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Sabreline 36 Sedan - Sea Trial

Sabre's 36 sedan is a premium product for buyers looking for high-end craftsmanship in sporty and sophisticated vessel.

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By Pierce Hoover

Boaters who shop with a cost-per-foot or how-many-does-it-sleep mentality will likely bypass the Sabreline brand. Which is probably just fine with the brokers who represent these premium products. Their customers know what they want and are willing to pay a reasonable premium to obtain a superior product.

In the case of the 36 Sedan, an ownership investment in the neighborhood of \$400,000 provides a fast, upscale cruising boat designed for two to live aboard, with plenty of elbowroom where it counts and the capability to host a pair of overnight guests on occasion. In keeping with Sabreline's premier position in the market, this boat offers superior build quality and immaculate interior joinery work, and combines appealing, Down East topside lines with a performance hull.



Specifics of the 36, from lay-up to layout, can be discovered by reviewing company literature or touring the boat at dockside, and need not occupy available space in this review. Suffice it to say that both overall quality and attention to detail on this boat are among the best in the industry.

The same can be said for the electrical and mechanical systems, which are well-organized and configured for straightforward access and service. Considering the space limitations of a boat this size, Sabreline has done an exemplary job of placing everything within reach. A centerline hatch in the main salon allows access to most of the vital ships systems while standing or kneeling in the alleyway between the main stringers; large hatches in the cockpit provide full access to the lazarette.

After performing a run-through on the boat's plumbing, mechanical and electrical systems, I began a series of what-if exercises: What if the air conditioner intake became clogged with sea grass, the head backed up, or the house batteries were fully discharged? These are the situations that all cruising owners - mechanically inclined or not - may one day face, and the way these situations can be resolved says a lot about the builder.

Sabreline owners should have fewer glitches than most, not only because of the intelligent layout of all ship's systems, but also the company's exemplary customer-service program. The factory archives an individual service manual on each boat that includes full schematics, and each owner is assigned a customer service representative who is available by phone to provide specific step-by-step instructions to all service and troubleshooting issues.

The builder also maintains a full inventory of spare parts, along with digital patterns for each piece of woodwork on the boat. If a new piece of teak trim is needed, the factory can produce an exact replica of the original using a computerized router.

Quality and service are two-thirds of the Sabreline equation; the remainder is performance. With the 370-hp Yanmars, which are an optional upgrade, the 36 touched 30 knots wide open, and settled into a comfortable 24- to 26-knot cruise at a 70-percent throttle setting. Interior noise levels at cruise speed were low to moderate.

The modified deep-V hull carries 18 degrees of deadrise to the transom, but incorporates prop pockets to reduce draft and shaft angle. This, plus two pairs of full-length lifting strakes and a hard spray chine, help the 36 come

on plane with minimal stern squat. From idle right through to top speed, the running angle remains about 5 degrees; the chines improve directional stability and increase water deflection while running and seem to dampen rolling motion at displacement speeds. The optional extended hardtop did not noticeably increase windage while underway or at the dock, and there was ample power for precise close-quarter maneuvering.

The 36 has proven to be a favorite choice of experienced owners who are downsizing from a larger boat to a compact cruising platform that two people can manage easily and comfortably. Many will admire it, but those who know the difference between pretty good and truly exceptional will fully appreciate it.

Specifications

LOA: 36'

Beam: 12' 6"

Draft: 3' 4"

Fuel Capacity: 300 gal. (diesel)

Water Capacity: 100 gal.

Power: twin 315- to 375-hp Yanmars

Price Range: \$325,000 to \$430,000

Information: 207-655-3831

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