

# SEAPIPER 35 *SPECIFICATIONS and CHARACTERISTICS*



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



SeaPiper 35 - Principal Specifications

Weights/Dimensions:

Length (hull)	35ft-11in (approx.)
Waterline length	33ft-5in (approx.)
Maximum Beam	8ft-6in
Design Draft	2ft-11in (approx.)
Design Displacement	17,500 lbs
Dry Weight:	approx. 13,500 lbs (incl. approx. 2,500 lbs ballast)
Pounds per inch immersion:	1150 lbs/in
Bridge Clearance	approx. 8ft-6in with radar mast down, approx. 14ft with mast up

Power:

Propulsion Engine	Betamarine B85T - 85 bhp @ 2800rpm
Transmission	Technodrive TM345
Reduction Ratio	2.54:1
Propeller	22-in diameter – 4 blade RH bronze
Shaft	40mm diameter Duplex 1-4462 stainless steel, dripless seal

Performance:

Top Speed	approx. 9.5 Kts (with 85hp)
Typical cruising Speed	7-9 Kts
Range	approx. 1,400-2,000NM

Capacities:

Fuel Tank Capacity	approx. 200 USG (760 liters) + optional 60 USG (230 liters)
Water Tank Capacity	approx. 80 USG (304 liters)
Waste Tank Capacity	approx. 22 USG (82 liters)

Hydrostatic Data:

A/B Ratio	2.6
S/L Ratio (cruising speed)	1.2 (6.8 knots)
D/L Ratio	195 (approx.)
CP (Prismatic Coefficient)	0.66

Electrical:

Alternator	175A/12V
House Battery	(2) Group 31 12V/100Ah batteries (with room for another 3)
Start Battery	(1) Group 31 12V/100Ah
Inverter/Charger	2,200W full sine wave 120V, 100A/12V charging output

HVAC:

Forced Air Heating	(OPTIONAL) 11,200 BTU Wallas 30GB
Air Conditioning	10,000 BTU in pilothouse + 6,000 BTU in Forecabin

STABILIZER:

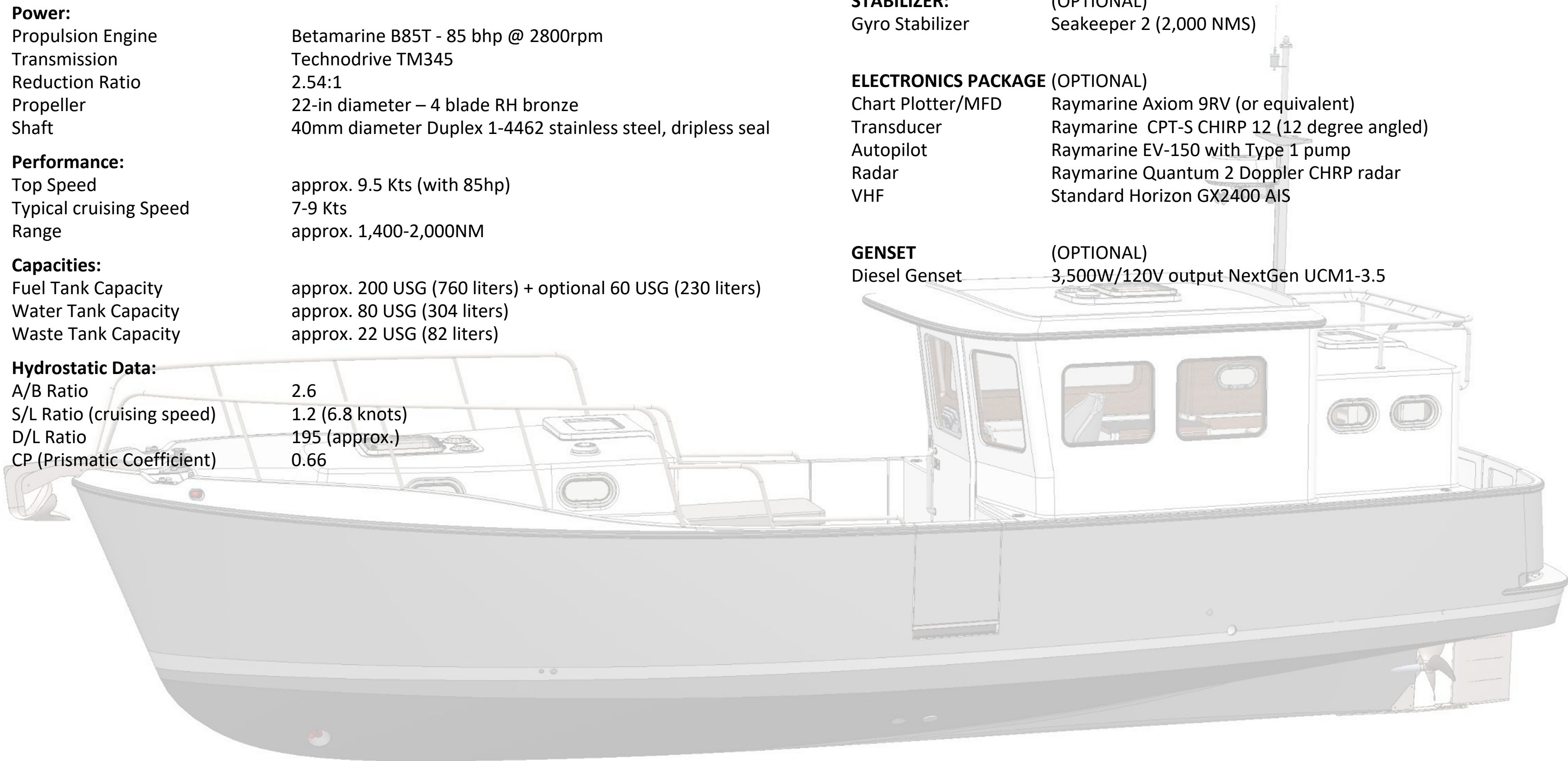
Gyro Stabilizer	(OPTIONAL) Seakeeper 2 (2,000 NMS)
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ELECTRONICS PACKAGE (OPTIONAL)

Chart Plotter/MFD	Raymarine Axiom 9RV (or equivalent)
Transducer	Raymarine CPT-S CHIRP 12 (12 degree angled)
Autopilot	Raymarine EV-150 with Type 1 pump
Radar	Raymarine Quantum 2 Doppler CHRP radar
VHF	Standard Horizon GX2400 AIS

GENSET

Diesel Genset	(OPTIONAL) 3,500W/120V output NextGen UCM1-3.5
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SEAPIPER 35 OVERVIEW:

The Seapiper 35 Modern Compact Trawler 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 200 gallons which is extendable to approx. 250 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 0.69 DAR 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.

