

# CHARISMATIC CLIPPER

CLIPPER 34 EUROPA

STORY PETER SCOTT  
PHOTOGRAPHY JANEY HARPER



**THE TRADITIONAL TRAWLER** style cruiser has become such a part of the fabric of Australian boating that there is hardly an anchorage on our vast coastline that is not graced by their presence.

Trouble is, many of these traditional cruisers were timber built and the ravages of time have thinned their ranks. For those who appreciate the timeless elegance and cruising capabilities of these trawler hull cruisers, modern boat manufacturing technology has given this classic cruiser a new lease of life.

Clipper Cruisers have been able to blend advanced technology and traditional craftsmanship to produce their range of Europa flybridge cruisers. The Clipper Europa is available in four models from 34 to 60 feet and all are based on the ever popular trawler displacement hull.

Last year, we reviewed the Europa 40 and as the boat made such an impression on us, we decided to review the latest entry level Europa to arrive in Australia - the Clipper 34. Whilst the Clipper 34 Europa is not a new model, in fact hundreds have been sold in

Australia over the past three decades, the latest 34s are from what Clipper terms their 'Evolution Series' which means the boat is available in classic or platinum configuration.

Our test boat was a platinum model equipped with 5kVa Onan genset, air-conditioning, stainless steel convection microwave, twin burner ceramic cooktop, 19" flat screen TV and upgraded Raymarine electronics package.

Powered by a single 220hp Cummins turbo



charged diesel engine, this shaft driven, fully hull protected cruiser is both affordable and economical to run.

With a top speed of just under 10 knots at 2,600 rpm and a comfortable cruising speed of between 7 - 8 knots at around 1,600 rpm, the Clipper 34 Europa will literally run on the smell of an oily rag. On a recent return cruise from Brisbane to Sydney, a sister ship of our test boat returned the amazing fuel economy figures of 10.9 litres per hour.

The real appeal of the Clipper 34 Europa is that whilst it has an overall length of 34 feet 6" and a beam of just under 12 feet, the deck, flybridge and saloon space is equal to that of much larger cruisers. This is a fully featured cruiser and certainly is full of surprises from the moment one steps aboard.

Boarding is via a swim platform and centrally located transom door. Nice features such as a polished teak handrail running from bow to stern and stainless steel grab rails mounted above the handrail reflect the attention to detail displayed in the build process. There is a deck shower encased on the starboard side of the transom door and a swim ladder is fitted under the swim platform on the portside with a grab rail mounted on the transom.

The Clipper 34 Europa is without doubt, a genuine cruising boat - lots of onboard living area, from the spacious aft cockpit to the expansive flybridge and practical saloon. The walk-around decks are extremely safe for offshore conditions with high gunwales, safety rails the full length of the boat and overhead protection from transom to midships courtesy of the extend flybridge deck. Deck hardware consists of three fairleads on each side of the boat with integrated cleats. The anchor winch is seated on a raised fibreglass plank supported by a stainless steel samson post. The large plow anchor attaches to 40 metres of three quarter inch chain stored in a deep bow locker with hatches either side of the windlass.

A deckwash outlet is plumbed to the starboard side deck while the foot operated winch controls are deck mounted behind the samson post. The raised coach house roof provides good seating on the foredeck and safe, deep well walk-around decks.

The prominent trawler bow, complete with planked detail does allow water over the bow in a head or quartering sea however the side decks and aft cockpit are self draining.

A bimini extension provides shade to the aft cockpit and also serves as support for an inflatable tender. Access to the flybridge is by way of a starboard side cockpit ladder. The treads are bleached teak and supported by stainless steel rails with gas lifts on the companionway hatch.

The flybridge is enormous for a 34 foot boat. It has a centre cockpit configuration which allows for a semi walk-around bridge and is enclosed by sturdy stainless steel rails. The tender davit has been positioned on the portside and is supported by a column through to the aft deck.

A bimini connects to a hinged targa arch. The acrylic windshield with stainless steel formwork is forward facing and provides good protection when seated at the helm.

Although not elaborately fitted out, the flybridge is functional and spacious with a portside L-shaped lounge with storage lockers and companion seats either side of the helm chair. There is enormous storage in the flybridge forward super structure and the dash is protected by a lock down waterproof cover with glass inlay.

The flybridge helm has a stainless steel cruising wheel. Both the upper and lower helms are equipped with Morse cable controls for throttle and gear shift. Cummins analogue gauges provide engine diagnostics. The dash also has a Vetus bow thruster joy stick, Muir anchor winch electronic control and chain counter as well as Ritchie compass, VHF radio, Raymarine autopilot and digital depth sounder. Rocker switches are located on the face of the helm cabinet while Clarion speakers are located on the targa arch.

Carpet covers the aft cockpit which can be removed to reveal a non-slip deck and a spacious lazarette. The lazarette houses the boat's batteries, all in boxes and elevated in the event of water entering the lazarette. I have not seen many 30 foot boats with so much battery power as the Clipper 34 Europa. The boat carries twin 200 amp hour house batteries, an engine starter battery, a genset starter battery and a separate battery for the bow thruster.

Backed up by the 5kVa Onan genset and automatic battery charger, the boat is superbly equipped in terms of onboard power.

