



# A *Clipper* COURTSHIP

WITH A SWAG OF PRACTICAL, QUALITY FITTED OPTIONS, THE CLIPPER 40 EUROPA LIVES UP TO ITS MANUFACTURER'S PRODUCTION PHILOSOPHY OF KEEPING YOU ON THE WATER AND LOVING EVERY MINUTE OF IT.

Class act would be the most apt description of the Clipper 40 Europa. This displacement boat features all the great lines of an ocean-going vessel, but has been manufactured using modern construction techniques.

The hull, deckhouse, and flybridge are hand-laid moulded fibreglass with an antique white gelcoat finish etched with clinker board lines. The deck is also hand-laid and features a non-skid finish around its circumference. The walk-around style of this boat lends itself to a good, safe vessel for family fun. The gangways on the side are sheltered under the top flybridge

awning and the gunwales are high, offering safe passage to the bow section.

The work station for the ground tackle consists of a galvanised 45lb CQR anchor with 70m of 10mm chain, mounted on a raised anchor platform and pulpit. The Muir Cougar 12V anchor winch's 'up' foot switch is in easy reach. The stateroom cabin roof is raised in the bow section and has a tinted skylight.

While this boat can berth six overnight, it comes into play as an ideal day boat for entertainment. The lower aft cockpit has ample room for those not wanting to mill about in the ample air-conditioned saloon,

but the flybridge comes into its own for cruising. Everyone likes to talk with the skipper when underway and this is the place to do it.

Should your waterway have a lot of bridges that are difficult to pass under, the bimini can be quickly removed and the targa hinged down to reduce the overall height.

A big aft section out from under the targa canopy is complimented by lounge seating across three-quarters of the beam and along both sides. The skipper sits centrally at the front at the duel controls. A lot of stowage space can be found under all of





Clockwise from far left: The engine room houses a single Cummins 220; Double berth in the stateroom; A chrome horn is just one of the classic features; The saloon has a plush timber finish.



## “THE CLIPPER WAS VERY GENTLE IN ITS RIDE, BOTH INTO, ACROSS, AND WITH A FOLLOWING SEA.”

the side and rear seating. A stainless steel awning runs aft from the rear of the upper deck, upon which is mounted a small RIB, which is deployed with an electric winch on a single-swing boom davit. The steps to access the flybridge are set at an angle that makes them easy to climb. There is a large storage area under the stairs, sized to suit an icemaker.

### ROOMY ON THE INSIDE

There is no shortage of polished timber panelling and stowage cupboards and drawers inside the Clipper. The cabinetry joinery is neat and strong.

The berth in the stateroom is located hard against the forward bulkhead. There are two-tier stowage drawers under the mattress, and on each side carpeted timberwork allows one to climb to what is a high berth in comparison to a normal bed. A wardrobe and vanity sit behind closed doors on both starboard wings of the stateroom.

Aft of the stateroom on the port side a door on the companionway opens to a vanity, robe, and double bunks. There is good access to the starboard head and shower.

However, stowage cabinets over the hand basin make it difficult to get your head over the hand basin without stepping back and leaning forward. The steps down into this area open individually, with one holding a fire extinguisher, another holding a hand-

operated bilge pump. The third is open for more gear stowage.

The galley is very functional and sits aft of an open, flat, high area in front of the lower deck helm. This is where charts, magazines, soft bags and the like generally call home. It is an aisle that has stowage on one side, a sink on the other, an oven at the end, and a window above that. The cooker is rebated inside the bench top, negating the need for protruding guardrails and the waste bin is easy to remove for cleaning. You will find stowage space under that bin when it is out.

There is no shortage of bench space and the cook will appreciate the three-point turn from the oven to the sink to the fridge – how all good home kitchens should be planned.

The helm also has classic lines, with mains switch panels in the side of it and a nicely laid out timber instrumentation panel complimenting the upright wheel. The helm seat is a bench with a backrest and, underneath this, a slide out wine bottle and glass rack is featured. Ideal for the warmer climates and for communicating with the deck hand, a starboard side sliding door to the helm gives quick access onto the lower deck.

The play on plush timber finishes continues in the dining saloon with a veneered, inlaid walnut table mounted in front of a large L-shaped settee. The tabletop slides towards the centre of the boat. This could be turned into a single bed



– along with the lounge on the starboard side.

The lazarette, containing the eutectic refrigeration plant and battery installation, is accessed via the rear deck. The rudder hydraulics can be easily accessed here and a small hatch in the deck accepts a rudder handle that connects to the top of the rudder axle, allowing manual steering of the boat should the Hi Nautic hydraulics fail.

Access to the engine room is via the bulkhead inside the lazarette and the ceiling is low, but one can still sit upright. The deck of the engine room is made of false panelling over the ribs, making for easy

travel inside for general maintenance checks. The oil dipstick and strainer are within easy reach and the fuel filters are workable on the bulkhead, where they are situated over an open sump for the easy removal of spilt fuel. Perspex inspection ports allow easy viewing of the shaft gland packing and L-cock positions.

### SMOOTH MANOEUVRES

Leaving the finger at Raby Bay Marina, the Clipper's one engine and bowthruster made the boat easy to manoeuvre. We pushed out into Moreton Bay proper to at least 30kts of howling south-easterly. With a strong wind

warning in progress we and the camera boat were the only craft to be seen. The Clipper was very gentle in its ride, both into, across, and with a following sea. It had minimal port to starboard roll considering the short, sharp chop of 1.5m and the winds that can make this bay a nightmare for even big boats. Bow to stern rocking was gentle, too, and the sharp entry at the bow sliced open any water in its way.

Full speed on the single Cummins 220hp engine was about 11.5kts and it was happy to loaf along through absolutely lousy seas at its cruise speed of 9kts. Manoeuvrability at the helm was smooth and responsive and

the ZF hydraulic gearbox was glitch free moving from forward to reverse.

Clipper boats have been around for about 30 years and this model, based on the title Evolution 11, has been in existence for the past five. They are continually upgraded with modern technology. Their production and fitout is done based on the philosophy that nothing more should be needed to get the owner on the water and to keep them there enjoying it.

It certainly did that for us and, with almost every conceivable practical and quality option fitted, it presented as very good value for the money.

## CLIPPER 40 EUROPA SERIES 11

### PRICE AS TESTED

\$495,000

### PRICED FROM:

\$460,000

### OPTIONS FITTED:

Davit, dinghy, cradle, and awning

### GENERAL

Material: .....  
Hand-laid moulded fibreglass  
Type: ..... Displacement hull  
Length overall: ..... 12.41m  
Beam ..... 4.07m  
Draft: ..... 1.23m  
Displacement: ..... 15 tonnes

### CAPACITIES

Fuel: ..... 1100lt diesel  
Water: ..... 900lt  
Sleeping: ..... 6  
Day trippers: ..... 15  
Power: 7kW 240V Onan generator

### ENGINE

Make/model: .....  
Cummins 220hp B-series  
Displacement: ..... 5.9lt  
Gearbox: .....ZF hydraulic ration 2:1

### SUPPLIED BY

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Clockwise from above:  
The Clipper is very  
gentle in its ride;  
Starboard head features  
storage cabinets above  
the hand basin; Double  
bunks to port; The  
flybridge helm has an  
upright wheel and good  
spread of instruments.