

# Broom News<sup>2008</sup>

Published annually by the longest established builder of Power Boats in Great Britain - C.J. Broom & Sons Limited

## Successful Launch of 425

The Broom 425 was launched at the 2007 Southampton International Boat Show and immediately created considerable interest and many favourable comments. This interest proved genuine because Brooms came away from the show with several orders which will keep the 425 line busy until the 2008 Southampton Show.

A team from the premier boat journal the Motor Boat and Yachting carried out a test as the 425 was being delivered to the Southampton Boat Show. They made the following comments:

*"From the outside, the 425 appears to offer few surprises. Bonded, frameless windows give a sleeker appearance to the superstructure, but the classic aft cabin Broom lines are all there. High guardrails, spacious foredeck, wide side decks that run all round the boat, enclosed seating area up top: they are all features that may not count highly on the glamour front, but for those who rate practicality, usability and safety ahead of sex-appeal, these are the kinds of features that will count."*

For inland boaters negotiating locks, Broom's wide bathing platform steps, to port and starboard, must be nothing short of a godsend. For coastal boaters they're brilliant too, just for getting on and off the boat. It's the kind of small detail that goes some way to explaining Broom's reputation for user-friendly designs.

So what of the driving experience? Twin shafts and bow thruster will get even the most cack-handed journalist out of a tight berth, and at low speeds the boat tracks true, no doubt helped by its substantial keel.

Our 425 on test was fitted with the biggest engine



option of twin 435hp diesels, and was lighter than it might normally be with low levels of fuel and water. Bearing this in mind, the two Volvo D6's made short work of the Broom's 13 tonnes, giving effortless acceleration from a standing start to a lively top speed of 32 knots. Yet again, I had to remind myself what kind of boat I was on.

Light cherry wood is used throughout the saloon and the two spacious cabins, while sculpted door handles, angular tans and oblong basins all contribute to the contemporary feel. Whether you like it or not is down to personal taste, of course, but for the industry-watchers it's a welcome sign that this 107-year-old British yard is determined not to be left behind, as the market gets even tighter."

Brooms were particularly pleased to read the reports opening remarks:



*"We jumped on board shortly before its delivery to the Southampton Boat Show. It is not uncommon for new boats from other yards to be in a state of alarming disarray just days before their world premier. Broom, however, seem to have things more in order. The boat was immaculate inside and out."*

It is good to know the efforts made by Brooms dedicated team are appreciated.

## Brooms Win Repeat Order

Brooms were delighted when Mr and Mrs Mike Whittemore decided to purchase their second Broom 50. Having had one of the earlier models, the Whittemores, when looking for a new boat, decided they could not find any craft that suited them so well. They kindly loaned the new Kelsie Jane to Brooms to display at Southampton International Boat Show in September when she was greatly admired.

After the Show she was delivered to her mooring at Bucklers Hard on the Beaulieu River.

The picture shows Mr and Mrs Whittemore standing on the new boat having transferred their equipment from Kelsie Jane the first. The Whittemores are now the third owners who have replaced their earlier Broom 50 with the latest model.

The first Kelsie Jane was returned to Brooms Service Centre where her new owner had a refit and his own equipment fitted. This will be the fifth Broom for her new owner who is moving up from a Broom 44.



This is a further example of the repeat business enjoyed by Brooms and which they value so highly.

## About Broom

Broom are based on the East Coast of the UK on the River Yare. There is direct access to the sea with no locks or fixed bridges.

The Broom Group provides a unique and most comprehensive service to boat owners. The facilities include boat building, new and second hand boat sales, refurbishment, maintenance, service, moorings, heated undercover docks, upholstery,

cover making and stainless steel fabrication, plus a Volvo Service Dealership.

**Aquafibre Mouldings Ltd.**, Brooms associate company, is located close by in the village of Rackheath. Here the hulls and superstructures for the Broom range are moulded in a purpose built factory.

Aquafibre undertakes all the development work for each new Broom model, plus making this experience

and expertise available to other boat manufacturers. In addition Aquafibre offer the largest range of hulls and superstructures for inland waterway charter boats which are used throughout Europe.