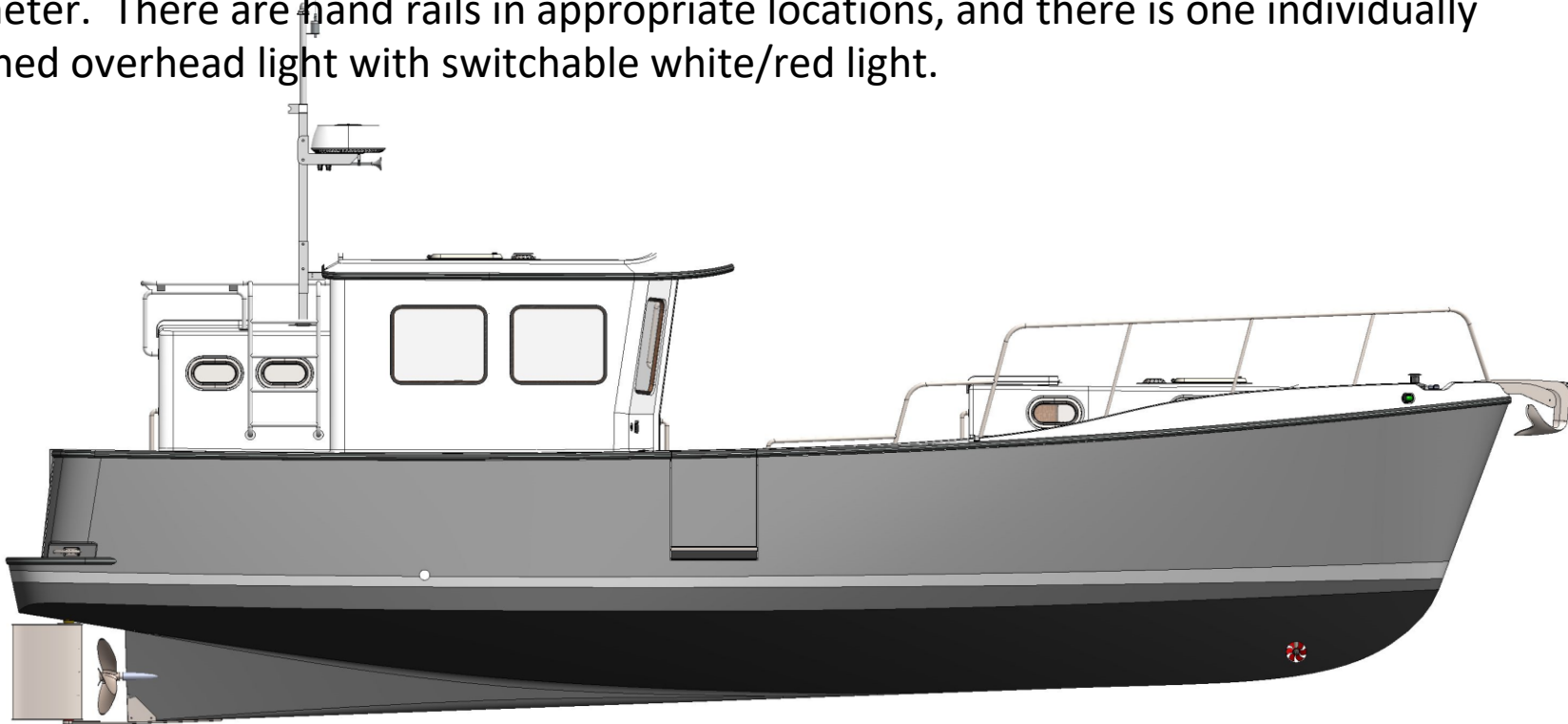
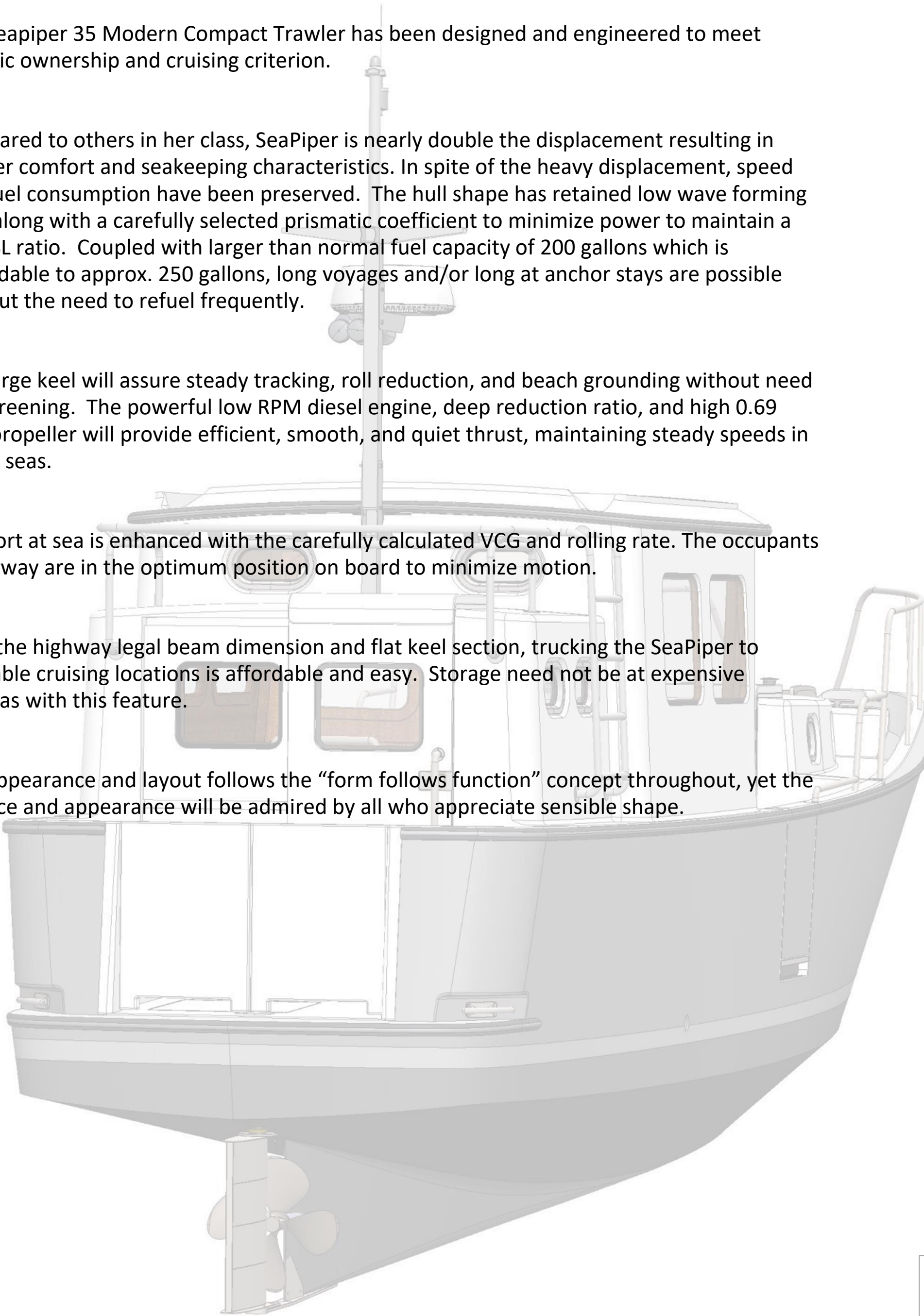
FEATURES

