SeaPiper 35 - Principal Characteristics and Specification

Length (hull)	35ft-11in
Waterline length	33ft-5in
Maximum Beam	8ft-6in
Design Draft	2ft-11in
Design Displacement	16,300 lbs
Dry Weight:	approx. 12,000 lbs (incl. approx. 2,500 lbs ballast)
Pounds per inch immersion:	1150 lbs/in
Bridge Clearance	approx. 8ft-6in with radar mast down, approx. 11ft with mast up

Power:

Standard Engine	Betamarine Beta 85 - 85 bhp @ 2800rpm
Reduction Ratio	2.77:1
Propeller Size	23 in diameter – 3 blade LH

Performance:

Top Speed	approx. 10 Kts (with 85hp)
Typical cruising Speed	7-9 Kts
Range	approx. 2000NM at 7 knots, 1500NM at 8 knots, 1,000NM at 9+ knots

Capacities:

Fuel Tank Capacity	approx. 275 USG
Water Tank Capacity	approx. 100 USG
Waste Tank Capacity	approx. 32 USG

Hydrostatic Data:

A/B Ratio	2.54
S/L Ratio (max speed)	1.85
S/L Ratio (cruising speed)	1.20
D/L Ratio	195
CP (Prismatic Coefficient)	0.66

OVERVIEW:

The Seapiper 35 has been designed and engineered to meet specific ownership and cruising criterion.

Compared to others in her class, SeaPiper is nearly double the displacement resulting in greater comfort and seakeeping characteristics. In spite of the heavy displacement, speed and fuel consumption have been preserved. The hull shape has retained low wave forming drag along with a carefully selected prismatic coefficient to minimize power to maintain a high SL ratio. Coupled with larger than normal fuel capacity of 275 gallons, long voyages and/or long at anchor stays are possible without the need to refuel frequently.

The large keel will assure steady tracking, roll reduction, and beach grounding without need for careening. The powerful low RPM diesel engine, deep reduction ratio, and high disc area ratio propeller will provide efficient, smooth, and quiet thrust, maintaining steady speeds in rough seas.

Comfort at sea is enhanced with the carefully calculated VCG and rolling rate. The occupants underway are in the optimum position on board to minimize motion.

With the highway legal beam dimension and flat keel section, trucking the SeaPiper to desirable cruising locations is affordable and easy. Storage need not be at expensive marinas with this feature.

The appearance and layout follows the “form follows function” concept throughout, yet the balance and appearance will be admired by all who appreciate sensible shape.

Features:

Compartments The vessel has 6 watertight compartments. Any compartment fully flooded up to the waterline will not compromise overall vessel flotation or stability.

Pilot House Access to the pilot house is three steps up from the galley and spacious without congestion. The heart of the SeaPiper is the pilothouse/salon. This space offers comfortable seating for four around the settee table, with another two seats on the starboard side. Under the settee is easily accessible storage. The settee table is mounted on a pedestal to enable converting the settee into a comfortable double berth. The wide opening forward sliding door connects the pilothouse to the mid cockpit which makes for a spacious feeling. The helm station to starboard is provided with a comfortable captain’s chair and offers

plenty of room for all essential command and control of the vessel. The pilothouse is equipped with seven (7) identically sized fixed safety glazed windows, two rear bulkhead port lights, two roof ventilators and a 20" x 20" overhead hatch with shade. A floor inspection access hatch allows the operator to easily visually observe critical machinery functions, such as main shaft seal, bilge condition, engine elements, fuel condition, etc. The Pilothouse is equipped with appropriate handholds and two individually switched overhead LED lights with switchable white/red light.

Galley (Watertight compartment #5)

Access to the galley from the aft cockpit is provided by a full sized sliding door and a flip up scuttle. Three steps down is the L-shaped galley, with ample counter surface that will delight the cook when preparing food, anytime and underway. The galley offers four opening port lights and one solar powered ventilator. SeaPiper comes standard with high quality appliances, including a 2-burner LPG cook top, a 3.6 cu ft DC refrigerator, single stainless sink, hot and cold water faucet and a microwave oven (outlets are powered by a 2,200W inverter). The galley offers large storage capacity in lockers both to port and starboard and a separate storage shelf around the perimeter. There are hand rails in appropriate locations, and there are two individually switched overhead lights.

