

Broom

42CL

BOAT REPORT

We got our hands on the new flagship of Broom's **aft-cabin Coastal range** before its boat show launch. Does it offer substantially more than its popular 38ft sister?



Placing an order for a quarter-of-a-million-pound boat that exists only on the drawing board shows quite a lot of faith in the builders. MBM Cruising Club member John Harper had no qualms when he decided to upgrade, choosing to replace his Broom 38CL with a new top-of-the-range model in the same aft-deck Coastal range, on the basis of paper plans alone.

Helping to gauge whether he had made the right decision, we were fortunate enough to be invited aboard *Millennium Falcon*, running back across the English Channel with John and his family at the end of July's Club cruise to the Cherbourg peninsula, fully two months before the official unveiling of the 42CL at the Southampton Boat Show.

Design & layout

Pinning faith in an unbuilt boat is a matter of knowing not only the builder, but also the designer. And the 42 was penned by Andrew Wolstenholme, who had been responsible for John's much-liked and much-cruised 38.

Wolstenholme tells us he has

kept the underwater lines pretty similar. The vee of the hull is 20° amidships but only 6° at the stern, and the body of the hull at the centreline runs upwards quite steeply towards the transom, from a sharp entry. A keel extends below this to add directional stability, while giving the sterngear some

protection against grounding. The propellers are set in tunnels.

As with the 38, the keel section is relatively thin so that there is less tendency for it to act as a planing surface, a trait which can make semi-displacement hulls quite twitchy as they get into higher speed brackets.

The chines have

quite a down-turn over their forward sections and, despite having no sprayrails to help, they do an assuredly good job of peeling back any spray. A knuckle in the topsides furthers the cause, although its main role appears cosmetic.

Indeed, there has been a lot of attention paid to styling, with plenty of pleasing curves incorporated into the

superstructure, including teardrop-shaped windows.

A step or two in the side decks is a feature of most raised aft-deck designs, but has been done away with here; instead, the sheer simply slopes gently down in one continuous line from transom to stem. It helps that the cockpit coaming is set inboard, rather

than extending right out to the vessel's topsides, so the flat aft deck is not a constraining factor.

The cockpit area feels very secure, with a layout that allows everyone to sit where they fancy and

move around easily. The bulk of it, including the generous helm position, is well protected by the screen and canopy.

This outer helm station is the boat's only one, the idea being to leave the saloon free to provide as much comfort as possible.

A Broom's accommodation will invariably give itself away, firstly by its seamlessly matched mahogany joinery, with rounded fiddles to the countertops, and secondly by the removable panel let into the saloon deckhead, for easy removal of an

engine if required. This boat is no exception, and both the saloon and the lower dinette, which is forward opposite the galley, are particularly roomy and light.

Of the two cabins, the aft one is of domestic size, with the increasingly common split toilet and shower compartments. The forward cabin, with its vee-berths, also has en-suite facilities and is again well proportioned, not simply a one-person space which two people sleep in.

Engine options start with a single

Bathing platform

The deep bathing platform is a convenient boarding point from alongside, as it extends past the topside returns, which are fitted with grabrails.

On our test boat, the platform itself and the treads of the moulded stairs down to it featured teak decking as an option. Surprisingly, the shower is also listed as an extra.

Another option fitted here is a new Cooney davit system, which keeps the dinghy well tucked into its stowed position but lowers and swings it out at the

about every deck area.

Four pairs of 10in (25cm) cleats are mounted on the toerail, with the forwardmost midships ones sited just at the break of the bow, making it easy to get a good clean lead for springs.

