

Sealine S48

This two-cabin sportscruiser fizzes with novelties, not the least of which is a sliding bathing platform. We took a closer look in advance of its public UK debut.



BOAT REPORT

Making its debut appearance before the British public at the Southampton Boat Show will be the largest sportscruiser to date from Sealine International.

They have approached the design of this all-new 48-footer in their own inimitable style, and it includes a host of ideas which are so neat that you wonder why nobody has thought of them before.

Design & layout

Sealine's alternative approach is most radical at the stern, where a 'watersports platform' slides down into the water, whether to launch the mini-RIB tender or act as an easily-boarded integral beach.

If you are worried that this might affect the integrity of the hull, there is no cause to be; the platform is a completely separate entity, and the hull incorporates a solid transom in the usual way.

A second feature that catches the eye is the side door in the

cockpit's port coaming, just across from the helm station, which makes it easy and safe to get out on deck to tend the lines.

Also incorporated on the S48 is the 'solar

protection system' first introduced on the S41: a sunroof in the cockpit hardtop giving extra protection from the elements, be they fair or foul, at the touch of a button.

The cockpit itself can sit and dine up to ten

people. Forward is a two-seat helm and an adjacent two-seater settee, and the aft seating benefits from a choice of two arrangements: a smaller dinette for general lounging use or a larger one for serious

socialising and meals. To aid and abet this, a mini-galley complete with fridge, sink and barbecue is built-in to port.

An attractive and easily-negotiated curved stairwell leads down to a roomy saloon, with a very well appointed galley to starboard. The builders' attention to practical detail and storage provision is especially evident here, and equally

Decks

Your main route out on deck is going to be through the screen door to port, and the access this gives is excellent.

However, if you are starting from the transom it is an equally simple matter to nip up along the 8in (20cm) side decks, not least because the guardrails run all the way aft and the cockpit arch is equipped with grabrails.

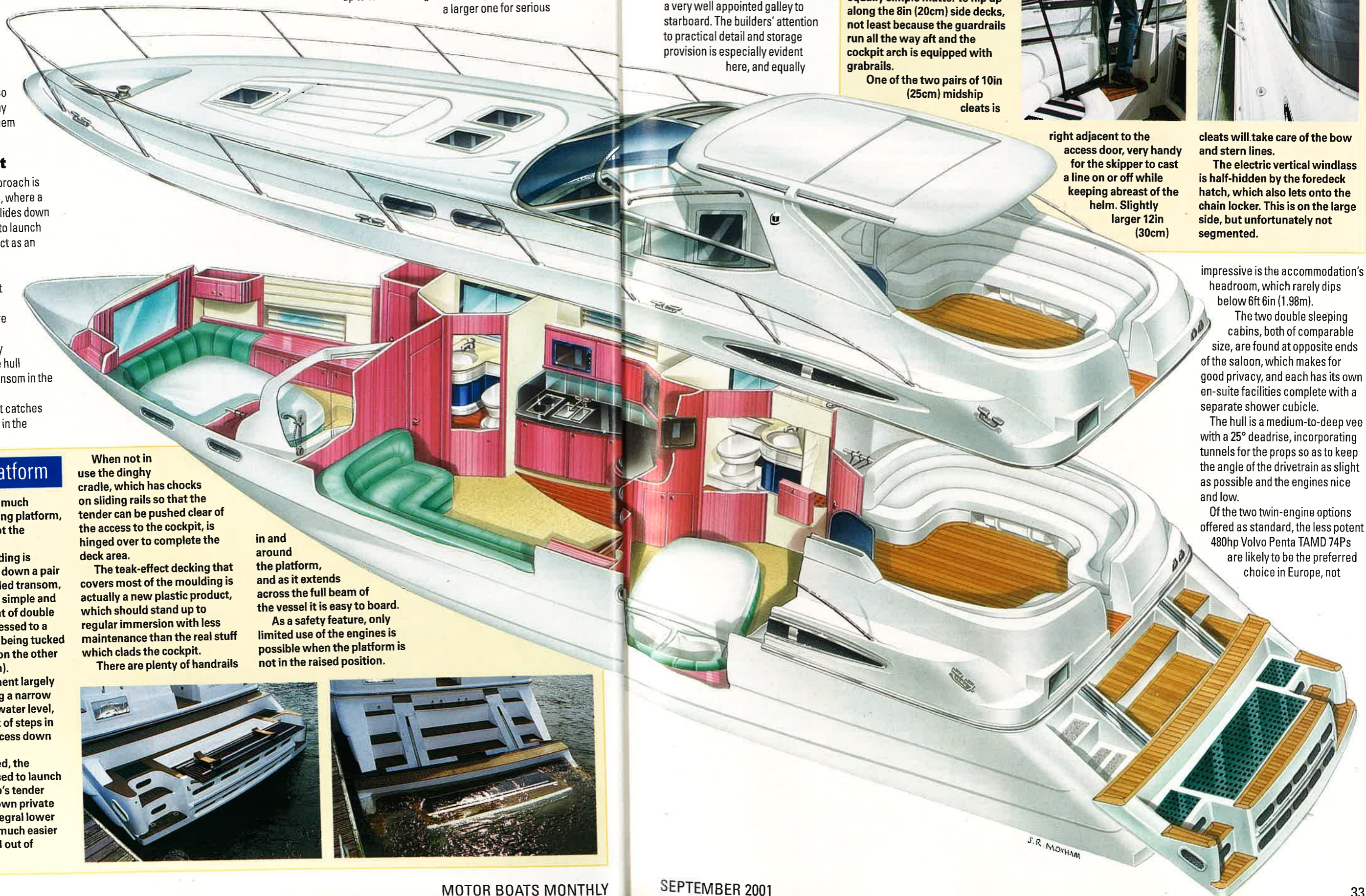
One of the two pairs of 10in (25cm) midship cleats is