**Compartments** The vessel has 5 watertight compartments. Any single compartment fully flooded up to the waterline will not dangerously compromise overall vessel flotation or stability.

**Flotation** Additional safety flotation is added to SeaPiper structure which ensures that in case of flooded compartments the vessel will trim flat

**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 two pedestals 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 systems 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. 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 overhead LED lights with switchable white/red light.

**Galley** Access to the galley from the aft cockpit is provided by a full sized sliding door and a flip up scuttle. Two 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 4.6 cu ft (130 liter) DC refrigerator, a 1.5 cu ft (41 liter) freezer, single stainless sink, hot and cold water faucet and space for 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 is one individually switched overhead light with switchable white/red light.



SEAPIPER 35  
FEATURES



FEATURES (CONTINUED)

**Aft cockpit** The aft cockpit is a very nice place to sit and watch the wake. SeaPiper has seating both to port and starboard. Each side houses a 5gal/20lbs LPG locker sealed and vented per ABYC regulations for LPG storage so two standard tanks can be accommodated. 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 are located on the outboard rail caps. Two heavy duty cleats are located in port and starboard pockets at the outer swim deck 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.

**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 29" coaming all around which offers great safety. To port and starboard are storage compartments that come with seating cushions and function as comfortable seating on deck. There are 1-1/4" (32mm) 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 the engine room below deck. The cockpit walking surface has an anti slip coating. Dock line cleats are located fore and aft, and port and starboard around this cockpit.

**Forward cabin** 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)

SeaPiper is equipped with a bow roller and bale, a standard Maxwell RC8-8 electric windlass and a large anchor locker 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.

**Machinery and tanks** 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 and ventilation air is provided from two sides of the engine room, well in excess of the minimum requirements. The air ducts incorporate a water separator dorade system.

Standard power is the Betamarine B85T which produces 85hp at 2,800rpm. This engine drives a 40mm diameter high grade stainless (Duplex 1-4462) propeller shaft for optimal strength and resistance to corrosion. The shaft is equipped with a dripless shaft seal and two cutlass bearings. The propeller is a 22 inch diameter four blade type for optimum efficiency. The engine is using a water lift muffler with very high dry stack riser to prevent any risk of raw water entering the engine.

Fuel is drawn from either approx. 100 USG wing tank each of which has its own fuel filter/water separator for optimum redundancy. The total standard fuel capacity is approx. 200 USG which can be expanded with an auxiliary tank. 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 at the helm.

A hydraulic steering system with a 18" (450mm) destroyer type wheel is located at the starboard helm station. The lock to lock steering is approximately 3.5 turns. An autopilot can easily be plumbed into this system and is offered in an optional electronics package.

SeaPiper is equipped with powerful standard 55kgf bow thruster AND stern thruster (both internal) which are oversized by design to provide crisp response when in operation.



# FEATURES (CONTINUED)

## Machinery and tanks (continued)

The rudder is an approx. 3.7 sq ft foil shaped McLear Thistle section with a heel bearing supported by a 316L 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 two stainless steel wing tanks for fresh water, approx. 80 USG, with its own pressure pump and deck fill plate. 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 Engine Room forward 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 (or 230Vac). The House battery bank consists of (2) 12V/100Ah batteries (200Ah combined) and these batteries are connected into a 12V system. There is room for a total of (6) Group 31 batteries. This house battery is connected to an AC inverter/charger to generate the 120Vac (or 230Vac) on board. In the pilothouse a MASTER battery switch is located that enables the 12V House Battery to power SeaPiper’s 12V system.