C.J. Broom  
& Sons Limited  
Brundall, Norwich  
Norfolk NR13 5PX  
England.

Telephone:  
+44 (0)1603 712334  
Fax:  
+44 (0)1603 714803  
Email:  
enquiries@broomboats.com  
web site:  
www.broomboats.com



## How we went about the design of the Broom 425

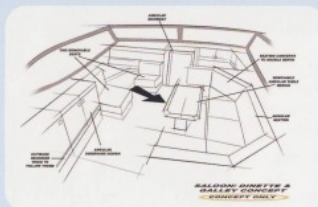
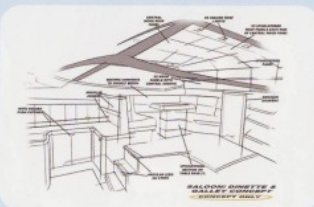
After joining the company in 2005, I knew it was one of my tasks to bring Broom's motor yacht designs into the 21st century. My first major project was the re-design of the replacement for the 42. Broom boats are always seen to be practical and functional. It was my challenge to retain this but take a new look at the aesthetics.

So how does the project start? From the outset I was given outline drawings from our naval architect Andrew Wolstenholme. After continuous brainstorming, I revised the exterior window shapes and engine vent to give a modernised and elegant look, but still retain the ethos of a Broom boat.



Andrew and I discussed the layout and we came up with alternatives and chose the best proposal. After deriving a basic layout, I could then work on the interior design and styling. This involved the creation of a new joinery style, roof linings, and new fittings and fixtures. I knew

that Broom's had a much more classical appearance, so I had to be careful not to be too modern with my approach. Out came the notepad and I started sketching.....



To begin with, the superstructure was designed to the drawings produced. The windows were mocked up, templates were made and sent to the relevant manufacturers to complete the superstructure mould tool and allow the new frameless windows to be manufactured.

As soon as the mouldings arrived at the factory it was my job to put my sketches into reality, working closely with both the joinery and boat building teams. Over four months the boat was manufactured and assembled, and finally the boat was tested. The boat was launched at the Southampton boat show and has proved to be a great success. I am pleased to be part of the team who pushed Broom's on the path to the future.

Lucinda Westley



## Broom Brokerage

2007 was a record year for Broom's brokerage division.

Whilst the majority of boats sold on behalf of owners are Brooms, a selection of other well known models are usually available.



The unique advantage Broom can offer when selling boats built at Brundall is they have the complete history of the craft. This can be very useful when preparing the sales documentation and for the new owners of the craft. Also it is usually known the areas in which the boat has been used.

Owners purchasing used boats from Brooms are increasingly using the service of refurbishment facilities offered by the Company and this can vary from a simple service, a re-antifoul, to a major refit. There are very few boat builders that provide this complete service of building, maintaining, selling and continuous care to boats over a long period. Recent brokerage sales have ranged from an older timber boat built by Broom to ones just a year or two old.

For full details of the brokerage service available please contact Paul Pardon, Jason Boast or our sales secretary Lorna Folkard.

## Choosing The Fabrics

The selection of the right fabrics for the interiors for the boats is a crucial part of the design and development of the Broom range.

Brooms have teamed up with the well renowned local furnishing company, Acle Interior Designs Ltd., to ensure they have available the latest and most suitable fabrics to offer owners. It is this selection that gives the boat the owner's identity and Acle Interiors have a special display area where owners can go and select the best for their boat in pleasant surroundings, and at the same time have the benefit of advice from the skilled staff at Acle.

Malcolm Tuddenham, Acle Interiors MD says:

"We are both pleased and proud to be associated with Broom Boats, offering their customers a unique bespoke service, enabling them to select from our range of the finest fabrics sourced world wide"



Malcolm Tuddenham (far left) showing the Broom Team the 2008 fabric range.

## Tabgha's Year

The first necessity is to explain why our wonderful Broom Ocean 38 is called Tabgha.

