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# MOTORBOAT & YACHTING

**THE SECRET'S OUT!**

## ALL-NEW SEALINE

*S330 steals the show*

### REBIRTH OF A CLASSIC

*"She was in such a state  
I nearly scuttled her"*



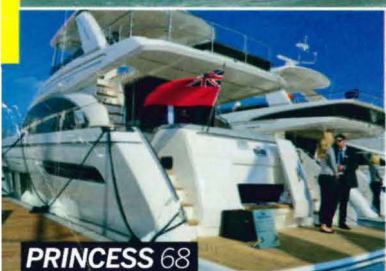
NOVEMBER 2014 £4.50



**AIS sets on test**  
*Which is best?*

**UK or the Med?**  
*One owner finds the  
perfect solution*

**BOAT SHOW STARS: WE REVIEW THEM ALL**



**PRINCESS 68**



**PRESTIGE 420**



**DRACO 27 RS**

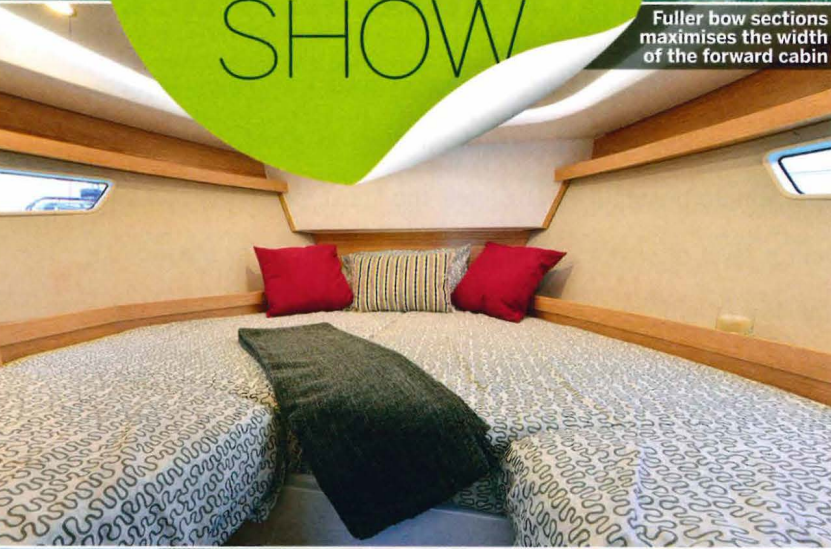


**SUNSEEKER 86**

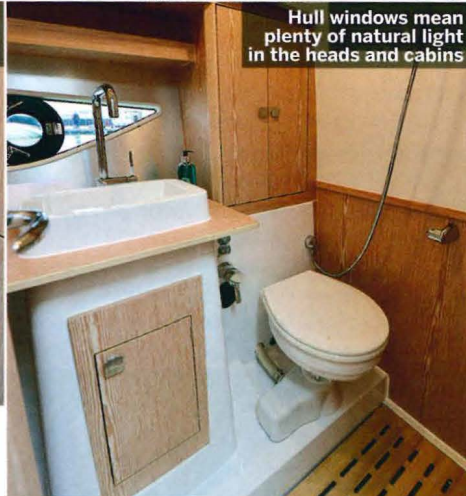
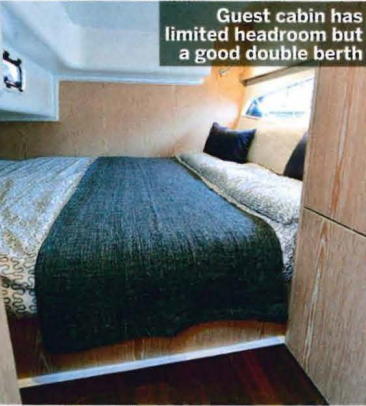


**SOUTHAMPTON  
STARS  
OF THE  
SHOW**

Fuller bow sections maximises the width of the forward cabin



Guest cabin has limited headroom but a good double berth



Hull windows mean plenty of natural light in the heads and cabins

## Sealine S330

Spare a moment to consider the message that Sealine's latest model sends out about the direction in which new owner Hanse is taking the brand. Following hard on the heels of the flybridge F380 launched only months ago, it is significant that this new S330 is a studied move down in size, not up. By concentrating on smaller boats first, the suggestion is that Hanse really understands this brand, and is positioning it as an attainable mid-market product rather than chasing 'the big three' upmarket (as consecutive previous custodians of the company seemed hellbent on).