SeaPiper is equipped with a well laid out custom 12V circuit breaker panel and a 120Vac (or 230Vac) circuit breaker panel. At the helm is a switch panel dedicated to the boat's operations when underway. A 100A 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 eight (8) 120Vac (or 230Vac) 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 and tinned wire and labeled where appropriate.

**Engine Room** 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.

The engine room also houses the house battery bank, the 2,200W/120V(230V)/100A inverter/charger combo unit, fuel tanks, water tanks, the waste tank and there is dedicated location for the 120VAC diesel genset (or 230Vac).

**Safety** The SeaPiper 35 structure has been designed specifically for safe offshore use in harsh weather conditions. Her hull plan is divided into five watertight compartments with four (4) individual bilge pumps. All these are operating in either automatic as well as manual modes. Flotation is added to ensure that SeaPiper will float level with either of the watertight compartments fully flooded. All fixed glazing is laminated glass of large section thickness and doors and hatches are designed to withstand offshore conditions. She is equipped with fire extinguishers in key locations following USCG requirements.

**Heating/Cooling** SeaPiper 35 pilothouse can be equipped with an optional Wallas 30GB Diesel fired forced air heating. Also available is a Dometic dual unit air conditioning system for the forecabin as well as in the pilothouse Galley.

**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 all 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 has a durable finish commensurate with the type and cost of this vessel: the fiberglass finish is in gelcoat. Exterior deck and superstructures is white, and the hull is gray with black anti-fouling paint down from approx. three inches above the design waterline. The interior fiberglass surfaces are finished in white gelcoat finish.

**Construction** SeaPiper 35 is divided into five watertight compartments for safety by employing an FRP GRID system. Watertight bulkheads separate the main compartments and each has its own bilge system with dewatering pumps.

**Performance** SeaPiper 35 reaches a maximum speed of approx. 9.5 knots using the standard 85hp engine, and her range is approx. 1,200NM to 2,000NM, depending on speed.

**Intended Use** SeaPiper 35 has been designed strictly as a recreational vessel for pleasure use.



## SEAPIPER 35 FEATURES



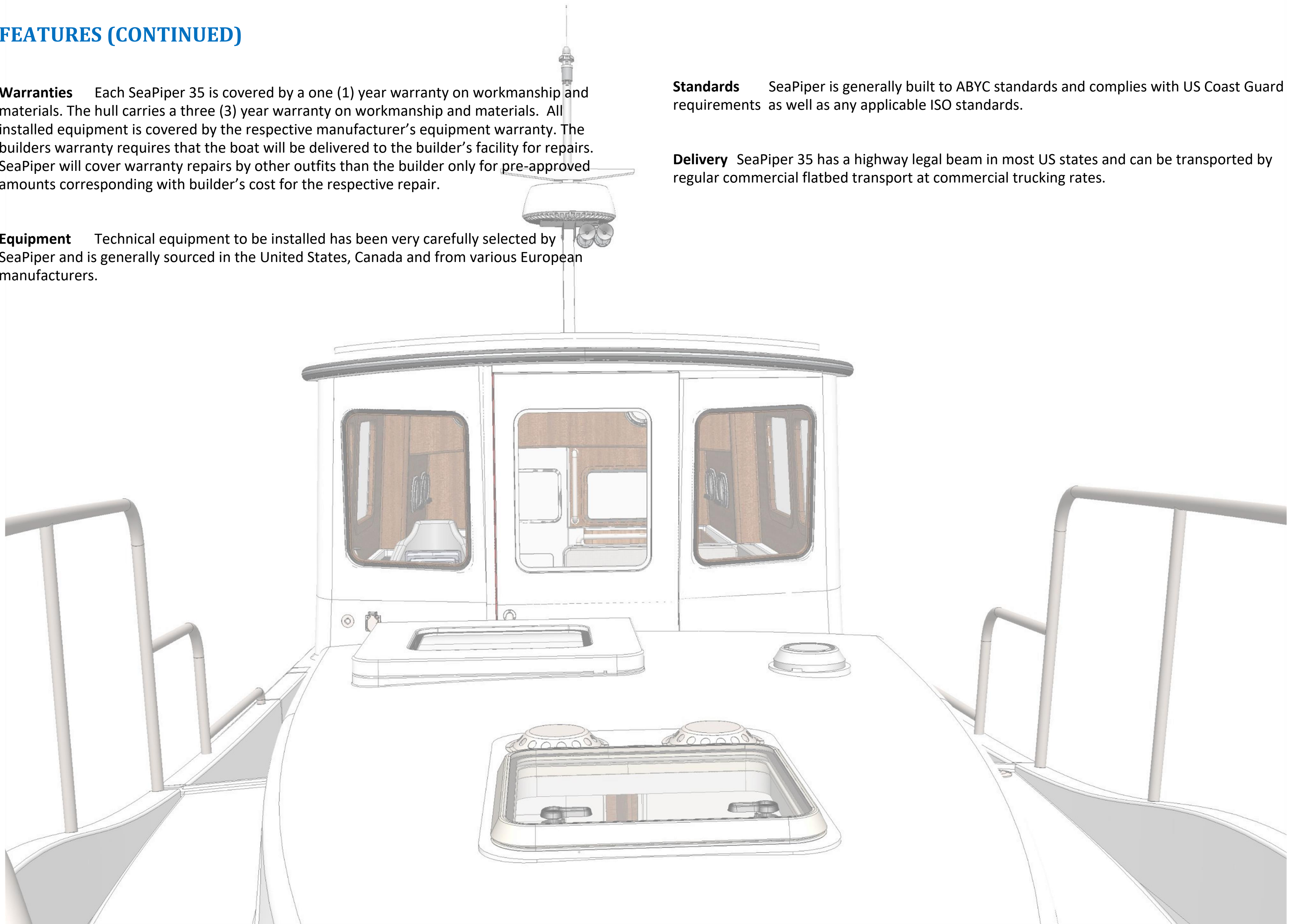
## FEATURES (CONTINUED)

**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.

**Equipment** Technical equipment to be installed has been very carefully selected by SeaPiper and is generally sourced in the United States, Canada and from various European manufacturers.