When we bought our first boat we struggled to find a unique name. The previous year we had visited The Sea of Galilee in Israel where there is a delightful place called Tabgha where Jesus fed the 5000. (Loaves and Fishes you may remember). Expecting to probably feed the 5000 again from our boat we called her after that place.



Tabgha was born in 1998 in Brundall, of course, and then was known as Anglian Rose. We found her in 2004 sitting forlornly and somewhat unloved on a hard standing by the Thames at Wargrave and found her immediately irresistible. Her twin 265TI Sabre Perkins Engines giving us for the first time the power we wanted to really enjoy coastal activities. We have had a long term mooring at Harleyford but after several years we wanted to expand our wings beyond the non tidal Thames.

2005 saw us with Motor Boats Monthly cruises visiting Holland and by 2006 we were progressing into both cruises with the Broom Owners Club visiting Normandy and Motor Boats Monthly visiting Belgium and Holland.

2007 has been a marvellous year both for Tabgha and us. In March Tabgha took a low loader ride from Harleyford to Brundall where she had a fantastic makeover. New helm seats, upholstery and stainless steel work on the upper deck made her just like new again. Additions and refitting of some key aspects of her interior has taken years off her and she is getting lots of wolf whistles again. By May she was finished and serviced and we began our trips again by sea.

Brundall to Southampton via Lowestoft and Dover took 4 days. An interesting force 6 wind behind us and the tide in the right direction led to some brilliant surfing over the mouth of the Thames Estuary with the boat showing why Broom design is so good - her stability was fantastic.

We then met up with some Broom Owners Club friends on Erika, Kelsie Jane, and Midnight Blue (later) for a pre-planned three stage cruise through the Channel Islands, the Brittany Coast and then returning via Guernsey to the Normandy Coastal Ports. Each part lasted about 3 weeks with preplanned cheap flights home in-between.

The scenery was fantastic, the marinas excellent, the French food superb and the weather mixed! (Generally OK for boating but the previous years sunshine was somewhat lacking)

Highlights were the comradeship of fellow Broom owners and friends all united in owning and enjoying the wonderful opportunities and freedom that our superb Broom boat gives us. Thank you all at Broom.

Frank & Diane Hawkins

## Volvo Service Dealer

**VOLVO  
PENTA**

Since being appointed a Volvo Service Dealer based at their Brundall Marine Services facility at Brundall Bay Marina, Brooms have expanded this service considerably during 2007.

The Dealership allows Brooms to service Volvo engines and attend to warranty problems on new boats fitted with Volvos. In addition a large selection of spare parts are held in stock and other items can be obtained by overnight delivery if required urgently.

This service is increasingly used by owners and the local traders, which means a better delivery time for all concerned.

For details and to obtain Volvo spares, oil filters, etc call 01603 714372.



## The Refurbishment of Dooby Soo

Dooby Soo is a Broom 37 Continental built in the early seventies, fitted with twin Perkins 145 horizontal engines, she had a white hull and green superstructure which was popular at the time.

Dooby Soo did not have the best of care in recent years and was in rather a sad state by 2006. She ended up being repossessed by a Finance House who offered her to Brooms. The Service Centre took on the challenge and set about a thorough refurbishment programme. All the windows were removed, completely stripped and rebuilt. Much of the exterior trim was replaced and the whole superstructure sprayed white.



The actual timber interior bulkheads and joinery were basically in good condition and after careful preparation, polishing and varnishing came up like new.

Whilst Dooby Soo was stripped down in Brooms Service Centre, she was spotted by the owners of a Broom 30, who liked what was being done and decided to purchase her. This allowed them to have all the new carpets, upholstery, curtains and covers to their choice.



Also as work progressed they were able to have their own requirements incorporated, which included extended aft canopy, bathing platforms, aft cabin double berth and inverter system. This partnership with Brooms resulted in Dooby Soo looking like a new boat when she was recommissioned in 2007.

The basic GRP hull and main structure was all found to be in excellent condition.

Now renamed 'Isabella', her owners, who previously owned three Broom 30s over five years, are enjoying the extra space and cruising capacity of the 37.