Smaller it may be, down-market it most certainly isn't. Penned by British naval architect Bill Dixon (the nationality isn't a coincidence, it's part of a plan to retain the British feel of Sealine), it's a good-looking cruiser. A slightly softer profile together with cunning use of swage lines in the high

topsides (one running aft from the unusual vertical stem along the top of the large hull window, the other rising from the boot top line two thirds of the way back) avoid the distinctively slab sided look of the S35/S380, but the fact remains that you won't lose this boat in a sea of ubiquity at the marina.

Supported by a couple of thick C pillars, the dark grey standard fit hardtop sweeps back till it's level with the transom, and the canvas sliding roof sections are in two parts like

the latest Aquadors; front section retracting backwards, the rear section folding forwards.

Beneath it, the cockpit is fairly conventional with the usual dinette aft opposite a wet-bar, but there are a couple of neat features. The rearmost backrest drops flat to extend the sunpad created by lowering the table, and the forward section sports a pair of raised, forward-facing seats adjacent to

*You'll find masses of headroom in the saloon courtesy of those high topsides, and plenty of light too*

SEE THE VIDEO



mby.com/s330



Large dinette, wide side decks and forward facing navigator's seats are a bonus at this size



large fridge and capacious storage are probably of greater importance to most owners. And the payoff is a generous heads and shower.

Cabins fore and mid share the inevitable compromise bestowed on any two-cabin sportscruiser below 35 feet; the former losing any floor space once the infill is inserted, the latter suffering a drop in

headroom as the berth slips beneath the cockpit sole. But neither is claustrophobic and both have large comfortable beds. You can even lose the forward bulkhead if you favour a more open-plan feel.

The show boat is powered by a pair of Volvo Penta D3-220 diesels. Twin D3-170 engines are also an option, or opt for a single D6-330 if you prioritise fuel economy. The latter will also help keep the price down to a very appealing £161,327 inc UK VAT.

It's clear that a lot of thought has gone into both the concept and execution of this craft. But perhaps just as importantly, the latest addition to the Sealine stable sends out a strong message that the brand is in capable hands. **Nick Burnham**

the helm rather than the more common sideways-facing chaise longue – far more comfortable for crew.

That the cockpit floor is one level from bathing platform to companionway is a bonus too. Wide side decks and chunky stainless steel fittings complete the picture on deck, and we're promised that grabrails along the hardtop – currently conspicuous by their absence – will be making an appearance on later boats.

Head down that companionway and you'll find masses of headroom in the saloon courtesy of those high topsides, and plenty of light via the big new hull windows, not to mention a decent view out. The satin oak finish of this first boat adds to the bright spacious feel,

although walnut and cherry are alternatives if you favour a darker hue. The furniture does have a slightly modular look to it, while the exposed deckhead mouldings are a nod to Hanse's sailboat origins, but that's how it manages to keep the price so keen.

While the L-shaped dinette is a good size, the galley opposite feels the pinch slightly. With the sink and two-burner hob integrated into a single unit and no oven, you're unlikely to be giving Heston Blumenthal a run for his money, but a

**Length** 33ft 10in (10.31m) **Beam** 11ft 6in (3.50m)  
**Engines** Single 330hp D6 or twin 220hp D3 Volvo Penta  
**Top speed** 33 knots est (twin) **Price from** £161,327 inc VAT (single D6 330hp)  
**Contact** Sealine. See website for full list of dealers [www.sealine.com](http://www.sealine.com)

Twin fabric sunroofs enable both the helm seat and the dinette to enjoy the open air



#### HIGHLIGHTS

- Striking new Bill Dixon design
- Single or twin diesel engines as standard
- Multiple hull windows on both sides

Large hull windows and light oak interior maximise the feeling of light and space