: 01562 749100. www.sealine.com e-mail: info@sealine.com

the rivals



BÉNÉTEAU 37 HARD TOP
From £168,603

Beats the SC35 on matters of economy. Another good looking boat but it can't match the Sealine's on-board specification.
Tel: 01792 645303
www.beneteau.com



BAVARIA 37 HT
From £186,749

If you want maximum boat for your buck then this Bavaria is worth a look. Vast interior and easy handling but again lacks the SC35's depth and style.
Tel: 023 8045 0001
www.ancasta.com



ATLANTIS 35
From £184,643

Italian style is a match for the Sealine's chic and includes the same master cabin doors. But no hardtop option may be an issue.
Tel: 01932 242977
www.atlantis-yachts.it