The lazarette also provides access to the emergency steering and tiller as well as sea cocks and transducers. Small cut-outs in the





checker plate flooring provide easy access to the sea cocks.

Access to the engine room is through a liftout floor hatch in the forward saloon. The 220hp Cummins diesel is positioned a little aft of midships while the genset is mounted close to the lazarette bulkhead with access from the saloon sole.

Fuel and water tanks are located either side of the engine, both self levelling. The 34 also carries a 130 litre holding tank. Engineering below deck is of a high quality with all through hull fittings in brass, all double clamped and wiring looms easily labelled and accessible.

Checker plate has been used on the engine room floor which gives good strength and serviceability. As would be expected, the engine room has limited height however there is reasonable access around the engine and through the saloon sole hatches.

The saloon features a traditional cruising layout with aft portside galley, portside convertible dinette and a longitudinal starboard lounge which also extends to make a good 3/4 bunk.

The spaciousness and functionality of the saloon is most notable and has clearly evolved with constant feedback through generations of proud owners.

The galley is an L-shaped design with twin, deep bowl stainless steel sinks, Corian benchtops and teak cabinets. There are drawers and cupboards galore and even a recessed, removable waste bin. The fridge/freezer is a practical size and the ceramic cooktops are slightly recessed to

avoid the need for riddles. A stainless steel convection microwave is located below the cooktop. There is storage everywhere in the saloon - under the lounges and dinette and there is even a cocktail cabinet built into the helm seat.

Large saloon windows provide plenty of natural light and 360° views while curtains on all windows allow for privacy when required. All windows are screened and wall lamps are located above the starboard lounge and the dinette.

The dinette easily seats four adults around a good size table. The lounges are finished in rich cream ultra leather which complements beautifully against the richness of teak wood work.

The saloon has removable carpet which reveals a beautiful teak and holly floor. The ceiling is leather with overhead teak grab rails and gold rimmed downlights.

The helm is to starboard and features a traditional cruising layout with forward facing panel for instruments while engine and tank gauges and Morse controls are located on the dash proper. The dash is nicely laid out with VDO analogue gauges, and rocker mounted switches located for easy access.

A Raymarine C70 GPS plotter is centrally mounted on the forward panel while a chart table is located to port and forward of the dinette. The helm features a raised lounge seat with foot rest, wood grained wheel with stainless steel spokes and the pelmet above the helm houses a breaker panel, VHF radio and sound system. A large flat screen TV has been mounted above the cocktail cabinet.

Forward vision is excellent courtesy of three large fixed screens - the port and starboard screens are fitted with windscreen wipers. As with the conventional design of these displacement cruisers, there is a side deck door opposite the helm which allows for ventilation to the saloon and quick access to the bow.

While the Clipper 34 Europa can easily sleep six people, there is only one formal cabin in the bow. Beautifully finished in teak with timber lined wardrobe, book racks, reading lamps, side portholes and overhead hatch with privacy and insect screens, the cabin is a warm and comfortable retreat.

The bed is an island queen with four large drawers in the base and side steps to make access easy. There are twin GPOs either side

of the bed for accessories and a single padded seat either side of the bed.

The head is located to port of the companionway while the steps down to the cabin contain a fire extinguisher and manual bilge pump. The head is spacious, vented and also has a porthole. There is an electric toilet, stainless steel vanity bowl and telescopic rose which doubles as a shower head. A large teak framed mirror adorns the bulkhead and a shower curtain avoids an unnecessary wet toilet seat.

Privacy in the cabin is obtained by way of an overhead sliding hatch and cabin door.

Overall, this is an exceptional, value for money cruiser. While classed as an entry level boat, our test boat, the platinum version, had all the trimmings and spacious living areas of a much larger cruiser.

In terms of handling, the Clipper 34 Europa offers a smooth, stable ride and apart from a little spray over the bow in a head or beam on sea, it performs like a seasoned veteran. The boat does tend to heel over a little when thrown into tight turns but quickly returns to the horizontal when the turn is completed. Turning circle and dockside manoeuvrability is excellent due to the extended keel and bow thruster. This is a responsive, well powered cruiser equally at home on the bay, up rivers or offshore. It is a boat which will always get you home and in a welcome measure of safety.

The best part of course is the price. Surprisingly, the Clipper 34 Europa classic (base model) is available at \$329,000 while the additional fitout of the platinum lifts the price to \$349,000. Still exceptionally good value for this pedigree cruiser.

**SPECIFICATIONS**

<u>LOA</u>	34ft 6" (10.61 metres)
<u>Beam</u>	11ft 9" (3.61 metres)
<u>Draft</u>	3ft 2" (.97 metre)
<u>Displacement</u>	8,000kg
<u>Fuel capacity</u>	1,100 litres (Twin tanks)
<u>Fresh water</u>	700 litres (Twin Tanks)
<u>Holding Tank</u>	130 litres
<u>Accommodation</u>	6 + persons
<u>Engine</u>	Cummins 220hp turbo diesel With stainless steel shafts
<u>Cruising speed</u>	7 - 8 knots
<u>Warranty</u>	Five (5) years
<u>Price as tested</u>	\$349,000

Test boat supplied by Clipper Cruiser Sales, Rivergate Marina, Brisbane.  
Phone 07 3890 5000  
or visit [www.clippercruisers.net.au](http://www.clippercruisers.net.au)