

## Sealine Ambassador 310

### SNAPSHOT

#### MBM RATING

Arguably the most spacious cockpit in this group, yet lacks for nothing below

### UPS AND DOWNS

-  Voluminous, above and below decks
-  Good top speed with biggest diesels
-  Terrific three-person helm position
-  Overhanging snout looks weird to some eyes

### TECHNICAL DATA

Length	32ft 0in (9.75m)
Beam	10ft 8in (3.25m)
Draught	3ft 3in (1.00m)
Displacement	4.5 tonnes
Fuel capacity	119gal (540lt)
Water capacity	44gal (200lt)
Engines	Twin 230hp Volvo diesel sterndrives

Within the confines of its twin cabin, single toilet form, there is nowhere that 99% of us could point to and say, "I wish Sealine had made this area bigger, or smaller". And that balance has not come with concession; every area seems to work at least as well as its direct rivals.

On deck, the key to its success is simplicity. Instead of splitting the cockpit into numerous areas (helm, dinette, sunbed, second seating area) the 31 has just two whoppers, a three-seat helm and a huge wraparound seating area aft. Only in the wet-bar department does it lose out, but then there's a good galley just three steps away. And just how quickly do you need to get to the bar?

The 310 boasts a truly outstanding helm position, with three big cosy seats and comfortable ergonomics. The sprawling dash boasts enough room for a chartplotter and a radar, and yet it still sports a perspex topped space for proper paper charts. If your cruising has an adventurous side to it, you'll really appreciate these numerous practical niceties.



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### INSIDE

Terrific, roomy dinette even has the Targa 29 beaten, although Fairline's designers conjured a slightly better galley. Toilet compartment is (impressively) en suite to the midships cabin, improving privacy.



### OUTSIDE

Three-person helm is so much more sociable than its rivals' offerings, and the expansive dash is outstanding. Infills allow owners to create a huge wraparound seating area around the aft end.



### ENGINES

Options range from twin V6 200hp petrol through to 200hp and 230hp and 260hp diesels, but the most common engines are the 230hp KAD42 diesel sterndrives, ample for the 31's 4.5 tonne displacement.



### PERFORMANCE

Claims of 38 knots from the biggest 260hp seem very realistic compared with this boat's rivals. That equated to around 35 to 36 knots from the most popular 230hp, and 33 from the 200hp petrol engines.