



CLIPPER

Charisma

Clipper Europa 52

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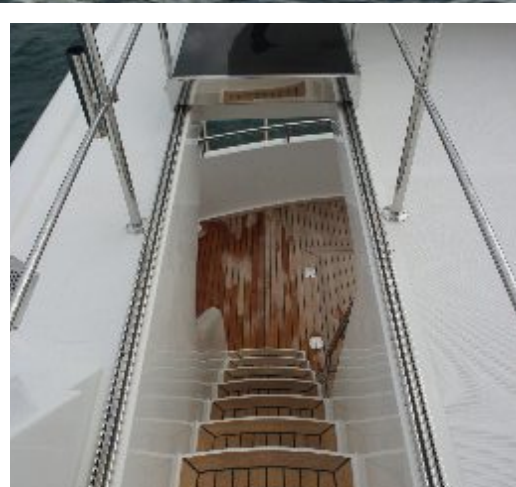
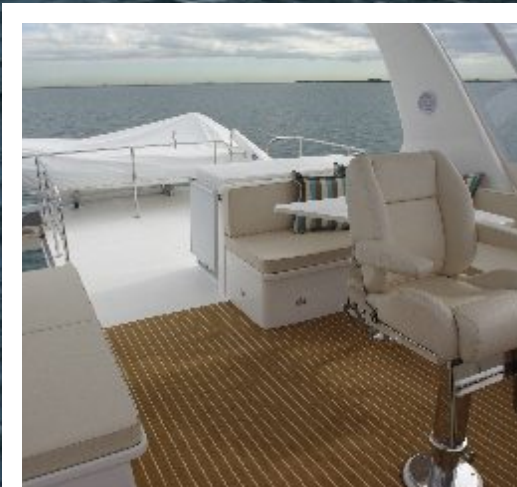
CRUISERS BUILT ON traditional trawler hulls have an enduring charisma. Their popularity over the decades has never waned. The earlier trawler cruisers however, were quite rudimentary.

Although the sea-going capabilities of their hulls were never questioned, there was little interior styling and even the decks were basically workmanlike. Many of the earlier trawler style cruisers were also custom built - most in timber and they were built for an era when family cruising was not as popular as it is today. On board facilities were basic - a serviceable galley, bunk beds, little privacy and a head with a shower was often a luxury. Towards the 1980s and 1990s, the trawler lost much of its popularity to the more luxurious planing hull sports cruisers and flybridge convertibles.

Offering private cabins and beautiful bathrooms and ensuites and all the comforts of home, the trawler lost much of its appeal.

However it wasn't long before the tremendous advances in production boat building gave the trawler cruisers a new lease of life. Modern tooling and the realisation that the trawler hull was a fantastic platform on which to built state-of-the-art cruisers has seen the rise of a new generation of displacement and semi-displacement trawler cruisers which compete with the best of the best.

Amongst the modern trawler fleet there is none better than the Clipper. Clipper's Europa 40 has enjoyed enormous success since its launch in Australia and with our desire for larger boats of all styles, it was perhaps almost a natural evolution that





Clipper would answer the call from their devoted owners and release a larger model.

The all new semi-displacement Clipper 52 made its debut at the Sanctuary Cove International Boat Show and the applause was deafening.

Although the classic exterior styling has been retained, the 52 hull has benefitted from new technology as the superstructure and deck lines are noticeably more streamlined. The hull has a fine entry, is constructed of handlaid moulded fibreglass with water tight bulkheads and retains its solid fully protected keel.

Powered by twin QSB 425 Cummins MerCruiser turbo diesels with a power output of 425hp, the Clipper 52 gives owners the best of both worlds - traditional cruising at 8 - 10 knots or at full throttle, the cruiser has a surprising turn of speed eclipsing 19 knots. In an age where fuel is a definite cost consideration, the Clipper excels using just 13.8 litres per engine per hour at 8.4 knots and even at 10 knots, fuel consumption is equally miserly with a burn of just 22.6 litres per hour.