Aft cockpit (Watertight compartment #6)

The aft cockpit is a very nice place to sit and watch the wake. SeaPiper has seating both to port and starboard. The port side seat houses two 5 gal LPG tanks and is sealed and vented per ABYC regulations for LPG storage. The two transom doors open both in and out; which can be controlled by reversing the center post between the doors (takes mere seconds). With the transom doors open the cockpit extends onto the swim deck and offers plenty of space for easy water access. The emergency tiller utilizes the aft cockpit sole hatch. Dock line cleats and fender hooks are located on the outboard rail caps. Two heavy duty cleats are located in port and starboard pockets at the outer swimdeck corner and can be used for anchoring, mooring and also for towing. Access into a skiff and into the water is convenient from the low swim deck. The cockpit walking surface has an anti slip coating. There is a hinged hatch in the deck to gain

access and enable inspection of the lazarette and steering gear. Standard is a hose bib for fresh water located in the aft cockpit.

Mid cockpit

The large (60 sq ft) mid Cockpit is designed to offer unequalled flexibility. It provides superb access to the docks or water from a position of reduced motion of the boat through two side boarding doors. The cockpit has a minimum height of 30" coaming all around which offers great safety. To port and starboard are large FRP deck boxes that can easily be removed and reinstalled. These storage boxes come with seating cushions and function as seating on deck. There are 1-1/4" hand rails installed where appropriate and the cockpit has a unique oversized draining system which will drain the cockpit volume in less than 20 seconds. The mid cockpit provides quick and easy access through deck openings to two below deck spaces: the engine room and the auxiliary space, separated by a watertight bulkhead. The cockpit walking surface has an anti slip coating. Dockline cleats and fender clips are located fore and aft, and port and starboard around this cockpit. A hot/cold deck shower is provided.

Forward cabin

(Watertight compartment #2)

Access to the forward cabin is from the mid cockpit through a companionway. This cabin is equipped with a comfortable v-berth with storage underneath and that also offers a fill panel with cushion to convert the berth into a double berth. To starboard you find a hanging locker and to port is the head/shower that is equipped with a wash basin, hot and cold water faucet and sliding curved doors. The toilet is a high quality macerating electric type with freshwater flush. The shower arrangement is a pull out faucet/showerhead and the sole includes a non skid surface. The forecabin is equipped with four (4) opening ports, two passive ventilators, one solar powered ventilator, and a 20"x20" overhead hatch. There are two LED bedside reading lights port and starboard and there is one overhead LED light (with white/red light selection).

Bow anchoring layout

(Collision bulkhead, watertight compartment #1)

SeaPiper is equipped with a bow roller and bale, a standard Maxwell RC8-8 electric windlass and dual large anchor lockers with easy access through two hinged deck hatches. The anchor is designed to be self-launching upon releasing the wildcat clutch or releasing the anchor rode from the main cleat. Heavy duty anchoring and docking cleats and fairleads are included to allow setting of two

bow anchors and a bridle towing arrangement. Standard equipment is also a freshwater washdown bib in the starboard anchor locker.

Machinery and tanks **(**Watertight compartment #4)

The engine room is accessible through a dedicated hinged and gas spring assisted hatch in the mid cockpit. In the area forward of the engine there is room to access the engine front and sides. Inside the pilothouse is also a hatch that allows access to the area behind the engine, the shaft seal, and exhaust system.

Engine noise is attenuated with judicious use of sound absorbing materials, full containment with no open pathways, and a decoupling matrix on the Pilothouse sole. Engine vibration is reduced through use of conventional vibration isolation mounts provided by the engine supplier, and through substantial mass dampening in the stringer design.

Combustion air, natural air, and forced air is provided from all four corners of the engine room, well in excess of the minimum requirements. The air ducts incorporate a water separator dorade system. 12VDC fans are incorporated in two of the four inlets to provide a cooling effect for servicing comfort.

Standard power is the Betamarine Beta 85 which produces 85hp at 2,800rpm. This engine drives a 1-3/4” diameter stainless propeller shaft for optimal strength and resistance to corrosion. The shaft is equipped with a conventional shaft seal and a cutlass bearing aft. The propeller is a 23 inch diameter three blade type for optimum efficiency. The engine is using a custom built waterlift muffler with very high dry stack riser to prevent any risk of raw water entering the engine.

Fuel is drawn from either approx. 137 USG wing tank each of which has its own fuel filter/water separator for optimum redundancy. The total fuel capacity is approx. 275 USG. The system is designed to prevent accidental spills, and to maintain control of the vessel’s heel and trim over the use of all of the fuel. There are two fuel fills on deck, one for each wing tank. Tank level indicators are provided.