## Broom Owners Club continues to thrive



The Broom Owners Club has enjoyed a third year of steady growth in both membership and geographical coverage. With 275 boats representing some 550 co-owners, from Norway to the south of France, the BOC can now claim to be a truly international association of owners.

Our regional coordinators are taking more of a role as the focus of local activity, with on-water rendezvous taking place this year in the Solent, on the Thames, on the Broads and on the Medway. And for those with wider horizons, members have cruised-in-company to Brittany, inland in France and along the west coast of Scotland. In regions which have been slower to develop the club would love to hear from Broom owners who would be interested in getting involved.

This year's Norfolk weekend will again form a focal point for BOC activities, incorporating the regular visit behind the scenes at our favourite boat-builder as well as the club's annual general meeting. In addition to the formal club business, this is always a lively opportunity for debate and discussion, and the committee welcome suggestions and contributions from all members.

Our London Boat Show reception is for many the highlight of the BOC year, when we enjoy the hospitality of Mr & Mrs Broom and their family and staff, on their stand at the Excel-based exhibition. Members will be sent invitations to this popular event, and owners old and new are encouraged to consider joining the BOC, for this or any of the other many benefits. Our newsletter and website give details of the special offers and discounts available to members, uppermost amongst which is the generous 10% discount available to members on insurance with Navigators and General.

Membership details are available on [www.broomowners.com](http://www.broomowners.com), from Broom's reception, or by phoning membership secretary, Andy Nurse, on 01895 630207.

David Broad (Chairman)

## Visit By Windsor Yacht Club

Brooms welcome a number of organisations to visit the works each year. In October 2007 they were pleased to welcome members of the Windsor Yacht Club. Whilst they were all familiar with the Broom Range as they are a familiar sight on the River Thames, they were pleased to have the opportunity to see what goes into building a Broom boat.

The Commodore commented "We all found the factory interesting and were very impressed with the way the factory was organised and the fact it was so clean and tidy."



## About aquafibre

### Charter boats for the Caledonian Canal



Caley Cruiser's 'Eriskay'

Ever since the early days of fibreglass motor cruisers, Aquafibre Broom's associate company, have been developing and moulding charter boats for the inland waterways of Europe.

Strong, long term relationships have been built with a number of the major charter companies, one example of which being Caley Cruisers on the Caledonian Canal in Scotland.

The Hogan Family at Caley Cruisers approached Aquafibre over ten years ago wishing to upgrade and modernise their fleet, first started in 1970.

They were looking for modern craft that were ideally suited for their particular waterway, which includes vast open expanses of Loch Ness and a lock and canal system that the charter boats shared with commercial traffic. The craft needed to be "Seaworthy" and of strong construction in addition to being attractive, practical and luxurious charter boat.

Caley have now taken mouldings for five different models from Aquafibre's extensive range and are currently building up a class of Aquafibre 35 Sedans, which Caley market as 'Eriskay'.

Once moulded at Aquafibre's factory at Rackheath, the bare hulls are filled with locally sourced components like windows and stainless steel guard rails and then transported by road to Inverness where Caley undertake the complete fitting out, to a very high specification and standard.

Caley's Director, Audrey Hogan, is particularly pleased with the new Eriskay which are replacing an ageing fleet of Princess 32's. "The Eriskays are booking extremely well and our customers are delighted with the layout we have provided and the general performance of the craft - they are ideal for couples with two children".

To find out more about holidays on the Caledonian Canal visit [www.caleycruisers.com](http://www.caleycruisers.com)

For further information on Aquafibre's wide range of quality mouldings and development expertise, please contact:

Aquafibre Mouldings Ltd, Wendover Road, Rackheath, Norwich, NR13 6LR,  
Tel: +44 (0) 1603 720651 Fax: +44 (0) 1603 720654 Email: [info@aquafibre.co.uk](mailto:info@aquafibre.co.uk)

## Broom Chosen to Prepare Ocean Pirate for 2008 Round Britain Powerboat Race

Broom were very pleased to be selected by Ocean Pirate's owner, Mike Barlow, to prepare her for the 2008 round Britain Powerboat Race.