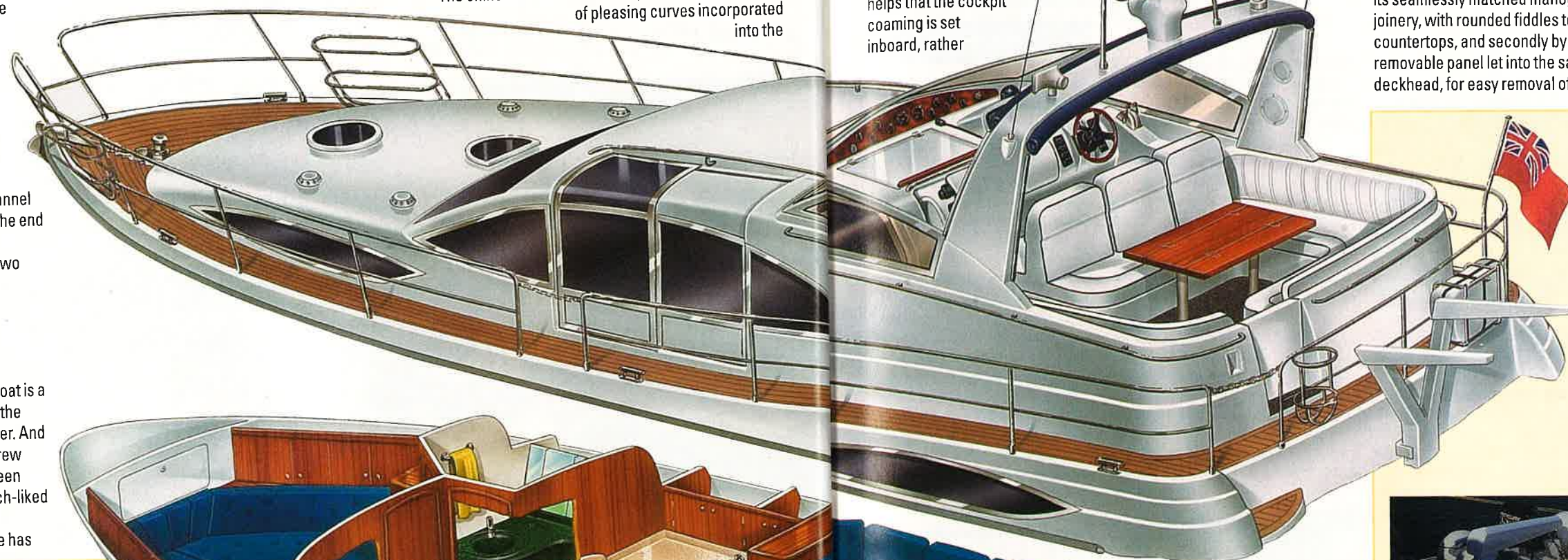
A vertical electric windlass handles the anchor chain, and we were pleased to find an extra bollard-type cleat fitted for belaying the cable. Fender baskets are provided on the bow rails, and back aft our test boat had the optional liferaft-holder.

Boarding when alongside is simple, with the breaks in the guardrail accompanied by a couple of treads fashioned into the topsides. The one to port is also adjacent to the sliding side door into the saloon.

Decks

The 42CL has one of the best and safest deck arrangements we have come across.

The side decks are never less than 13in (33cm) wide. The section across the transom is a little narrower, but with the coamings angled in slightly it is easy to make your way round without feeling you are being pushed outboard. Guardrails benefit from a solid mid-rail, and there are handholds in just



press of a button. It is a very neat piece of kit, and works well.

Even with this hardware installed, and a 10ft (3.1m) mini-RIB in situ, there is still plenty of room to make your way down the short run of steps from the aft deck.



BOAT REPORT

135hp Perkins Sabre diesel, which should give something like 9 knots, but are mostly twin installations. These range from 200hp Volvo Penta TAMD41s, which should push the hull to 18 knots, right through to 420hp Yanmars, which the builders estimate will give just shy of 30 knots. In *Millennium Falcon*, John Harper plumped for a pair of 350hp Yanmars.

Performance & handling

The day of our Channel crossing from St Vaast to the Solent in *Millennium Falcon* produced just about the best motorboating weather you could wish for, with barely a Force 2 wind and with no perceptible ground swell. Hence we had no trouble setting the

throttles to the engines' cruising revs of 3000rpm, to clip across at a very easy 22.5 knots.