right adjacent to the access door, very handy for the skipper to cast a line on or off while keeping abreast of the helm. Slightly larger 12in (30cm)



cleats will take care of the bow and stern lines. The electric vertical windlass is half-hidden by the foredeck hatch, which also lets onto the chain locker. This is on the large side, but unfortunately not segmented.



Bathing platform

Usually there is not much to say about a bathing platform, but clearly this is not the case here.

The whole moulding is engineered to slide down a pair of tracks in the angled transom, powered by a fairly simple and robust arrangement of double bottle screws harnessed to a central motor (this being tucked out of harm's way on the other side of the transom).

The sliding element largely submerges, leaving a narrow part of decking at water level, and revealing a set of steps in the transom for access down from the cockpit.

Once submerged, the platform can be used to launch or recover the ship's tender easily, or as your own private beach, with its integral lower steps making it a much easier job to climb in and out of the water.

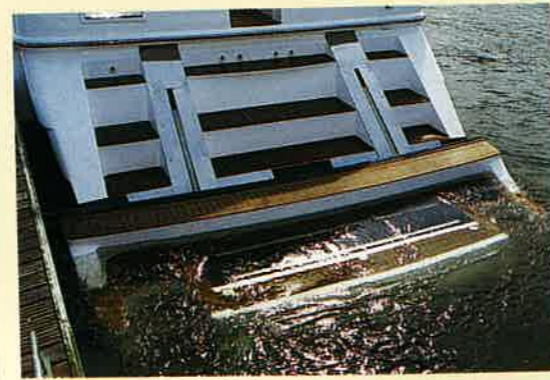
When not in use the dinghy cradle, which has chocks on sliding rails so that the tender can be pushed clear of the access to the cockpit, is hinged over to complete the deck area.

The teak-effect decking that covers most of the moulding is actually a new plastic product, which should stand up to regular immersion with less maintenance than the real stuff which clads the cockpit.