A hydraulic steering system with a 24” destroyer type wheel is located at the starboard helm station. The lock to lock steering is approximately 3.5 turns. An autopilot plumbing interface is provided.

The rudder is an approx. 3.2 sq ft foil shaped McLear Thistle section with a heel bearing supported by a S/S skeg bar attached to the keel. The skeg bar will add support for the rudder and reduce potential for logs and debris being struck by the propeller. In an emergency the rudder can be hand controlled by a manual tiller fit thru to the cockpit deck hatch. A hydraulic bypass valve is incorporated in the hydraulic system to allow this control.

SeaPiper is equipped with a single approx. 100 USG fresh water tank, with its own pressure pump and deck fill plate, plus a set of two 23 USG tanks, which are connected together. Total water capacity is approx. 146 USG. The freshwater systems provide approx. 30 psi of hot and cold water to the galley, and head/shower. The water heater is heated by running the engine or through the 120VAC on board power. All plumbing is labeled where appropriate. The Waste tank is located in the Auxiliary Space and is equipped with an deck pump out plate as well as an overboard seacock and electric diaphragm waste pump

Electrical

SeaPiper is equipped with two electrical systems: one for 12VDC and one for 120VAC. The House battery bank consists of FOUR (4) 12V GROUP 31 sized batteries (105Ah each) and these batteries are connected into a 12V system. This house battery is connected to an AC inverter/charger to generate the 120VAC on board. In the pilothouse a MASTER battery switch is located that enables the 12V House Battery to power SeaPiper’s 12V system. SeaPiper 35 is equipped with a 12V circuit breaker panel and a 120Vac circuit breaker panel. A dedicated on board battery charger is provided and is connected directly to the shore power connection and this charges the house battery bank as well as the starting battery. The starting battery can be connected in parallel to the house battery bank by means of the MASTER battery switch. There are a total of five (5) 120Vac outlets provided on board. For serviceability and to enable easy modifications wiring that is located behind panels is generally run through conduit. All wiring is Marine Grade stranded wire and labeled where appropriate.

Auxiliary Space

(Watertight compartment #3)

Under the cockpit forward is a dedicated storage area that is accessed through a hatch in the cockpit sole. The space is a watertight compartment that houses the house battery bank, the 3,000W/120V/130A inverter/charger combo unit, the waste tank and there is dedicated location for the 120VAC generator. The optional 120V/3,500W diesel genset has a dedicated location in this compartment as well.

Engine Room (Watertight compartment #4)

The engine room is accessible through a dedicated hatch in the mid cockpit. In the area forward of the engine there is room to access the engine front and sides. Inside the pilothouse is also a hatch that allows access to the area behind the engine, the shaft seal, and exhaust system. Extensive sound insulation is present between the engine room and the pilothouse/salon. The engine room ventilation is through dedicated ports of large capacity and the intake is protected from taking on water.

Safety SeaPiper 35 structure has been designed specifically for safe offshore use in harsh weather conditions. Her hull plan is divided into six watertight compartments with four (4) individual diaphragm bilge pump systems and also two high capacity centrifugal emergency bilge pumps. All these are operating in either automatic as well as manual modes. All fixed glazing is laminated glass of large section thickness and doors and hatches are designed to withstand extreme offshore conditions. She is equipped with fire extinguishers in key locations surpassing USCG requirements.

Ventilation All passenger compartments have extensive passive ventilation through dedicated ventilators, in addition to opening ports, hatches and opening doors.

Materials SeaPiper uses fiberglass construction for hull and superstructure using a combination of vinylester and polyester resins. Most coring and stiffening of walls and decks is with Nidacore and the hull topsides are cored using Nidacore as well. All fixed windows are glazed with laminated safety glass, and all interior woods and plywoods are of marine grade or exterior quality.