Ocean Pirate has an interesting history. Built near to Brooms by the former Brooke Marine Yard at Lowestoft in 1968 with an aluminium hull. A forty footer, she was the first of a series of this model which were sold both as private cruisers and for commercial purposes. She was exhibited at the San Francisco Boat Show and on her return to the UK she was entered in the 1969 round Britain powerboat race, finishing seventh overall.

On hearing that the race was to be repeated in 2008, Mike Barlow decided to enter Ocean Pirate in the Classic Class and take her round again.

Brooms Service Centre was chosen to undertake the task of replacing the Cummins engines with the latest Quantum Series Cummins producing 355hp each. With new shafts and four bladed propellers Ocean Pirate's speed will be increased to over 30 knots.

The work involved removing part of the wheelhouse roof, altering the engine beds and installing the new units.

By coincidence Ocean Pirate is the second Brooke Marine built vessel at Brooms which recently had an engine change carried out by their Service Centre. This specialist job is a further example of the variety of jobs that can be undertaken by Brooms.

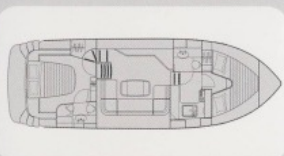
Ocean Pirate's preparation and progress can be followed on the website [www.oceanpirate.co.uk](http://www.oceanpirate.co.uk)





# Broom Powerboat Range 2008

## BROOM 365



Length - 36'6" (11.13m) Deck Length - 33'8"  
(10.25m) Waterline Length - 28'9" (8.75m)  
Beam - 12'4" (3.78m) Draught - 3'4" (1.02m)  
Twin Engines HP Range 450 to 620 H.P.

## BROOM 450



Length - 45'0" (13.7m) Deck Length - 42'6"  
(13.0m) Waterline Length - 36'0" (11.0m)  
Beam - 15'3" (4.6m) Draught - 4'0" (1.2m)  
Twin Engines HP Range 620 to 1000 H.P.

## BROOM 39



Length - 39'6" (11.96m) Deck Length 36'10"  
(11.22m) Waterline Length - 34'6" (10.5m)  
Beam - 13'0" (3.96m) Draught - 3'6" (1.06m)  
Single or Twin Engines HP Range 135 to 630 H.P.

## BROOM 50



Length - 50'0" (15.24m) Deck Length - 46'6"  
(14.2m) Waterline Length - 41'0" (12.5m)  
Beam - 15'3" (4.6m) Draught - 4'3" (1.3m)  
Twin Engines HP Range 740 to 1420 H.P.

## BROOM 425



Length - 43'3" (13.2m) Deck Length 39'9" (12.1m)  
Waterline Length - 37'8" (11.49m)  
Beam - 13'11" (4.24m) Draught - 3'6" (1.06m)  
Single or Twin Engines HP Range 135 to 880 H.P.

## BROOM 50 HARDTOP



Length - 50'0" (15.24m) Deck Length - 46'6"  
(14.2m) Waterline Length - 41'0" (12.5m)  
Beam - 15'3" (4.6m) Draught - 4'3" (1.3m)  
Twin Engines HP Range 740 to 1420 H.P.

## BROOM 530AD



Length - 53'0" (16.15m) Deck Length - 46'6"  
(14.2m) Waterline Length - 41'0" (12.5m)  
Beam - 15'3" (4.6m) Draught - 4'3" (1.3m)  
Twin Engines HP Range 740 to 1420 H.P.

## BROOM 530AC



## How to contact us

For full details or the name of your nearest dealer contact C.J.Broom & Sons, who will be pleased to discuss your requirements.

Broom, Brundall, Norwich, Norfolk NR13 5PX, England.

Telephone: +44 (0)1603 712334 Fax: +44 (0)1603 714803

E-mail: [enquiries@broomboats.com](mailto:enquiries@broomboats.com) web site: [www.broomboats.com](http://www.broomboats.com)

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OVER ONE HUNDRED YEARS OF CRAFTSMANSHIP