There are plenty of handrails

in and around the platform, and as it extends across the full beam of the vessel it is easy to board.

As a safety feature, only limited use of the engines is possible when the platform is not in the raised position.



least because of the price differential and the fact that they leave room enough for a handy lazaret.

The alternative installation, 635hp Cummins QSM11s, has a larger 'envelope' and requires extra fuel tanks, at the expense of the stowage space, and is largely seen by Sealine as a Stateside seller.

Performance & handling

We have been fortunate enough to trial both the standard engine options, although we primarily concerned ourselves with the 480hp Volvos.

With these we clocked 32 knots flat-out, that is 2600-2700rpm, and 25 knots or thereabouts at a relatively lazy 2200rpm, a setting which returned a creditable 1.0mpg. Drop the revs another couple of hundred rpm and you'll be making an easy 22 knots, the speed that many owners will consider the cruising norm.

In the conditions we encountered in the Solent — an unpleasant chop kicked up by a Force 4, for much of the time on the



Cockpit

The cockpit's main seating area, aft, can either be organised informally around the sensible-sized cherry wood table biased to starboard, or with extra dinette space by



adding some further seating and using a larger GRP table.

The latter doubles as an infill when you want to form a sunbed, in which case you can take down the canopy extension, rolling it up and stowing it in a compartment built into the substantial arch without having to take the whole assembly off. The arch also has a moulded sunroof, which can be opened or closed at the touch of a button.

The cockpit is fitted not simply with a wet-bar but with a U-shaped mini-galley, including a griddle-type barbecue, a fridge and a sink, as

well as stowage and worktop space. Notably, it also has a large, hinge-down rubbish bin, behind which are the handles for the manual bilge pumps located back under the port settee.

Next to the angled run of seating opposite the helm is a nicely fabricated screen door leading out to the port side deck, and there are plenty of handholds to help when people are moving about this busy area.

Voids within the settee bases and the helm seat plinth provide a useful amount of stowage.

Helm

The double helm seat has individual hinged squabs so that skipper and mate can sit, perch or stand as each desires. The helmsman's is also adjustable fore-and-aft, making it an easy job to position yourself the right distance from the wheel and throttles.

The three main console areas are finished with aluminium fascias and all set at useful angles for ease of viewing. Engine instruments are arranged vertically in pairs, so that reading them off is

quick and easy. There is plenty of room for electronics, and the standard specification is pretty comprehensive, including a Raytheon RL72 radar and 6000-series autopilot, a VHF radio and speed and depth sounders. Also coming as standard is the 7hp bow-thruster.

Ahead of the wheel is a wet-card compass, with ready-use switches adjacent. One thing lacking is a dedicated 'bits' stowage for small personal items, apart from the oddly shaped, covered chart area towards the companionway door.



Galley

The galley, to starboard, is very roomy and well equipped.

Work surfaces are fashioned out of Gopian, a dense, mouldable resin-based substance which has been sculpted to fit imaginatively around the one-and-a-half bowl sink and the electric hob, as well as offering an indentation to hold a coffee-maker, the latter no doubt as a consideration for the American market.

There is a huge amount of storage in drawers and lockers of all types and sizes, including a racked larder cupboard and a

good-sized rubbish bin. For smaller items, a second row of lockers runs outboard under the main chest-high units.

White goods include a fridge with a freezer compartment, together with a combi microwave/grill and oven.

The worktop return, extending out into the saloon, is equipped as a bar, and can be fitted with its own icemaker if required. The usual fit-out includes a couple of shelves here too, but these had not been added on our test boat at the request of its owner.

A couple of opening ports above the cupboards supply light and ventilation, but there is no extractor.

Midships suite

The double berth in the midships cabin is set at an angle to allow access from either side. Like the forward berth, it can be divided into two singles by a barrier, and the void beneath it contains the calorifier and pumps.