Finish The boat will have a durable finish commensurate with the type and cost of this vessel: the fiberglass finish will be in gelcoat. Exterior deck and superstructures will be white, and the hull will be gray with black anti-fouling paint down from

	one inch above the design waterline. The interior fiberglass surfaces will all be finished in white gelcoat finish.
Construction	SeaPiper 35 is divided into six watertight compartments for safety by employing very structurally strong Grid system. Watertight bulkheads separate these compartments and each has its own bilge system with dewatering pumps.
Performance	SeaPiper 35 is expected to reach a maximum speed of approx. 10 knots using the standard 85hp engine, and her range will be approx. 1,200NM to 2,000NM, depending on speed.
Intended Use	SeaPiper 35 has been designed strictly as a recreational vessel for pleasure use.
Warranties	Each SeaPiper 35 is covered by a one (1) year warranty on workmanship and materials. The hull carries a three (3) year warranty on workmanship and materials. All installed equipment is covered by the respective manufacturer's equipment warranty. The builders warranty requires that the boat will be delivered to the builder's facility for repairs. SeaPiper will cover warranty repairs by other outfits than the builder only for pre-approved amounts corresponding with builder's cost for the respective repair.
Price	SeaPiper 35 is currently offered with a base price of $169,000 (USD) FOB the US seaport of entry of the choice of the BUYER.
Delivery	SeaPiper 35 has a highway legal beam in most US states and can be transported by regular commercial flatbed transport at commercial trucking rates.

The SeaPiper Team - Background and experience:

Concept and Design: Ritzo Muntinga studied Polytechnic at the University of Groningen and started sketching the first versions of SeaPiper in 2010. Extensive research and feedback from many people in the industry: individuals as well as Naval Architects and other marine professionals helped evolve the SeaPiper initial design into a fully engineered vessel with a unique capability. His professional background is in product design and 3D CAD engineering.

Consultant: John Knight is a licensed Marine Engineer and US Naval Officer, having graduated from the California Maritime Academy with a degree in Marine Engineering. In his professional career, he founded Knight & Carver Yacht Center where he served as the lead Engineer, Architect and CEO for the world renowned company boasting 120 custom yachts and thousands of vessels serviced to their credit. John was the designer and engineer for well known boats like Neptune's Chariot, Teka, Andaleena, Rowan and many other long distance passagemakers. Under his direction, Knight & Carver built the Navy Stealth vessel "Stiletto", which even today remains the largest carbon fiber structure in the world. He founded the multi-faceted Knight & Carver Wind Group, whose most notable achievement is the design and development of the STAR Blade, which was ultimately awarded a Top 10-achievement award from the Department of Energy.

Specifications, Capacities and Equipment:

STRUCTURE	Polypropylene honeycomb core (Nidacore) sandwich structure is used for hull side above water line. Below the water line solid FRP construction with vinylester resin for the outer layers. Structural Grid is built using Nidacore FRP sandwich construction for optimal strength Nidacore (or similar) core FRP sandwich for structural floors and superstructure Longitudinal Bulkheads acting as stringers 5 watertight bulkheads Hull and deck / superstructure units joint sealed by glue, bolted Recessed bow thruster tunnel Integral full protected keel and rudder shoe
FINISH	Gelcoat semi-gloss finish on hull (gray) Gelcoat semi-gloss finish on deck and superstructure (white) Gelcoat semi-gloss finish on all interior fiberglass surfaces Anti-fouling paint (black) on top of primer coat
PROPULSION:	Betamarine BETA 85 Propulsion Engine – 85 bhp at 2,800rpm Twindisc Technodrive TM93 – 2.77 ratio – hydraulic Heat exchanger cooling with raw water pump 23 inch diameter 3-blade LH Propeller Stainless Steel Propeller Shaft (1-3/4” diameter) Heavy wall FRP shaft log – 3” outside diameter Conventional Shaft Seal (1-3/4” diameter) Cutlass Bearing (1-3/4” diameter) Custom hi-rise mixing elbow feeding a custom waterlift muffler with overboard side exit (1) Marelon water strainer - Forespar (1) Marelon 93 1-1/2” series Seacock – Forespar
TANKS:	approx. 275 USG Diesel fuel in two FRP vinylester wing tanks approx. 100 USG fresh water tank FRP vinylester (FDA approved) construction approx. 46 USG fresh water in two FRP vinylester wing tanks approx. 32 USG single FRP waste tank