Given that the Clipper 52 carries 2800 litres of diesel in three separate self equalising tanks, she has a range of around 800 nautical miles which is phenomenal and makes it possible for the Clipper to transverse even the longest legs of Australia's coastline.

The overall performance of the new Clipper has also been enhanced. Steering is light and responsive and the vessel turns flat with no appreciable lean. With throttles fully forward, she slices through the water with the pronounced chines working beautifully to deflect spray away from the hull. The hull has a nice flare on the bow to handle a head or quartering sea and the high bulwarks and covered side gangways make passage around the decks safe and comfortable.

As with all genuine coastal cruisers, the Clipper 52 has a 'get home mode' and even on one engine, the big volume cruiser can achieve speeds of 11 - 12 knots and most importantly, holds course and retains its steering responsiveness. Whether driving from the flybridge or the lower helm, the cruiser offers excellent all round vision and a set of impressive controls and electronics. The Cummins diesels are fitted with

MerCruiser's SmartCraft DTS controls giving superb finger-tip control and endless performance data displayed on multiple layer LED screens. The Vetus muffler system fitted as standard delivers a quiet ride even at full throttle.

Perhaps the most impressive aspect of the Clipper 52 is her overall fitout. While many manufacturers seek to disguise the true cost of a new vessel by offering what is virtually a bare boat - no electronics, no genset, no tender, no davit crane, no entertainment system, Clipper have fully specked the 52 to the extent that there is very little in terms of accessories that are not standard equipment.

Some of the impressive 'standard' equipment include a 3.3 metre Aurora RHIB and outboard and the all new G Series and E Series Raymarine electronics including GPS, 24 nautical mile radar, auto pilot and sounder. In addition, the vessel is equipped with Icom VHF, SidePower bow thruster and a Muir Thor winch with electronic controls and chain counter.

Around the decks, the level of finish has been designed to give trouble free and



maintenance free cruising. There are four fairleads on either side of the deck, fresh and salt water deck wash in the aft cockpit and a stainless steel mounting plate on the bow sprit accommodates a dual anchoring system, 100 metres of 13mm galvanised chain and deep forward lockers.

There has been extensive use of teak decking with the swim platform, aft cockpit, side decks to mid ships and the moulded flybridge stairway all finished in teak. All decks including the flybridge are self draining and the swim platform safety rails and drop down teak swim ladder add to the overall presentation of the Clipper.

Stainless steel rails have also been used extensively to enclose the flybridge after deck and mounted on the aft cockpit transom and bulwarks are impressive stainless steel hand rails.

Access to the lazarette and engine room is through deck hatches in the aft cockpit. A true reflection of the build quality of the Clipper is evidenced in the engine room. Engineering standards are excellent and again standard features include Raycor filters and strainers, SeaFire suppression

system, Reverso oil drainage system to both the 17.5kVa genset and both Cummins diesels, checkerplate flooring and quality insulation. In addition, a washer/dryer is housed in the engine room. There is an inverter/charger system to power appliances and keep the battery banks in peak condition.

Clearly the Clipper 52 has been designed to maximise cruising comfort and extended stays onboard. There is a cockpit freezer while the flybridge wet bar contains a bar fridge, ice maker, char grill and sink.

The hardtop and rollaway hatch over the starboard side flybridge stairway add to the appeal of the cruiser as do the comfortable lounges and dining table on the flybridge.

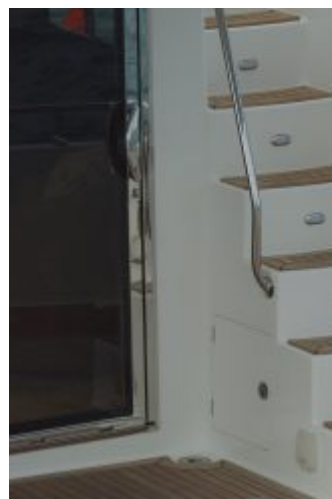
Internally, the Clipper 52 delivers a level of luxury appointments expected on much larger vessels. The saloon and lower accommodation deck features hand crafted Afomosa gloss finished teak, padded leather ceilings and lounges, Roman blinds and quality drapes.