The cabin feels a good size, not least because it has two dressing tables: one by the door, complete with cupboards and shelves, and a further one against the aft bulkhead. Fitted as standard on top of this is a neat fold-down writing desk geared to take a laptop complete with 'uplink' connection to the Seatalk on-board electronics package, although this was not fitted on our test boat.

Adjacent to the berth is an inset bookcase, which hinges



open so you can get at the void under the stairwell.

All this sounds like a lot of stowage, but most of the lockers are pretty shallow and clothes storage is really limited to a half-height hanging cupboard and a single deep drawer.

The en-suite WC is finished in the same manner as the forward one, with two-tone GRP and pseudo-marble surfaces, and benefits from an electric toilet as standard and its own separate, good-sized shower cubicle.



Saloon

A large sliding companionway hatch gives access from the cockpit into the saloon, down a wide, easily negotiated stairwell which benefits from a handrail.

The stainless steel-framed door is transparent, and this, combined with the two skylight-sized hatches in the deckhead, lets in loads of natural light even if you are battened down. In fact the deckhead has come in for a lot of attention, with sculpted-in lighting (on dimmer switches) and wood trim to break up what can otherwise be a bland expanse of ceiling. Headroom here is 6ft 6in (1.98m) plus.

Immediately adjacent to the steps is a useful cupboard for all those bits you might often need to take out to the helm,



and the back panelling of this lifts out to reveal the main electrical breakers.

Seating is provided by an L-shaped settee and an adjustable-height table, although this is of snacking proportions rather than accommodating six for dining like the one in the cockpit.

A range of eye-height cupboards run the length of the settee, but as the seat-bases have been pushed as far outboard as possible the voids beneath them are too small to have been turned into lockers.

Hatches in the sole lift to give access to the holding and water tanks, and the bilge.

Forward suite

The forecabin's standard specification has a double berth measuring a full 5ft 0in (1.52m) wide by 6ft 4in (1.93m) long. This can be converted into

single berths as and when required, although rather than splitting it completely this amounts to laying a bolster down the middle of the mattress to form a barrier.

The berth is readily accessed from both sides, and there are a

couple of deep drawers within the bunk base. Set on each side is a pair of small cupboards and a dressing table, and a pair of hanging lockers complete the clothes storage.

The en-suite ablution facilities are split between a toilet compartment with an electric loo and a basin to starboard, and a separate, roomy shower compartment to port. The former also acts as a day toilet, having direct access from the saloon.

Stowage is plentiful, and the builders have taken the plainness off the mouldings by making them two-tone and offsetting them with attractive moulded countertop and nicely styled tap fittings. Extractors supplement the opening ports.



beam — the hull appeared to prefer this 22-knot speed in order to push away any spray that the wind tried to flick back aboard. Interestingly, the boat required only the minimum of attention to the trim tabs to correct any wind-induced heel.

The S48 responds smartly and easily to both the wheel and throttles, turning without fuss and losing little speed. Unfortunately, even though we ventured out on a couple of different test days, the weather could not throw any

hugely taxing sea conditions at us; certainly we could not find any obvious handling quirks.

Down at low speeds the boat tracks steadily with little, if any, recourse to the helm. However, it quite easily gets up to 6 knots even in tickover mode, so it will pay to watch your pace and wash when it comes to speed-restricted waters.

For low-speed manoeuvring, the hull can be fitted with both a bow-thruster and a stern-thruster, which are harnessed together to

move the boat in the direction required with the operation of a single joystick. This 'docking system' sounds like quite a boon, but we didn't have any problems on a test boat which was not fitted with it.

The driving position is comfortable and the skipper has a good view of his instrumentation as well as a good vantage point for keeping a lookout. That said, if you like to sit on the upraised squab so as to peer over the screen, you might find the top of

BOAT REPORT



Engine room

Since our test boat had the Volvo Penta engine installation rather than the considerably larger Cummins option, its engine room was readily accessible by lifting the large, gas-strut supported hatch in the cockpit and scampering down a set of stainless steel steps.

