

BENETEAU Oceanis Clipper 42CC
DESIGNER Jean-Marie Finot
BUILT 2001-2006
PRICE £85,000-£100,000
LOA 12.70m/41ft 8in
LWL 11.00m/36ft 3in
BEAM 3.90m/12ft 8in
DRAFT STD 1.80m/5ft 9in
DISPL 9,000kg/19,840 lbs
BALLAST 2,520kg/5,556 lbs
SAIL AREA 81.60m ² /878sq ft



ALTERNATIVES TO CONSIDER

NAJAD 391

Successor to the popular 390, this sturdy, well-built centre-cockpit cruiser from Sweden boasts an elegant look due to her flush decks and streamline coachroof.

The 391 is a safe and seaworthy yacht that easily shrugs off adverse wind and sea conditions. Her improved hull, keel and rudder design, plus her generous ballast ratio, meant she was quicker than her predecessor while remaining just as stiff in the gusts. Her deep bilge and finely vee'd forefoot afford her a gentle motion through the chop, and even when the seas are steep, she slices through with little loss of progress.

Traditionalists will also be happy with her shaft-drive and the deep skeg helps protect her large rudder from flotsam damage.

Her interior is very spacious and the traditional mahogany wood finish gives her a warm, cosy feel. The saloon has a very large, twin drop-leaf table that enables 6-8 people to dine in comfort and her well-equipped linear galley in the corridor aft has enough workspace and stowage to ensure cooking for that many isn't a problem.

Sleeping accommodation includes a full-width, very spacious owner's cabin aft but sadly there is no ensuite heads. An equally



A nicely raked bow, modest sheer and square transom gives the hull a traditional look

WHAT THE EXPERTS SAY...

Nick Vass, marine surveyor MRINA MCMS DipMarSur YS
www.omega-yachtservices.co.uk



The 42CC and the similar and more common 36CC are a delight to survey and to own as all systems and internal components are easy to inspect and maintain and access to the engine is good. Interior joinery is of high standard and interiors are bright and stylish.

A common defect I have found on the 42CC and 36CC is that the bondings that secure the stiffening matrix mouldings to the inside of the hull break away. The bonding paste that was used is too brittle. This issue is easy to repair by grinding back and over tabbing with resin, matting, cloth and flow coat bilge resin. Another issue I have found on both the 42CC and 36CC is cracking, delamination and flexing on the deck and coachroof. The balsa core sandwich material can absorb water through loose deck fittings and compress, leaving gaps. The flexing causes the superstructure moulding to crack.

Look for signs of repaired holes where foam has been injected after failure of the balsa core sandwich.

Ben Sutcliffe-Davies, marine surveyor, YDSA member
www.bensutcliffe-marine.co.uk



There are never many CC yachts that stay on the market long and their resale value is generally strong. I have recently surveyed a 42CC and found the 55hp standard engine provides more than enough power for normal cruising.

As a surveyor I don't look at craft with rose tinted glasses and frequently find that on CC yachts over 12-years-old, much of the teak work will need attention or even replacing. This is a common problem with boats of this age where the deck has been built from 6-8mm strip laid planking. Watch out for how it has been laid as some were built with very small set screws that can be fatal for a balsa core deck. Personally I'd replace it with teak effect mats that are now very good.

Structurally, many of these craft can suffer with the odd issue caused by previous groundings or heavy pounding. These can sometimes lead to odd sections of the matrix framework detaching, and sometimes even small sections of the bulkhead bonding failing.



Flat, wide and uncluttered decks make the Najad 391 easy to move around at sea

David Harding