**Standards** SeaPiper is generally built to ABYC standards and complies with US Coast Guard requirements as well as any applicable ISO standards.

**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.



### SEAPIPER 35 FEATURES

SPECIFICATIONS, CAPACITIES and EQUIPMENT

STRUCTURE	<p>Polypropylene honeycomb core (Nidacore) sandwich structure is used for hullside above water line. Below the water line solid FRP construction with vinylester resin for the outer layers.</p> <p>Structural Grid is built using Nidacore FRP sandwich construction for optimal strength</p> <p>Nidacore (or similar) core FRP sandwich for structural floors and superstructure</p> <p>Longitudinal Bulkheads acting as stringers</p> <p>4 watertight bulkheads</p> <p>Hull and deck / superstructure units joint sealed by 3M 5200, and screwed and bolted where needed</p> <p>Recessed bow thruster tunnel</p> <p>Integral full protected keel and rudder shoe</p>	WATER SYSTEM	<p>(2) wing tanks, approx. 80 USG tank capacity – 316 S/S construction</p> <p>(1) 1-1/2” water tank fill deck plate</p> <p>5/8” vents on water tank</p> <p>water tank level indication on gauge in pilothouse</p> <p>(1) Pressure Water pump – Johnson WPS5.2 or equivalent</p> <p>(1) 6 USG 120VAC dual heating source hot water heater – Isotherm SPA30</p> <p>Polyethylene water piping system</p> <p>(1) washdown hose connector for fresh water wash down</p>
FLOTATION	<p>SeaPiper is equipped with additional flotation below the galley sole, around the onboard tanks, and in the forepeak.</p>	BILGE SYSTEM	<p>(4) Electric bilge pumps w/ electronic float switch</p> <p>Bilge Pump Panel – 4 bilge pumps</p> <p>Manual bilge pump in engine room compartment</p> <p>Overboard thru hulls above WL for bilge pumps</p>
FINISH	<p>Gelcoat semi-gloss finish on hull (gray)</p> <p>Gelcoat semi-gloss finish on deck and superstructure (white)</p> <p>Gelcoat semi-gloss finish on all interior fiberglass surfaces</p> <p>Anti-fouling paint (black) on top of primer coat</p>	SANITARY SYSTEM	<p>(1) Electric marine head – Sealand 7220 freshwater flush approx. 21 USG Waste Tank</p> <p>(1) waste water level gauge in pilothouse</p> <p>(1) vent line for waste tank</p> <p>(1) 1-½” (38mm) Deck Pump-out Plate</p> <p>(1) Marelon 93 1-1/2” Seacock for overboard drain</p> <p>Wastewater Pump for overboard drain – Johnson Viking 32</p>
PROPULSION	<p>Betamarine BETA 85 Propulsion Engine – 85 bhp at 2,800rpm</p> <p>Twindisc Technodrive TM93 – 2.77 ratio – hydraulic (continuous duty transmission)</p> <p>Heat exchanger cooling with Jabsco raw water pump</p> <p>Vetus P4E22x18R - 22 inch diameter 4-blade RH Propeller</p> <p>Vetus Stainless Steel Propeller Shaft (40mm diameter)</p> <p>Vetus Heavy wall FRP shaft log</p> <p>Vetus Dripless Shaft Seal (40mm diameter)</p> <p>(2) Cutlass Bearings 40mm</p> <p>Custom hi-rise mixing elbow (Betamarine P/N 202-10627) feeding a Vetus NLP90HD waterlift muffler with double overboard side exit pipe</p> <p>(1) Vetus FTR330/32 water strainer</p> <p>(1) 1-1/4” Marelon 93 series Seacock</p>	STEERING	<p>Hydraulic steering – Vetus HTP4210/MTC7210 (approx. 3.5 turns lock to lock)</p> <p>18 inch Destroyer steering wheel</p> <p>316L Stainless steel rudder shaft</p> <p>Rudder pintle bearing, gudgeon, 316L stainless steel skeg bar</p>
TANKS:	<p>approx. 200 USG diesel fuel in two 5000 series aluminum wing tanks</p> <p>approx. 80 USG fresh water in 316L stainless steel wing tanks</p> <p>approx. 22 USG waste tank</p>	BOW THRUSTER	<p>Standard 55kgf bow thruster – Vetus BOW5512D</p>
FUEL SYSTEM	<p>(2) Vetus Fuel filter / water separators 340VTEB for main engine</p> <p>Single bronze Tank selector valve - Groco FV-65038</p> <p>(2) 1-1/2" (38mm) Deck Fills forward of pilothouse front windows</p> <p>(2) Vetus Splash Stop units to prevent fuel spills</p> <p>Vent lines with fuel vents</p>	STERN THRUSTER	<p>Standard 55kgf thruster thruster – Vetus BOW5512D</p>
		VENTILATION	<p>(2) deck ventilators on forecabin - Vetus UFO</p> <p>(1) Solar powered ventilator in head – Nicro Mini N20020</p> <p>(1) deck ventilator on pilothouse/salon - Vetus UFO</p> <p>(1) Solar powered ventilator on pilothouse/salon – Nicro Mini N20020</p>



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SPECIFICATIONS



SPECIFICATIONS, CAPACITIES and EQUIPMENT (cont.)