In a space big enough for much beefier engines, the

Volvos look quite lost, and there is room to get between them easily, as well as over the top and down the outboard sides, which face on to the fuel tanks.

The only questionable aspect of the installation is their proximity to the forward bulkhead, which makes it a pretty tight squeeze to get at pumps and belts.

Off-engine service points, such as the raw-water strainers and fuel/water separators, are right by the ladder access, while



beneath the lift-out gratings are the seacocks and sternglands.

The ladder can easily be removed or turned around the other way to give direct access to the moulded-out stowage area which takes up the rear of the compartment. Here there is plenty of room for all manner of larger items, even with the 6.5kVA generator taking up a fair amount of room to starboard.

A removable hatch in the aft bulkhead gives onto the steering gear and the lift mechanism for the bathing platform.



it runs across the horizon, so duck or keep your head up!

The larger option of Cummins QSM11 engines, which develop a mighty 635hp apiece, push the S48

to around 36 knots at 2300rpm — not a whole lot more speed at the top end, but the real difference is that at 2000rpm you will still be making something above 30 knots.

Conclusions

This latest addition to the Sealine range is certainly spacious, but then so it should be, bearing in mind we are talking about a 48-footer. More striking are the innovative ideas and design details: the cockpit screen door is a real boon, while the dunking bathing platform is surely going to strike a chord, with Mediterranean owners especially.

The cockpit will be the favourite place to be on most occasions, not least because it can be shut down or opened up so easily and has a good range of versatile seating. In contrast, the saloon is low-key, dominated by the expansive galley. Both cabins are very comfortable, but perhaps some consideration for an occasional third decent sleeping spot would be useful.

BUILD

glass-reinforced plastic

RECREATIONAL CRAFT DIRECTIVE

Design Category B: Offshore (offshore voyages in wind up to Force 8)

DIMENSIONS

LOA

48ft 7in (14.82m)

HULL LENGTH

46ft 8in (14.22m)

BEAM

13ft 4in (4.06m)

DRAUGHT

3ft 8in (1.12m)

AIR DRAUGHT

14ft 5in (4.39m)

DISPLACEMENT

14.0 tons

FUEL CAPACITY

340gal (1545lt)

WATER CAPACITY

130gal (590lt)

ENGINE OPTIONS

twin Volvo Penta TAMD 74P EDCs 6cyl 7.3lt diesels 480hp at 2600rpm

PRICE

from £320,000 inc VAT

SUPPLIERS

Sealine Sales, Hamble River Boatyard, Bridge Road, Swanwick, Southampton, Hampshire SO31 7EB. Tel: 01489 885115.

BUILDERS

Sealine International Ltd, Whitehouse Road, Kidderminster, Worcestershire DY10 1HT. Tel: 01562 749100.



Sealine S48

PERFORMANCE & FUEL CONSUMPTION								sound levels dB(A)			
rpm	knots#	gph†	lph†	mpg†	range*	trim	ckpit	helm	saln	aftcab	
1200	10.5	7	31	1.50	408	3.5	—	—	—	—	
1400	12.0	9	43	1.33	362	4.0	77	73	69	73	
1600	15.3	12	56	1.28	354	5.0	78	74	70	73	
1800	19.6	15	68	1.30	348	5.5	80	79	72	77	
2000	21.9	21	97	1.04	283	5.5	81	80	73	78	
2200	26.1	26	120	1.00	272	5.0	82	80	77	79	
2400	28.7	32	146	0.90	249	5.0	84	81	78	80	
2700	31.6	43	198	0.73	198	5.0	83	81	79	81	

Measured by radar gun. † Calculated from engine manufacturers' figures. * Allows 20% margin.

CONDITIONS wind southwesterly Force 4, sea slight

LOAD fuel 100%, water 100%, crew 3