
review

Sealine
C390 Sedan

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FAST LANE TO **BLISS**

Once designed and built in the UK but now part of the Hanse Group and manufactured in eastern Germany, Sealine Motor Yachts combine modern styling with comfortable, spacious deck plans and light-filled interiors.



D

rawn by Bill Dixon, known for creating space and light, the big volume C390 is pitched as a family sport cruiser. Carrying its beam well forward, its hull windows – responsible for the light-filled cabins below decks – and plumb bow give it a distinctively European profile. *Share Bliss* is the first C390 in New Zealand.

GO WITH THE FLOW

A feature of the C390 is single-level living and entertaining. The cockpit and saloon merge together seamlessly, one flowing into the other when the glass bi-fold doors are opened. A large awning window further connects inside with outside, while the electrically-operated fabric sunroof completely opens the cockpit to the sky.

The cockpit is set up for socialising, but also for enjoying the sunshine. The rear lounge features an electrically-operated

backrest that folds flat. Flick another switch and the teak cockpit table drops down as well, turning the whole after part of the cockpit into a giant sun-lounger with the addition of another squab.

Alternatively, wrap-around clears fully enclose the cockpit when the weather is bad and with the bi-fold doors open, the cockpit can enjoy the diesel heating as well as the saloon. A bulkhead locker houses the gas bottle and offers some storage.

Sun-lovers can also take advantage of the massive foredeck which is furnished with squabs which convert it into a huge sun pad with two-tier seating/lounging. Backrests are adjustable and drink holders are built-in.

This vessel has an optional fixed swim platform, chosen by the owner so *Share Bliss* can squeeze into a 12m marina berth. A wider electro-hydraulic submersible swim platform is a popular choice, pushing out length overall to 12.5m, but even the narrower fixed option is wide enough to fish from.





Sealine agent Windcraft has fitted a New Zealand-made stainless steel staple to the swim platform which supports the dinghy tender and outboard and also accepts a custom bait board for fishing. The fold-away swim ladder is stowed flat in the platform locker and drops into slots by the transom door on the starboard side when required and a pull-out freshwater shower washes the salt from swimmers' bodies.

Staying with the electrically-operated theme, access to the engine room is under the cockpit sole, via a wide hatch that opens at the push of a button taking the cockpit table with it. A ladder provides excellent access to the vessel's twin Volvo Penta D6 380hp engines with the hatch in the fully open position, as well as to the batteries, inverter, fuel filters and other systems. A 8kVA gen-set is an option.

Although it's not immediately obvious, the saloon is actually offset to port, so the starboard side deck is wider and easier to negotiate. The helm station is also



LEFT With twin 380hp engines and sterndrives, *Share Bliss* tops out at 34-35 knots.

RIGHT The interiors are bright and light. Styling and décor is contemporary European.

...the Sealine C390 is a spacious, modern cruiser with decent



ABOVE Designed for enjoying fresh air and sunshine, the C390 pictured with bimini and sunroof both in the open position.



performance and contemporary European styling.



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slightly closer to the boat's centreline as a result. The cockpit, swim platform, side decks and walk around foredeck are covered in teak, while a variety of timber finishes are available for the interior floors and cabinets. *Share Bliss* features laminated Venetian black walnut floors, Arabica carpets and Sherwood Chestnut joinery.

The saloon is simple but stylish with an L-shaped settee to port wrapping around the saloon table. A clever feature is the settee's reversible backrest, converting part of the lounge into a forward facing two-seater with views through the wind-screen, which many people prefer when a boat's underway.

To starboard, the galley is located aft, offering timber-covered counter surfaces and reasonable under-bench storage. The timber bench top cover is hinged lengthways and folds away to reveal a

double sink with a folding tap and a two-burner gas hob. Splash-backs are incorporated into the undersides of the cover. Under the bench is a Dometic gas oven while the refrigerator is concealed behind a cabinet door in the counter return.

LET THERE BE LIGHT

An unmissable feature is the C390's huge glasshouse. The full-length side windows are very deep so they afford panoramic views on all sides, aided and abetted by a one-piece widescreen. The starboard side also features a sliding helm door for easy access to the side deck – handy at docking time or when you need to reach the foredeck in a hurry.

The expansive windows are complemented by glass sunroof panels – two of them. The electric sunroof at the front opens





LEFT & OPPOSITE The C390's performance and handling is quite sporty. Features include a massive sunbed and electric sunroof.

RIGHT Raymarine electronics are standard; The galley in 'ready to cook' mode.

BELOW L-R Good engine access under the cockpit sole; The narrower fixed platform option; *Share Bliss* at 23 knots.



the saloon to the sky, its glass polarity matching rear panel's so it doesn't block out the light when slid back over the fixed rear sunroof. Concealed blinds ensure privacy at night and LED mood lighting is featured throughout.