12VDC SYSTEM	DC Breaker Panel – Blue Sea Systems #8068 Battery Master RBS Switches - Blue Sea Systems #7700 (2) Group 31 size (12V/100Ah) House Batteries (1) Group 31 12V/100Ah Starter Battery (1) ML-ACR Battery combine Relay – Blue Sea Systems #7622 (2) 500A ANL fuses with Blue Sea Systems #5503 fuse holder MRBF fuse holders for all other main circuits – Blue Sea Systems #5196 High Power Beta 85 engine alternator 175A-12V Vetus 12V DC horn Navigation lights – Hella 360 deg white & NaviLED R/G Compact 2NM Blue Sea Weatherdeck #4308 Switch Panel at helm for multiple functions (2) RBS switch relays for powering bow thruster and windlass - Blue Sea #7713 Typically (2) spare breakers available in base configuration	PILOTHOUSE	Helm station w/ instrument panels Engine instrument panel – Betamarine type “B” panel Single lever shift/throttle – Vetus RCTOPBG Table and Settee with storage underneath Helm seat – Vetus "Pilot" Settee with fabrics and cushions Teak and holly style vinyl interior sole Soft panel head liner with FRP sections for overhead lights (1) ventilators - Vetus UFO (1) solar ventilator - Nicro 20020 (2) LED overhead light – Hella EuroLED 150 white/red
120V/230V AC	SmartPlug 120V/240V-30Amp shore power inlet 2,200W/100A-12V Battery Charger/Inverter – Samlex EVO-2212 (North America) or EVO-2212E (other markets) 120V AC ELCI Breaker Panel – Blue Sea Systems #8102 (or 230V) 120V AC Breaker Panel – Blue Sea Systems # (5) 120VAC outlets throughout the boat (or 230V) 6 USG (30 ltr) Hot water heater: engine coolant coil + 120V AC heating element (or 230V) Typically (1-2) spare 120V (or 230V) breakers available in base configuration	GALLEY	Drawers and cabinets w/ shelves under counter Quartz material counter tops Deep FRP backsplashes Refrigerator approx. 4.6 cu ft / 12Vdc - Isotherm C130 Elegance 2-burner LPG cook top - Dickinson 00-2BP Stainless steel galley sink – Scandvik 10676 or equivalent Galley Faucet – bulkhead mounted Teak and holly style vinyl interior sole (1) LED overhead light – Hella EuroLED 150 white/red (3) LED strip lights over galley counters and sink
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 Windlass control switch at helm	FORECABIN	Fill Panel with cushion for v-berth to double conversion Fill Panel stores under foot in dedicated recess V-berth mattress 4-inch, 80 inches long Teak and holly style vinyl 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 - Vetus UFO
MOORING	(6) 8” Cleats on rail along side (2) 10” Cleats on swim platform – Recessed	HEAD/SHOWER	(1) Electric marine head – Sealand 7220 freshwater flush (1) Sliding door into head compartment (1) Solar powered vent – Nicro 20020 LED overhead light – Hella EuroLED 115 Head/shower faucet – Scandvik #46009 or equivalent Washbasin, round Positive latching for all locker doors and drawers Medicine cabinet Tissue paper holder - Oceanair 10-13350-03
EXTERIOR	Tubular Mast structure on roof for Radar/Antenna Hella NaviLED 360 all around white light on Mast top Recessed and protected Hella NaviLED RED/GREEN lights Locking latches on all exterior doors – Southco MF-02-110-24 Exterior doors sliding on durable 316 stainless steel rail system 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 Magnus MAG4747 (3) Custom Sliding FRP sliding doors (1) S/S ladder for roof access		



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SPECIFICATIONS, CAPACITIES and EQUIPMENT (cont.)

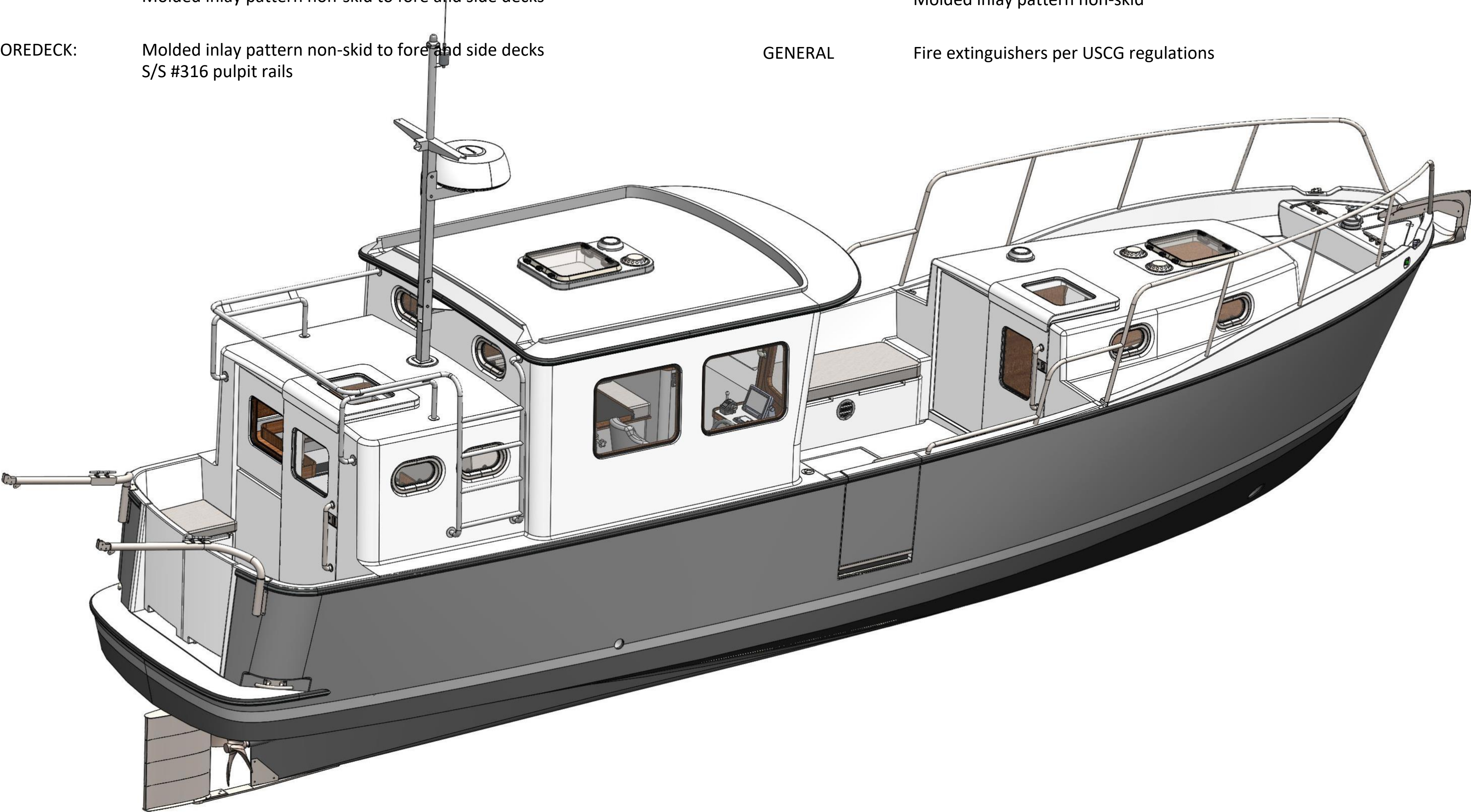
MID COCKPIT: High Capacity Scupper system with back flow protection: drains cockpit volume in approx. 15 seconds  
FRP hatch to engine room - gas spring assisted  
(2) seat benches each seating two  
Cushions for on deck seating  
Boarding door latches  
S/S #316 grab rail (1-1/4" diameter)  
Molded 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 sound insulation  
(2) Engine Room Intake vents  
(1) Engine Room Blower Fan output  
(6) LED engine room lights - Hella DuraLED