However, these conditions were somewhat different from John's earlier trials, in a Force 6, and his delivery trip with the boat a week before, when he completed the 230-mile run from Great Yarmouth to Portsmouth in a Force 5.

John reports excellent

items easy to get in and out.

Finally, the whole area feels immensely well protected, partly because the coaming is well inboard and partly because the substantial screen does a good job of sheltering not just the helm area but also the after seating.

In Broom's new canopy system, the front portion simply clamps in position, which avoids the chore of fastening umpteen poppers or studs. And it requires no more than a flick of the clamp to release it, whereupon it pushes back against the radar hoop like a pram hood.

The hoop itself is hinged, so you can reduce the air draught to 10ft 10in (3.30m).



Cockpit

Raised aft-deck designs require careful planning if they are to be successful, because everyone and everything tends to end up there, whether you are underway or alongside. The 42 copes with this very well, especially bearing in mind that the cockpit does not run to the full beam, or indeed much of the length, of the hull.

First off, there is plenty of comfortable seating, including a bank of three high-backed

helm seats, which can be pulled forward when you are moored up so that the already roomy U-shaped dinette can be made even larger, seating up to six. The drop-leaf design of the table makes it easy to move around it.

Secondly, there is an excellent amount of stowage space, by way of a huge locker under the helm seat moulding, two further bench lockers and a large lidded area within the port settee; both the top and side of the seat-base hinges open, making large or heavy

enough console space to house every imaginable piece of electronics, and a chart area that will take a once-folded Admiralty chart.

Right ahead of the helm there is a large 'bits' tray to keep loose items safe, and beyond this is an angled fascia

for smaller instrument heads such as a depth-sounder and log, which come as standard. Between this and the engine instrumentation, set in its burr walnut fascia, is a good-sized wet-card compass.

Either side of the wooden wheel are banks of ready-use switches, and on the same console return as the throttles is the VHF, which is a standard fitment.

A heavily moulded panel hinges up to safeguard navigation gear by locking it out of sight.



Forward cabin

The forecabin is genuinely spacious enough for two people to move around in, so it is not necessary for one to remain horizontal while the other dresses. There is also full standing headroom throughout.

The vee-berths work out at 6ft 2in (1.89m) long by 2ft 4in (0.71m) wide, and maintain a reasonable width right down to their feet. A drawer is incorporated in the base of each, and right forward is a lined storage bin.

Running outboard over the berths are a pair of double cupboards, while over to port for hanging clothes there is a large three-quarter-height wardrobe. Opposite is the door to the toilet compartment, plus a small sideboard with a drawer and cupboard.

A panel in the forward bulkhead lifts to give access to the chain locker.



Galley

The galley to starboard is a convenient, easily used U-shape, with plenty of fiddled countertop and storage. It also benefits from plenty of natural light, due to its open position right under the forward screen, and has a two-speed extractor for drawing off cooking smells.

Our test boat's appliances were all-electric, with a 4kW generator in the engine room for use when shorepower is not available. A grill/oven is built in under the hob, and the fridge is a good size.

The sink is a one-and-a-half bowl affair, and another essential convenience is recognised by way of a reasonable-capacity rubbish



Aft suite

The aft cabin is a generous size, but no space is wasted.

Besides plenty of room to walk around the 6ft 6in (1.98m) by 5ft 0in (1.52m) bed, there is an excellent mix of cupboards and drawers all around, as well as a shoe-locker set in the base of the berth.

The cabin is pleasantly light, which is quite an achievement given all the mahogany joinery, with two transom hatches augmenting the attractively arched side windows.

Beneath the fully sprung mattress is a screwed-down hatch revealing the water tank. A hinged one right aft allows access to the steering gear.

En-suite facilities are divided in two, with a shower room to port and a toilet compartment with washbasin forward to starboard.

The shower room's moulding is fashioned with a seat as well as a good-sized locker, so you can keep your

towel and washbag dry. As an option, a second door can be incorporated, for direct access from the lobby.