This C390 has a three-cabin layout with the master and ensuite in the bow. Because the boat has relatively broad shoulders above the waterline, the forward cabin is very spacious. A good-sized island berth with easy access either side and full-height hanging lockers with mirrored doors are notable features.

The master boasts lots of natural light through large side windows and a front window just under the ceiling that looks out onto the foredeck. Both side windows have opening ports and the cabin also enjoys light and ventilation from an overhead skylight/

hatch with insect and shade screens.

The ensuite bathroom is also spacious and light, with a separate shower box and good-sized vanity. Sunlight streams in from the overhead skylight hatch and through the side window.

The day head/guest bathroom is off the companionway on the starboard side. It's smaller than the ensuite bathroom and lacks a separate shower box, but it's functional and easy to clean. Like the rest of the C390's interior, it's light and bright.

In this configuration, the two guest cabins can be ordered as any combination of double or twin single cabins. *Share Bliss* features one of each, the double berth to starboard extending under the helm station and the twin-singles to port, extending under the saloon seating. Both benefit from big side windows.

The port cabin enjoys slightly better headroom, but neither cabin has full standing headroom except next to the door. That's where the hanging lockers are situated and it's the logical place for dressing and undressing.

The C390 is also available in two-cabin versions, with twin single berths or a large double berth layout options in addition to the island berth in the bow.

UNDERWAY

Although a bow thruster is a factory option, *Share Bliss* isn't fitted with one, but docking was straightforward thanks to Volvo Penta's joystick control system for duo-prop sterndrives. It works almost as well as IPS and took any anxiety out of berthing the boat in a stiff crosswind.

Share Bliss is fitted with Volvo Penta's latest D6-DPI 380hp engines driving the boat via Aquamatic DuoProp



stern legs. This is the 'speed' power option, giving a top speed of 34 knots. The standard power option is a pair of four-cylinder D4 340hp engines good for 27 knots top speed.

Along with the Volvo engine package you get not only low-speed-joystick-control *a la* IPS, but the full EVC (electronic vessel control) suite, including electronic throttle and shift as part of a totally integrated propulsion system. Hydraulic power steering is also standard, so helming the vessel is effortless, while Mente automatic trim tabs take the guesswork out of trimming the boat.

Share Bliss gets along very nicely with a definite cruising sweet spot around 23 knots. The ride is generally smooth and the vessel is very responsive to the helm. There's a reasonable amount of heel in the turns, but not so much as to be alarming, and performance is sporting for a family cruiser.

The helm station works well enough, with excellent vision all round, except for screen mullion blind spots, but we appreciated being able to keep a look out though the open roof when heeled over in sharp turns. The helm seat can accommodate two people and has a fold-up bolster for support if standing up to drive.

Electronics and communications were fitted at the factory, all Raymarine along with the autopilot, as was the vessel's Fusion Bluetooth

and wireless stereo systems. A retractable flat screen TV behind the galley is an option.

A Quick capstan, a Delta plough-style anchor and an all-chain rode anchor *Share Bliss* securely, operated either remotely from the helm or from the foredeck. A plumb bow provides a deep anchor locker with plenty of fall.

MORE OPTIONS

As mentioned, the C390 is available with smaller D4 340hp engines if speed is not a high priority. The wider hydraulic swim platform is another option, popular in most markets. This Sealine can also be ordered with outboard power (Sealine 390V), which frees up a huge amount of storage space under the cockpit sole. Outboard power arguably offers further benefits in ease of servicing and slightly lower servicing costs overall. Modern outboards can also be freshwater flushed *in situ*.

As reviewed the Sealine C390 is a spacious, modern cruiser with decent performance and contemporary European styling. The latest onboard systems provide ease of operation for stress-free boating, while a versatile deck plan caters to a variety of on-water activities. Light, bright, fresh interiors should have wide appeal, as should Windcraft's competitive pricing – good reasons to take a closer look. **BNZ**



Sealine C390 Sedan

PACKAGES FROM POA

DESIGNER
Bill Dixon

MANUFACTURED BY
Hanse Yachts AG
www.hanseyachtsag.com

HIGHLIGHTS

Light, bright and spacious with contemporary styling and a versatile deck plan

'Speed' version provides sporty performance and fun handling

Easy to operate for stress-free boating and plenty of factory options available

SPECIFICATIONS

loa 11.99m (12.5m)
length 11.0m
beam 3.85m
draught 1.19m
air height 3.8m
weight 10,520kg approx
construction GRP, vinylester and isophthalic resins, composite bulkheads
engine 2 x Volvo-Penta ID6-DPI 380hp
transmission Volvo-Penta Aquamatic DuoProp sterndrive
fuel 900 litres
water 400 litres
cruising speed 22-27 knots
max speed 34 knots

WATCH IT

