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# Broom 35 Coupe

Broom's gamble at delivering a more affordable cruiser without compromising on quality pays off REPORT BY NICK BURNHAM



PHOTOS: Graham Snook



## The brief...

A new arena for Broom as it leaves the comfort of its established aft-cabin cruiser world for a foray into new markets. **Nick**

**LOA:** 35ft 1in (10.70m)  
**PRICE:** from £193,952  
**TOP SPEED:** 18 knots  
**BUILDERS:** Broom Boats Ltd  
**ENQUIRIES** Tel: 01603 712334  
[www.broomboats.com](http://www.broomboats.com)

**B**room has been around for years. Rumour has it that founder CJ Broom gained original inspiration from the ark. But like all manufacturers, Broom is looking to bolster business by seeking new markets. With that in mind the Norfolk-based yard unveiled two brand new models at Southampton Boat Show cut from a rather different cloth – the 30 Coupe, an aft-cockpit cruiser, and the 35 Coupe you see here, an enclosed deck saloon aft-cockpit cruiser. Brooms have always been expensive high quality boats, and the thinking behind both of these models is to provide a lower entry point to the range without compromising on quality.

## Design & build

While arguably more modern than its traditional aft cabin range, the styling is still best described as conservative. It has a classic two-box superstructure and a conventional cockpit but closer inspection reveals subtle modern detailing. The saloon windows, for instance, are flush fitting and frameless and vents in the saloon roof and cabin top are concealed. The wide side decks are asymmetrical, favouring the port side where a sliding side door next to the helm is a real boon for short-handed boating. Up on the bow a low bench seat provides an ideal place to sit on sheltered river cruises and watch the world go by, and built into the saloon roof is a double

glass sunroof, the forward section of which lifts to vent, or slides to let the outside in. There's even a vinyl sliding section built into the aft cockpit overhang, and the cockpit seat backrest slides forward to create an aft facing seat.

The cockpit doors hinge out rather than slide, allowing them to fold back against the cabin sides, giving full-width access between the cockpit and cabin. With these fully open, the electric sunroof open and the side door slid back the saloon is surprisingly airy, yet it only takes a moment to slot in the aft canopy, shut the doors and seal the roof for total protection from the elements.

Three layouts are offered, two with the galley behind the helm opposite an L-shaped settee



and a choice of separate toilet and shower compartments and a utility space for a washing machine, or a combined toilet and shower to port and a bunked guest cabin opposite. Or, as our test boat has, a U-shaped galley on the lower deck to starboard, and a combined toilet and shower to port. Whichever layout is chosen, the owner's quarters forward remains

the same – a large well lit cabin with a central double berth, two big square overhead hatches and the unusual feature of a forward facing window which peeks out beneath that foredeck seat. Both the second cabin and galley-down layouts feature a slightly shorter saloon, but to mitigate lost space the forward edge of the settee flips to face ahead, aping the forward

facing seats that would otherwise sit here. A full-sized domestic sofa bed lives under the saloon settee, unfurling to provide an additional double berth. A free-standing teak table folds and adjusts for height depending on whether you're dining or lounging, while down-lights built into thick wooden fillets in the ceiling are backed up by concealed mood lighting.

## On deck

### Confidence inspiring layout

**Wide side decks**, a flat foredeck, long high pulpit rails and grab handles on the coachroof make moving about the boat easy. The only demerit is upon stepping down into the cockpit, where handrails would be helpful. A large flat floored lazarette lives beneath the cockpit sole and Broom has put jamming cleats on the underside of the lid so fender tails can be easily secured and easily accessed. This is a simple but thoughtful touch and indicates the care that has gone into the design. The **foredeck seat** is a particularly pleasant feature.



COCKPIT DOORS



COCKPIT SUNROOF



FOREDECK SEAT



COCKPIT SEAT

## From the helm

### Clean and simple



The **helm seat** is on a swiveling arm, allowing it to swing out of the way of the side door or rotate to provide additional saloon seating. As a result it doesn't feel quite as secure as it might, but in fairness we were in rather more extreme conditions than most owners will experience.

**Visibility** is slightly marred by the thick corner mullion, but it's easily worked around and soon not noticed. Opening the side door, roof and cockpit doors allows connection with the elements in clement weather, but isolates well when required.



SALOON



SOFA BED



TV UNIT

## Interiors

### Spoilt for choice

**Three layouts, four wood finishes** (satin oak or cherry are standard, high gloss cherry or walnut are options), a multitude of optional extras, and plenty of upholstery choices mean there is no

lack of choice for Broom's more affordable Coupe range. Neat detailing includes **LED lighting** throughout to greatly reduce power consumption, a **huge storage** void beneath the forecabin bed, **concealed catches** on all drawers and cupboards, and backlighting behind the forward cabin mirror instead of reading lights.



FORWARD CABIN



GALLEY



TOILET COMPARTMENT

## Performance & handling

The weather at the Southampton Boat Show for the launch of the 35 Coupe was idyllic, right up until the very last day when the rain lashed down and gales set in for several days. This was a pity, given the only available slot to test the 35 was directly after the show prior to it being lifted onto transport and spirited away.

We slip our lines and for once I let our hosts take the wheel as we venture out. Having seen the large dents inflicted on a brand new aluminum yacht as it pinballed off the pontoons I'll let their insurance take the strain.