AFT COCKPIT Latches on hinged LPG locker hatches  
Molded inlay pattern non-skid

GENERAL Fire extinguishers per USCG regulations





# SeaPiper 35 – OPTION PACKAGES AVAILABLE

## OPTION PACKAGE 1: GENSET - \$12,250

NextGeneration UCM1-3.5 diesel genset 3,500W / 120V/60Hz (or 230V/50Hz), 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 - \$7,650

Complete Air Conditioning System consisting of two air conditioning units 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 will also run in reverse cycle to provide heat pump heating in either compartment.

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

Wallas 30GB or equivalent 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 and dry at pretty much any outside temperature.

## OPTION PACKAGE 4: ELECTRONICS PACKAGE - \$10,750

Consists of Raymarine EV-150 below deck hydraulic autopilot with Type-1 (significantly oversized!) pump and a P70r head control unit at the helm. Raymarine Axiom 9 RV Multi Function Display (or current Raymarine equivalent), CPT-S 12deg high power transducer, Raymarine 18" Quantum 2 Solid State CHIRP Doppler Radar and Standard Horizon GX2400 VHF radio with AIS and a VHF whip antenna mounted at the top of the mast. All electronics are interlinked through the NMEA2000/SeaTalk bus.

## OPTION PACKAGE 5: SEAKEEPER 2 STABILIZER - \$24,900

The available Seakeeper 2 gyro stabilizer adds wonderful comfort to the boat. Boat roll will be virtually eliminated as you can expect around 80% roll reduction up to 18 degrees of heel. This unit is rigidly mounted into the boat structure, including raw water circulation supply and all required electrical connections.

## OPTION PACKAGE 8: CUSTOM ROTATING DAVITS INSTALLED - \$2,450

A set of beautiful stainless steel davits that is unique to SeaPiper. We designed them so they can be rotated out of the way and curve around the aft cockpit seating, looking like a handrail. This way they are not sticking out from the transom when not needed. These davits offer 3:1 or 4:1 lifting advantage and can handle loads up to about 150 lbs.

## OPTION PACKAGE 9: BIMINI FRAME FOR MID COCKPIT - \$3,850

A well-designed bimini frame that covers the mid cockpit from the front entrance forward all the way over the forecabin entrance scuttle hatch. This frame is built of anodized aluminum tubing and factory installed. The owner can use a local canvas shop to finish the bimini in many different ways: only overhead cover, or add a dodger, or completely enclose the sides with canvas, or screening.

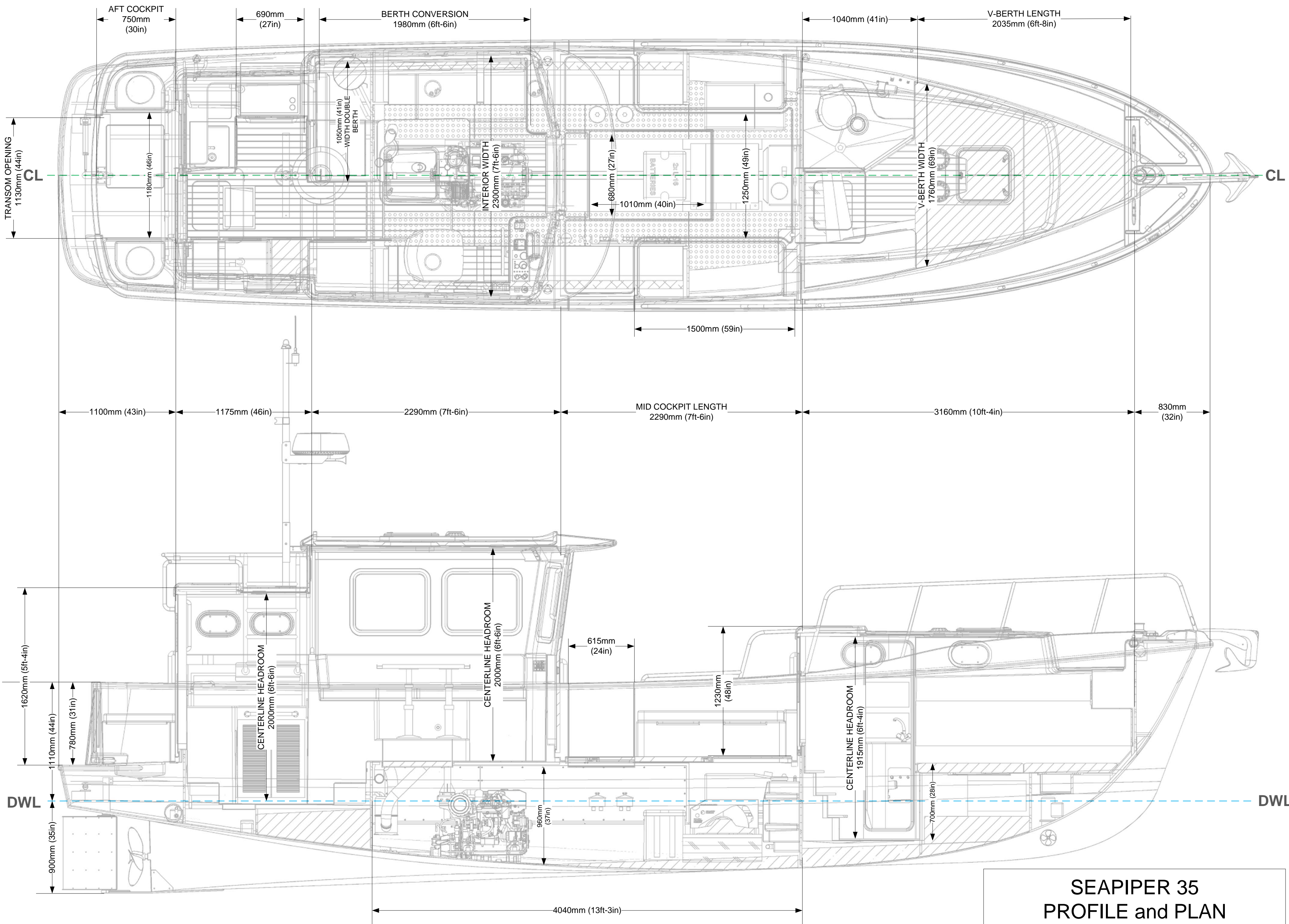
## UNDER DEVELOPMENT:

Also under development is a powerful DC Hybrid Drive system which will be offered as an option in the near future.



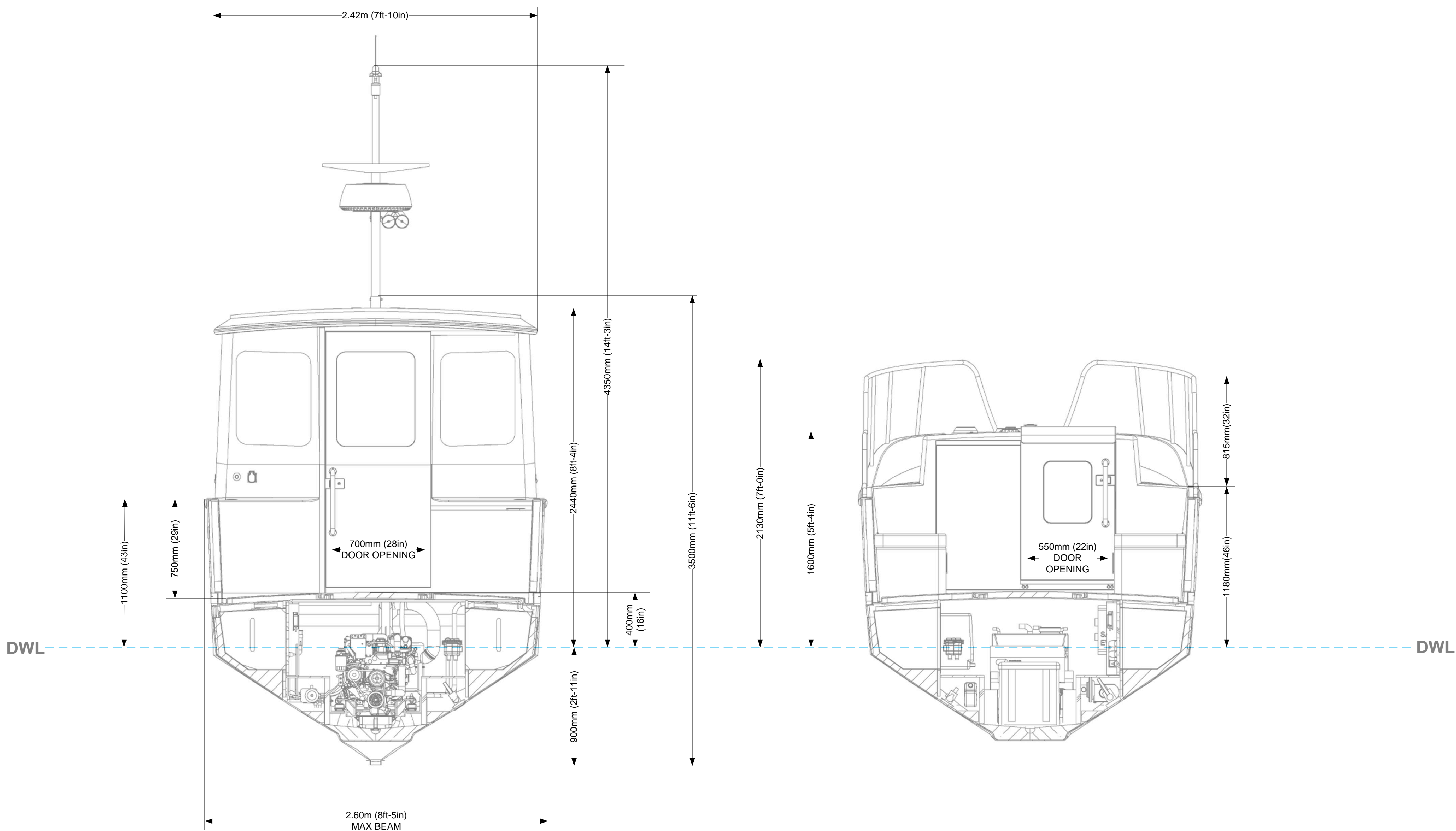
## PRINCIPAL SPECIFICATIONS OPTIONAL EQUIPMENT





ALL DIMENSIONS APPROXIMATE





ALL DIMENSIONS APPROXIMATE

## SEAPIPER 35 MID-SECTION DIMENSIONS