FUEL SYSTEM	(2) Fuel filter / water separators for main engine, one on each wing tank Tank selector valve at helm (2) Deck Fill Plates Vent lines with fuel vents
WATER SYSTEM	(1) approx. 100 USG Water tank total capacity – Vinylester construction (1) 1-1/2” water tank fill and 5/8” vents (1) Pressure Water pump – Johnson WP3.5 (1) 6 USG 120VAC dual heating source hot water heater Polyethylene water piping system (1) Shower sump pump – Johnson Viking 16 mid cockpit shower (hot & cold) (1) hose bib in anchor locker for fresh water wash down (1) hose bib in aft cockpit for fresh water
BILGE SYSTEM	(4) Electric diaphragm bilge pumps w/ electronic float switch – Viking 16 (2) Emergency centrifugal bilge pumps – 2,000 gph rated capacity (2) Bilge alarm on engine room bilge and Aux room bilge Bilge Pump Panel – 6 bilge pumps Overboard thru hulls above WL for bilge pumps
SANITARY SYSTEM	(1) Electric marine head – Raritan SeaEra II / Sealand 7220 freshwater approx. 32 USG Waste Tank (1) vent line for waste tank Deck Pumpout Plate (1) Marelon 93 1-1/2” Seacock for overboard drain Wastewater Pump for overboard drain – Johnson Viking 32
STEERING:	Hydraulic steering – Vetus, approx. 3.5 turns lock to lock 24 inch Destroyer steering wheel 316 Stainless steel rudder shaft Rudder pintle bearing, gudgeon, skeg bar Emergency Steering with Emergency tiller
12VDC SYSTEM	DC Breaker Panel with Volt and Amp meters – Blue Sea Systems #8082/#8023 Battery Master Panel – Blue Sea Systems #6010 (4) Group 31 size (12V/105Ah) House Batteries in enclosure (1) Group 31 size (12V/105Ah) Starter Battery in enclosure

	(1) SI-ACR Battery combine Relay – Blue Sea Systems #7610 Standard Beta 85 alternator 70A-12V Optional Alternator 120A-12V or 175A/12V 12V DC horn Navigation lights – Hella 360 and Nella NaviLED Compact 2NM 12V DC electric wipers for 2 front windshields – Vetus DIN1250 Blue Sea Systems Weatherdeck Switch Panel at helm for multiple functions
120VAC SYSTEM	SmartPlug 120V/240V 60hz 30Amp shore power inlet 3,000W/130A-12V Battery Charger/Inverter – Samlex EVO-3012 120VAC ELCI Breaker Panel – Blue Sea Systems #8102 (5) 120VAC outlets throughout the boat 6 USG Water heater: engine coolant coil + 120VAC heating element
ANCHORING	Stainless Bow Roller for self-launching anchor (2) Bulwark mounted fairleads / Skene Chocks (2) 10” Cleats Forward beside optional windlass 12V DC electric windlass with pilothouse controls – Maxwell RC8-8 1000W Foredeck windlass control switch and control switch at helm
MOORING	(6) 8” Cleats on rail along side (2) 10” Cleats on swim platform – Recessed (8) Installed eyes for hanging fenders
GENERAL EXTERIOR:	Locking latches on all exterior doors – Southco MF-02-110-24 Exterior doors sliding on durable composite rail system Locking latches on all deck hatches Gas assisted Springs on deck hatches Vinyl upper and lower dual fender rails (10) CE Category A-III opening port lights - Vetus PM153 (2) CE Category A-III hatch 20x20in - Vetus Planus PLA50 (3) Custom Sliding FRP sliding doors
PILOTHOUSE	Helm station w/ instrument panels Engine instrument panel – Betamarine type “C” panel Single lever shift/throttle – Uflex B301B Speed/depth instrument – Raymarine i40 Bidata

	Table and Settee with storage underneath
	Helm seat – Attwood Centrik II
	Captain's footrest S/S #316
	Settee with fabrics and cushions
	Teak and holly veneer style interior sole
	Soft panel head liner with FRP sections for overhead lights
	(2) Windshield Wiper (Pantograph) – Vetus
	(2) ventilators
	Cushions for Settee – Fabric covered
	(2) LED overhead light – Hella EuroLED 150 white/red
GALLEY:	Drawers and cabinets w/ shelves under counter
	Corian counter tops
	Deep FRP backsplashes
	Refrigerator approx. 3.6 cu ft / 12Vdc
	2-burner LPG cook top
	Stainless steel galley sink – Scandvik 10676 or equivalent
	Galley Faucet – bulkhead mounted
	Teak and holly veneer style interior sole
	(1) Solar power ventilator – Nicro
	(1) LED overhead light – Hella EuroLED 150 white/red
	(3) LED strip lights over galley counters and sink
FORECABIN	Fill Panel with cushion for v-berth to double conversion
	Fill Panel stores under foot in dedicated recess
	V-berth mattress 4-inch
	Teak and holly veneer style interior sole
	Positive latching for all locker doors and drawers
	Hanging locker
	Storage cabinets under v-berth
	LED reading lights – Hella Ponui or equivalent
	LED overhead light – Hella EuroLED 150 white/red
	(2) ventilators
HEAD/SHOWER	(1) Electric marine head – Raritan SeaEra II / Sealand 7220 freshwater flush
	(2) Sliding doors into head
	(1) Solar powered vent – Nicro 20020