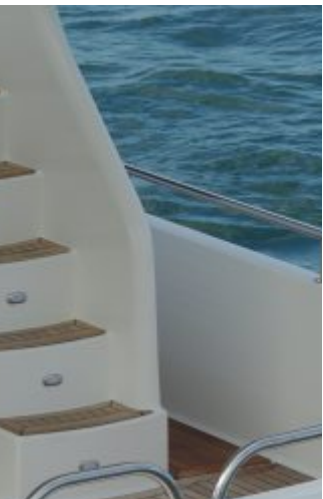
The saloon is spacious and uncluttered with free standing lounge chairs, large dining

table and portside lounge as well as a quality entertainment system including 32" flatscreen television and Sony surround sound. The lower helm is forward and to starboard and features an impressive electrically operated pedestal Navigator helm chair and side hatch for access to the side decks.

The portside galley opposite is state-of-the-art. Granite benchtops, breakfast bar, Isotherm stainless steel fridge and freezer, twin bowl sink, four-burner hot plate, convection microwave, exhaust fans and loads of cupboard space make this a quality galley.

Soft carpet covers the saloon floor while teak and holly has been used around the helm and galley areas. The entire lower deck is also finished in teak and holly with carpet overlays so owners can choose to enjoy either carpet or polished timber floors. The lower deck offers a spacious three cabin, two bathroom layout with excellent access to plumbing and pumps under the companionway floor and steps. The configuration is portside double, starboard three-quarter, starboard main bathroom and forward master with portside ensuite.







All cabins have entertainment systems and separate climate controls and the rich teak interior creates a natural warmth. All cabins feature cedar lined wardrobes, adjustable lamps, bookshelves and portholes. The forward master cabin has an island queen bed, shoe storage, twin wardrobes and an overhead hatch with privacy screen.

The starboard bathroom and master ensuite are well finished and have separate shower stalls, Tecma fresh water flush toilets, Corian vanity benches and silver leaf vanity basins.

There is an overall feeling of spaciousness below decks and the hand crafted pelmets, solid doors, door jams and gold leaf door handles add to the overall appeal and presentation of the Clipper's accommodation deck.



There is of course, much more to the Clipper 52 which designates the vessel as a genuine cruiser. Fresh water washers on the forward windscreen, quality clears on the flybridge ensure excellent forward vision in all conditions

She is equipped with black and grey water holding tanks to comply with the latest environmental requirements and has ample storage for long haul cruises. The Clipper 52 is a charismatic long range cruiser. While its traditional trawler styling is enduring, the level of luxury refinements and its economical Cummins diesels makes this a vessel for the 21st century.



SPECIFICATIONS

<u>LOA</u>	54ft (16.6 metres)
<u>LWL</u>	52ft (15.84 metres)
<u>Beam</u>	15ft 8" (4.82 metres)
<u>Draft</u>	4ft 2" (1.27 metres)
<u>Displacement</u>	20,000kg
<u>Fuel capacity</u>	2800 litres
<u>Fresh water</u>	1200 litres
<u>Accommodation</u>	6 + persons
<u>Engines</u>	Twin Cummins QSB 425hp turbo diesels with four blade props
<u>Cruising speed</u>	8 - 18 knots
<u>Warranty</u>	Five years structural hull plus manufacturer's warranty
<u>Price as tested</u>	\$1,150,000

Test boat supplied by Clipper Motor Yachts Australia, Rivergate Marina Brisbane.

Phone (07) 3890 5000.

www.clippermotoryachts.com.au