The WC was fitted with an electric loo on our test boat, although a manual one is standard. Stowage comprises mirrored cupboards outboard of the good-sized sink, and another beneath it. An extractor is fitted, whereas the shower room and forward toilet have simple vents.

The small lobby just forward of the cabin incorporates a sizeable hanging locker, which our test boat's owners have made into a drying room for oilskins and towels. A washer/dryer can be fitted as an option. A false bottom gives access to the bilge, as does a further hatch in the lobby itself.



bin. The worksurfaces are fashioned of Avonite and, as is usually the case with Broom boats, a fiddle is fashioned around the hob.

Storage comes in all shapes and sizes. Cupboards are fully lined in wood, fiddles are fitted

for shelves, and there is a cutlery drawer above the fridge. For bulk items, a lined locker is let into the teak and holly sole.

A couple of further hatches give access to the bilge and sea-cocks, as well as the optional holding tank.



Forward toilet

Predominantly moulded, the forward WC offers plenty of room for all the necessary ablutions, and is fitted with a shower, although the self-contained shower room aft would be more convenient to use.

The sink moulding, which is a sensible size, has a marble-effect gelcoat that contrasts smartly with the otherwise cream finish, and the



matching blind over the opening port is a neat alternative to fiddly curtains.

There is useful storage behind angled mirrored doors.

Saloon

The sliding door from the aft deck to the saloon is very solid, and wide enough to pass through comfortably. The steps down are open-treaded, and have a solid stainless steel handrail. Beneath the steps is located a manual bilge pump.

The saloon feels exceptionally roomy due to its open-plan nature, with the bare minimum of a break between this upper area and the lower dinette. Headroom is a generous 6ft 4in (1.93m), and a removable panel is let into the saloon deckhead to aid the removal of an engine

should it be necessary.

The main settee to starboard is plushly upholstered, with the cushion-bases lifting to give access to painted-out lockers. There is also a chart drawer let into the middle section.

Cabinetry opposite has provision to take a television plus some general storage, while ahead of the steps leading up to the sliding side door is a cocktail cabinet complete with neatly finished cut-outs for bottles and glasses. Also running along the port side is a steadying grabrail.

The main electrics panel is located on the aft bulkhead.



Dinette

A very roomy four-seater, the dinette to port has a mahogany table which drops to form a sizeable extra berth if required. Outboard is a useful deep

shelf, ideal for pilot books and the like, flanked by cupboards, one of which houses some of the electrical circuit breakers. The lockers within the seat-base are lined or painted out, and the calorifier is located in the forward section.



Engineroom

Four bound, easily lifted hatches in the saloon sole allow access to engine inspection points such as the dipsticks and header tanks, plus the port engine's raw-water strainer.

Anything more detailed requires the bulk of the carpet to be rolled clear and the main hatches pulled up. This allows access to other service points and items such as the engine fuel filters and water strainers.

There is plenty of space to the front of the engines, even though the generator lies across the head of the compartment. The steps leading to the aft cabin can be hinged up and out the way for a quick inspection of the aft area, including the port shaft log.



All is well with regards accessibility, until you look for the primary fuel/water separators. On our test boat's installation, at least, they were tucked right back on the starboard side of the aft bulkhead, meaning that you have to dissemble the rear portion of the main settee to get at them. In fairness, the seat

base is fabricated to come apart quite easily, so that you can lift the appropriate deck panel, but this hardly endears an owner to the prospect of daily checks. Broom tell us they are looking into improving this.

The installation appears well engineered and tidily executed. There is noise insulation just about everywhere.

seakeeping, no matter what direction the waves are running from. And it took only 11 hours to complete the delivery, for an average speed of 21 knots, which says much for the boat's competence.

This was corroborated by our second outing on the 42, when the Harpers joined our Dutch cruise in company in August. When the weather closed in on occasions, it showed the hull to be a first-class performer, leaving the helmsman well in control even in awkward following seas, and proving a comfortable ride even when taking it more on the nose, with little slamming and any spray thrown well clear.