	LED overhead light – Hella EuroLED
	Head/shower faucet – Scandvik #46009 or equivalent
	Washbasin – Scandvik #10280 or equivalent
	Positive latching for all locker doors and drawers
	Medicine cabinet
	Tissue paper holder
MID COCKPIT:	Advanced drain system: drains cockpit volume in approx. 15 seconds
	FRP hatch to engine room with S/S #316 ladder
	FRP hatch to auxiliary room with S/S #316 ladder
	Locking Latches for Deck hatches
	Cushions for on deck seating
	(2) FRP deck boxes – Removable on S/S locking system
	Boarding door latches
	S/S #316 grab rail (1-1/4” diameter)
	Molded inlay pattern non-skid to fore and side decks
FOREDECK:	Molded inlay pattern non-skid to fore and side decks
	S/S #316 pulpit rails
ENGINE ROOM:	Engine Room insulation
	(4) Engine Room Intake vents
	(1) Engine Room ventilator – 4 inch
	S/S 316 ladder
	(2) LED engine room lights
AUXILIARY ROOM	S/S 316 ladder
	(1) LED auxiliary room light
AFT COCKPIT	Boarding door latches - Southco Omni Series
	Latch on hinged LPG locker
	316 Stainless Post between doors – reversible
	Molded inlay pattern non-skid
GENERAL	Fire extinguishers per USCG regulations

OPTIONS: (installed)

OPTION PACKAGE 1: GENSET - $12,250

NextGeneration UCM1-3.5 diesel genset 3,500W / 120V, complete with fuel system, starting system, dedicated exhaust system and all necessary wiring and plumbing. This genset is very economical to run with extremely low fuel consumption.

OPTION PACKAGE 2: AIR CONDITIONING - $7,000

Complete Air Conditioning System consisting of two air conditioning units made by Dometic: ECD6k (6,000 BTU) in the forecabin, and ECD10k (10,000 BTU) in the pilothouse/galley areas. Each system is independently operated and all plumbing and wiring is provided for. Each system will also run in reverse cycle to provide heatpump style heating in either compartment.

OPTION PACKAGE 3: DIESEL FUELED FORCED AIR HEATING - $6,250

Espar D4 Airtronic providing diesel heated forced air heating in both pilothouse galley and forecabin. Complete with thermostat, exhaust ducting and all plumbing and wiring. This option is most appropriate for boats in the Pacific Northwest or on the Northern Atlantic Coast areas. Heats up the boat interior quickly and keep it comfortable at pretty much any outside temperature.

