



## CÔTE D'AZUR ALLURE

SUNSEEKER'S PORTOFINOS HAVE ALWAYS EPITOMISED THE GLAMOROUS, FUN-LOVING RIVIERA LIFESTYLE, AND THAT TRADITION IS CONTINUED WITH THIS YEAR'S PORTOFINO 48 – A STUNNING NEW ADDITION TO THE BRITISH BOATBUILDER'S WELL-LOVED SPORTS CRUISER RANGE. SUNSEEKER MAGAZINE TOOK ONE OF THE FIRST OFF THE LINE OUT ONTO THE AZURE WATERS OF THE MED – ITS NATURAL ENVIRONMENT



# 48

P O R T O F I N O



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There can't be too many ranges of boats that have endured as well as Sunseeker's Portofino – arguably the perfect 'Mediterranean' cruiser. That crucial combination of modern, sleek styling, a good deep-Vee hull, and a lot of cockpit space for al fresco entertaining – not to mention Sunseeker's ability to upgrade as necessary – has seen the Portofino become one of the best-loved boats throughout the world, let alone the Med', over its 30-year lifespan.

This year's latest Portofino 48 is no exception. You might expect it to be a lightly tweaked 47, but you'd be wrong: the 48 is a brand-new, from-scratch design that achieves a much larger interior. After all, Sunseeker's Sports Cruisers have always been much more than weekenders or dayboats; a fortnight aboard would be no hardship; a week would leave you more than refreshed.

Where once there was the classic main suite in the bow and a cross-beam, central twin cabin, the Portofino 48 has switched to a mid-ships, full-beam owner's suite with huge in-hull windows. While forward, there's a clever new VIP suite in which the double bed cunningly swings

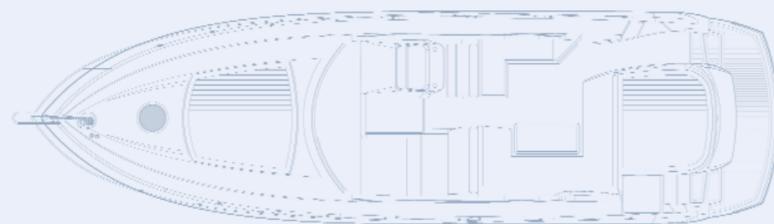
apart to create twin single berths. Combining space with pace, Sunseeker has achieved all this with an innovative new hull design, optimising accommodation without unduly affecting its 32-knot performance – derived here from Volvo-Penta's compact IPS 'pod-drives' with which you can point and park by joystick control.

The central saloon sits at the heart of the accommodation and enjoys a mix of grain, bold lacquers and deep glass options.

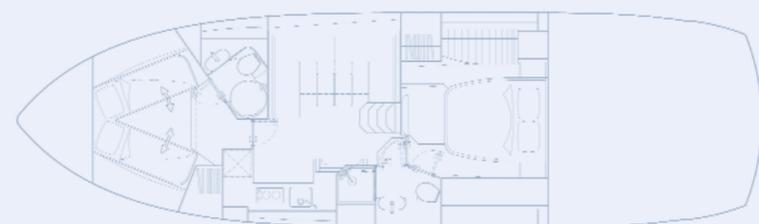
The boat's profile is sleek with a long expanse of foredeck topped by cantilevering sunpads. The cockpit screen rises fairly well aft in a smooth and neatly engineered radius, behind which is a helm station with pilot seating, wetbar and full dining arrangement.

The new 48 looks to have the sort of wow-factor that will make it a bit hit with the motoryachting crowd, and what's more a worthy successor to all those fabulous Portofinos that continue to cruise the Med' with such effortless style.





MAIN DECK



LOWER DECK

There's a clever new VIP suite in which the double bed cunningly swings apart to create twin single berths. Combining space with pace, Sunseeker has achieved all this with an innovative new hull design

#### SUNSEEKER PORTOFINO 48

Classification	CE (Cat B)	Beam (max.)	4.30m/14'1"	Generators	Standard
Length overall (including fixed platform and pulpit)	15.66m/51'4"	Draft (max. @ full load)	1.17m/3'10"		4.5kW @ 50Hz (Euro)
Length hull (including fixed platform)	16.09m/52'7"	Height (above waterline excluding navigation mast)	4.34m/14'2"		9kW @ 60Hz (US)
Length overall (including lifting platform and pulpit)	4.95m/16'3"	Displacement (@ full load)	16,566kg/36,521lb	Fuel capacity	1,320 litres/290 GB gal.
Length hull (including lifting platform)	15.43/50'6"	Engine option	Up to 870 PS (total)	Fresh water capacity	328 litres/72 GB gal.
Length waterline (@ half load)	11.20m/36'8"	Propulsion	Pod drive	Maximum speed	Up to 32 knots
				Cruising speed	26-28 knots



48

P O R T O F I N O