In our speed trials we found the

350hp Yanmars gave exactly the 42's design speed of 26 knots, with a full cruising inventory and with plenty of fuel and water on board.

At speed the hull responds smartly to the wheel, which can be tended one-handed. If pushed, you can get it to turn right round in a couple of boat-lengths, this being executed almost flat, rather than leaning well inwards.

For low-speed handling, clearly the keel is a boon, giving plenty of directional stability as well as sideways grip on the water. The combination of largish rudders and propellers give plenty of response when it comes to manoeuvring.

On the river we clocked just on 4.5 knots with both engines in gear at tickover. There is just a gentle

increase in speed as you throttle forward until the 1800rpm mark, for the 10 knots threshold of many speed-restricted waterways.

Our fuel economy calculations show 1mpg at 3000rpm, with the trim data verifying our initial feeling that the hull runs commendably flat.

Noise never becomes an issue, even in the aft cabin. For much of the Channel crossing the two most junior members of the crew found it pleasant enough to play down there, experiencing none of the vibration from which aft cabins so often suffer.

The helm layout works well as there is oodles of space, and the deeply recessed chart area and bits tray mean nothing loose is going to go flying. Visibility is excellent, and even the large fender baskets do not obscure the view past the bow.

Conclusions

If you are an admirer of the Broom 38CL, with its inset, well protected, raised aft deck, well thought-out accommodation and versatility for cruising inland or offshore, then you are certainly going to like its larger sister, which feels like a very serious boat indeed.

An extra 4ft might not sound so very much, but with what is essentially the same two-cabin layout there is just that extra bit of space both inside and out—and

BUILD

glass-reinforced plastic

RCD

build category B

DIMENSIONS

LOA

42ft 6in (12.95m)

HULL LENGTH

39ft 9in (12.10m)

BEAM

13ft 11in (4.24m)

DRAUGHT

3ft 6in (1.06m)

AIR DRAUGHT

10ft 10in (3.30m)

DISPLACEMENT

13.0 tons

FUEL CAPACITY

300gal (1380lt)

WATER CAPACITY

100gal (450t)

ENGINES

twin Yanmar 6LY-STEs

6cyl 5.18lt diesels

350hp at 3300rpm

PRICE

from £266,370 inc VAT

SUPPLIERS

Harleyford Marine Ltd,
Harleyford, Marlow,
Buckinghamshire SL7 2DX.
Tel: 01628 471361.

BUILDERS

C J Broom & Sons Ltd,
Riverside, Brundall, Norwich,
Norfolk NR13 5PX.
Tel: 01603 712334.



not wasted space, but well used to make life aboard comfortable for the cruising family without knocking knees, squeezing past one another or running out of storage. Broom's attention to detail in fit-out and engineering completes the picture.

And, as John Harper has proved already, you should not let the CL (for Coastal) designation pigeonhole your thinking. This is not a craft designed and built simply for calm-weather forays when the weather permits; 'coastal' is just one option. □

Broom 42CL

PERFORMANCE & FUEL CONSUMPTION								sound levels dB(A)		
rpm	knots#	gph†	lph†	mpg†	range*	trim		saloon	aftcab	aftdck
1400	8.3	—	—	—	—	0.5		72	70	64
1800	10.1	5.2	24	1.94	466	2.5		77	76	70
2200	13.1	8.6	40	1.52	366	4.0		78	77	71
2600	17.8	14.0	64	1.27	305	5.0		79	79	73
2800	20.2	17.0	78	1.19	285	5.0		79	80	75
3000	22.6	21.8	99	1.04	248	5.0		79	81	76
3200	25.0	27.2	124	0.92	221	4.5		81	82	77
3300	26.0	31.8	144	0.82	196	4.5		82	83	78

Measured by GPS. † Calculated from engine manufacturers' figures. * Allows 20% margin.

CONDITIONS wind easterly Force 2, sea calm

LOAD fuel 50%, water 100%, crew 5