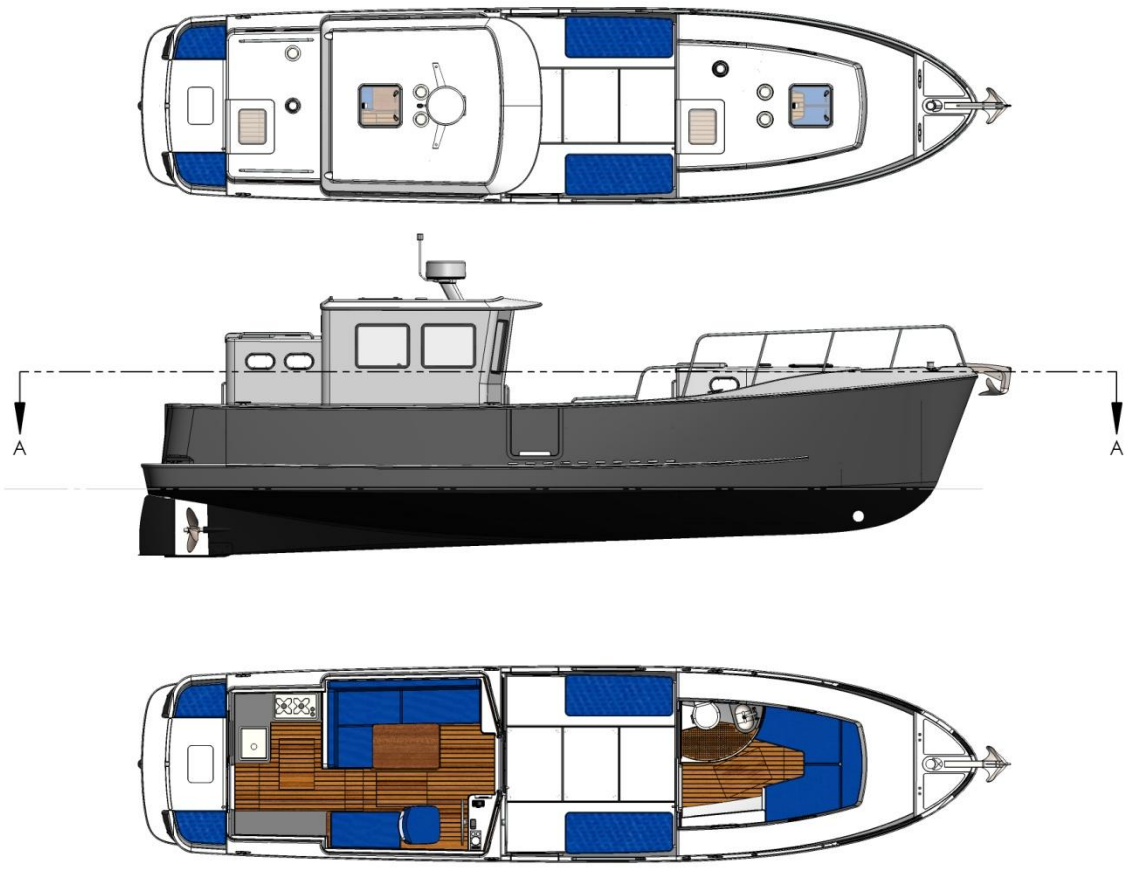
OPTION PACKAGE 4: ELECTRONICS PACKAGE - $10,500

Consists of Raymarine or Garmin below deck hydraulic autopilot with head control unit at the helm, a current Raymarine or Garmin 8” or 9” Multi Function Display (Chartplotter), an 18inch 4kW Radar Radome and VHF radio.

OTHER OPTIONS:

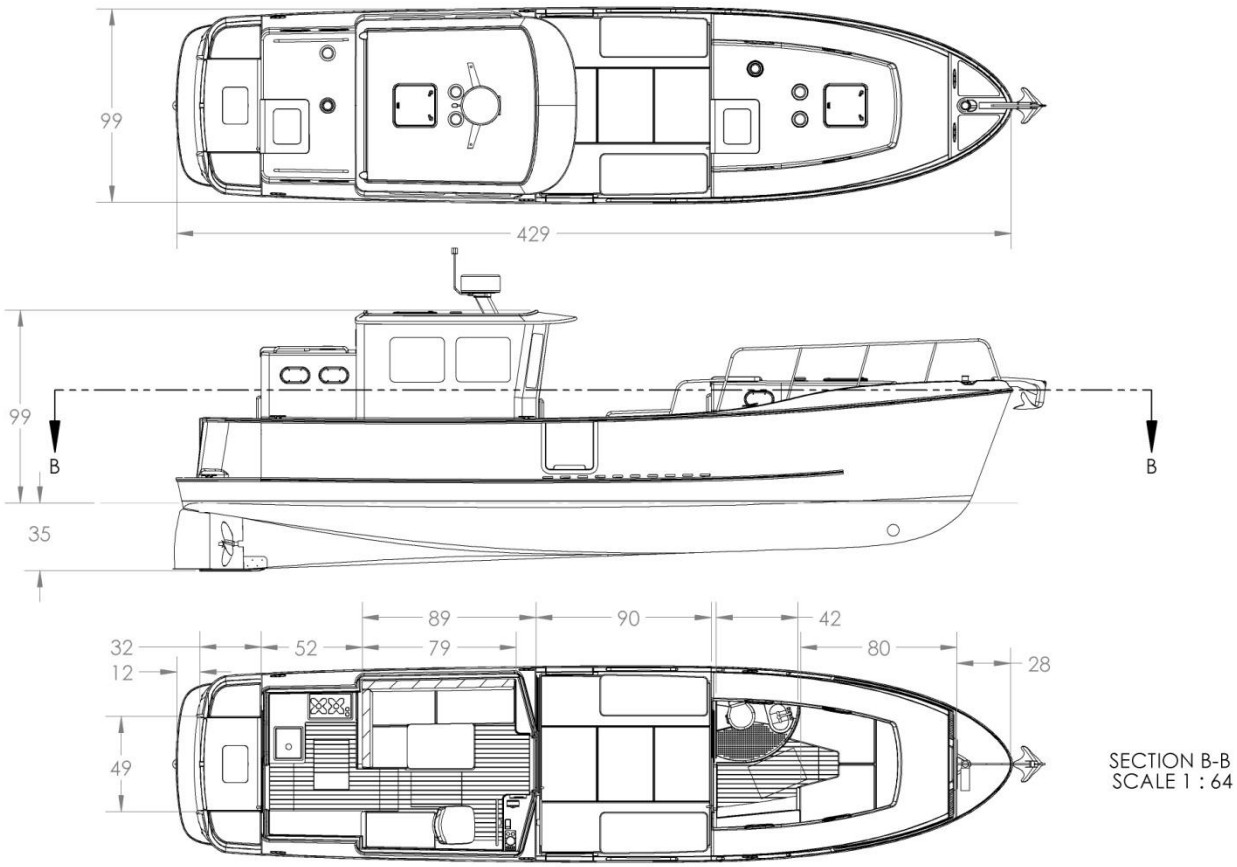
- MID COCKPIT HOT/COLD DECK SHOWER
- COMMISSIONING PACKAGE: 33# plow anchor, anchor rode (60ft 5/16” chain and 300ft nylon rode), mooring lines, fenders
- Raw water washdown pump