The 35 Coupe is a semi displacement boat with a shallow keel, available with single or twin shaftdrive installations from a single 60hp for river use through to twin Yanmar 180hp giving 20 knots for offshore cruising. Next year

a planing hull will be offered with larger engines and the option of sterndrives to up the performance ante.

Our test boat has a pair of Nanni 170hp which, in combination with the grip afforded by the keel, endow the boat with sufficient power and grip to escape the pontoons without incident and motor out into the maelstrom that is Southampton Water in a gale force southwesterly. What the inclement conditions do prove however, is just how easy it is to isolate yourself in this boat should you choose. With the doors and roof shut we're able to motor comfortably downstream almost oblivious to the raging gale outside.

The semi-displacement hull is planted and confident, running bow up with no assistance

required from the tabs. Put the boat into a turn and the keel digs in, cornering bolt upright. Powering back up-wind again the over-riding sensation is the same: solid, planted and rattle free. Inevitably however, another semi-displacement trait makes its presence felt, as huge swathes of spray are flung into the air and hurled across the screen by the angry wind. But while this is dramatic and exciting, not once does the boat feel anything other than totally confidence inspiring, proving its all-weather credentials perfectly. We wouldn't have chosen to come out to play today, but the Broom takes it all comfortably in its stride, the only downside to the day being an inability to obtain meaningful performance figures.

## Specification & value

Choice is the watchword for the 35 Coupe. The large range of single and twin engines allow the boat to be tailored to owners' requirements, be it inland, coastal or a combination of the two, resulting in a list price from £194,000 to £225,000. Standard specification is generous, including prepower, hot water, satin oak woodwork and Oceanair blinds, but you'll need to find an early £6000 if you want that wonderful electric saloon roof, plus another thousand for the matching sunscreen.

## Technical data

### KEY DIMENSIONS

WINDLASS	GRP
DEPTH	B
LENGTH OVERALL	35ft 1in (10.7m)
BEAM	12ft 4in (3.76m)
DEPT. OF DRAUGHT	3ft 1in (0.94m)
MAX. DRAUGHT	8ft 8in (2.64m)
DISPLACEMENT	8 tonnes
FUEL CAPACITY	110gal (500lt)
WATER CAPACITY	82gal (375lt)
WIDTH OF SIDE DECKS	11/12in (28/30cm)
HEADROOM IN CABIN	6ft 2in (1.87m)
FORECABIN BERTH	6ft 3in x 4ft 8in (1.91 x 1.42m)
AFT CABIN BERTH	5ft 9in x 3ft 8in (1.76 x 1.12m)

### PERFORMANCE

Engines	Twin Nanni H4 170 shaftdrive
Configuration	4cyl, 2lt, 170hp @ 4000rpm
Conditions	Southwesterly Force 8, sea state moderate
Load	fuel 25%, water 0%, crew 4

Please note the figures below are from Broom. We could not take figures during the test due to poor weather conditions

RPM	KNOTS	LPH	GPH	MPG	RANGE
1000	6	5	1.1	5.5	484
1500	8	9	2	4	352
2000	9	18	4	2.3	202
2500	12	21	4.6	2.6	229
3000	17	26	5.7	3	264
3500	18	31	6.8	2.6	229

Range figures quoted above are in miles based on standard fuel tanks and include a 20% margin. GPH & MPG refer to Imperial gallons. These figures may vary due to weather conditions, air, water, engine temperature, crew numbers, hull fouling, fuel quality and other issues.

### PRICES

STANDARD BOAT	Inc VAT
with Twin Nanni H4 170 shaftdrive diesels	£216,945
POW THRUSTER	£4248
HOT AIR HEATING DEMISTERS	£3999
ELECTRIC WINDLASS	£1985
INTERIOR WALNUT GLOSS FINISH	£2400
TEAK COCKPIT DECKING	£3348
ELECTRIC GLASS SALOON ROOF	£5840
TRANSPORT & COMMISSION	£2400

**BOAT AS TESTED £258,645\***

Boat as tested price may include alternative options



## Enginebay

Engines under the saloon floor inevitably force builders to choose between easy access or generous access. The 35 Coupe is the latter, requiring the carpet to be rolled up and large sections of floor to be lifted and moved. It is worth it though, as once everything is up every aspect of the engines can be easily accessed.

## THE VERDICT

An interesting venture for Broom into new price and style territory, the 35 Coupe blends aft cockpit practicality and low air draught into a boat that will appeal to a new market sector. Crucially, however, it hasn't lost the Broom ethos of quality build and finish, combined with huge range of customisable choice. Buyers might have more cash left over than they would from a traditional aft cabin Broom, but they certainly won't feel short changed.

## Meet the family



**LARGER**

**Broom 370 from £259,786**  
LOA: 37ft 7in (11.46m)  
Traditional aft cabin design in the Classic Broom mould



**SMALLER**

**Broom 30 Coupe from £219**  
LOA: 30ft 0in (9.14m)  
It's not a coupe but it is a lovely and very neat inland cruiser with a 60hp shaftdrive diesel

## The rivals



**Haines 32 Sedan from £138,500**  
LOA: 32ft 0ins 9.75m  
This follows a similar concept but a smaller and low-powered single diesel shaftdrive delivers a riverboat friendly 9 knots



**Hardy 36 Sedan from £320,000**  
LOA: 36ft 2in 11m  
Sedan version of the 36 with an aft cockpit, no flybridge and twin Yanmar 250hp shaftdrive diesels