SEAPIPER 35 – TOP VIEW AND FLOOR PLAN

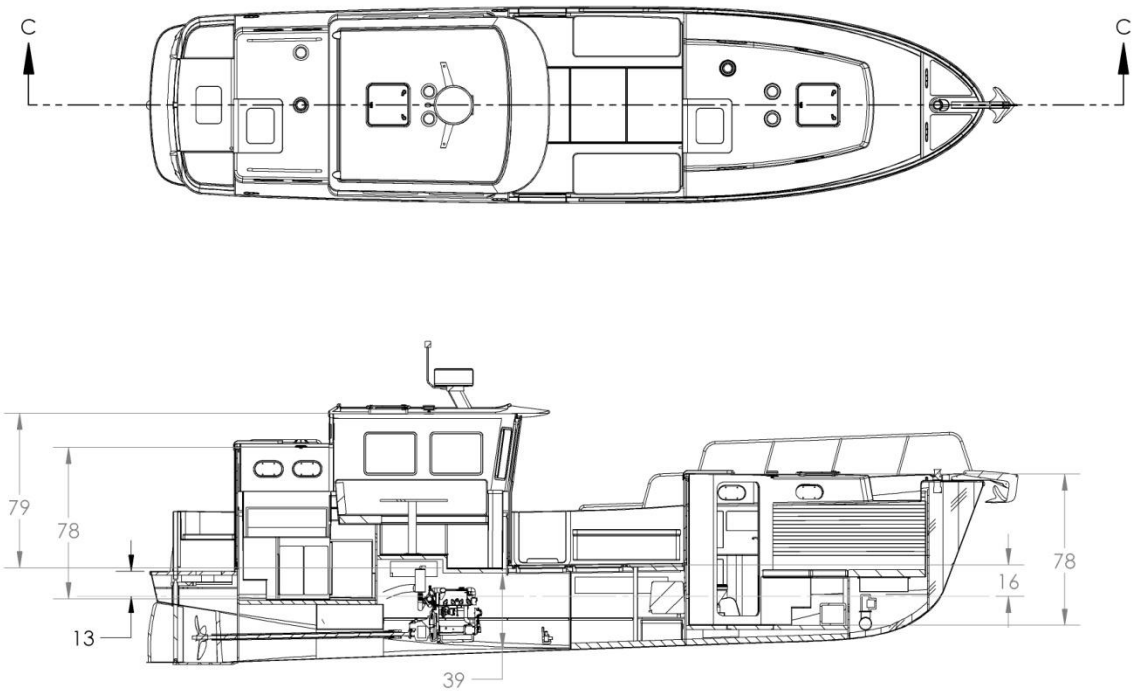


SECTION A-A
SCALE 1 : 64

SEAPIPER 35 – DIMENSIONED PLAN VIEW



SEAPIPER 35 – DIMENSIONED PROFILE SECTION VIEW



SECTION C-C
SCALE 1 : 64

This SeaPiper 35 Specification was put together with tremendous attention to detail. However SeaPiper reserves the right to modify any information related to her SeaPiper 35 vessel without prior notice.