



## SeaPiper 35 - Principal Characteristics and Specification

Length (hull)	35ft-11in
Waterline length	33ft-5in
Maximum Beam	8ft-6in
Design Draft	2ft-10in
Design Displacement	16,300 lbs
Dry Weight:	approx. 11,500 lbs (incl. ballast)
Pounds per inch immersion:	1150 lbs/in
Bridge Clearance	8ft-3in

### Power:

Standard Engine	Betamarine Beta 85 - 85 bhp @ 2800rpm
Reduction Ratio	2.47:1
Propeller Size	23 in diameter – 3 blade RH

### Performance:

Top Speed	approx. 10 Kts (with 85hp)
Cruising Speed	Up to 9 Kts
Range	approx. 2000NM at 7 knots, 1500NM at 8 knots, 1,000NM at 9 knots

### Capacities:

Fuel Tank Capacity	approx. 300 USG
Water Tank Capacity	approx. 100 USG
Waste Tank Capacity	approx. 35 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. Yet, 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 300 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 prime mover, 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 open 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 mushroom ventilators and a 20" x 20" overhead hatch with shade. A floor inspection access hatch allows the operator to visually observe critical machinery functions, such as shaft gland, bilge condition, engine elements, fuel condition, etc. The Pilothouse is equipped with appropriate handholds and two individually switched overhead lights.

### **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 which will benefit the cook when preparing food, anytime and underway. The galley offers four opening port lights, one mushroom ventilator and one solar powered ventilator. SeaPiper comes standard with high quality appliances, including a 2-burner LPG cook top, a 4.6 cu ft DC refrigerator, single or double stainless sink, hot and cold water faucet and a microwave oven (three outlets are powered by a 3,000W inverter). The galley offers large storage capacity in lockers both to port and starboard. 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 5gal 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 which takes mere seconds. With the transom doors open the cockpit extends onto the swim deck and offers plenty of space for easy water access. Dining tables fold out from each transom door. The emergency tiller utilizes the center post access deck plate. Dock line cleats and fender hooks are located on the outboard rail caps. Two heavy duty towing hooks are located in port and starboard pockets at the outer swimdeck corners. 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. For superb access to the water from a position of reduced motion of the boat there are two side boarding doors. All around the cockpit is a minimum of 30" high coaming which offers great safety. To port and starboard are large FRP deck boxes which can easily be removed and reinstalled. These storage boxes come with seating cushions and function as seating on deck. There are hand rails installed where appropriate and the cockpit has a unique oversized draining system. The mid cockpit provides access thru 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.

### **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 which 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 which 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 consists of a teak grate. The forecabin is equipped with four (4) opening ports, two mushroom ventilators, one solar powered fan, and a 20"x20" overhead hatch. There are two bedside reading lights port and starboard and there are two individually switched overhead lights.

### **Bow anchoring layout** (Collision bulkhead, watertight compartment #1)

SeaPiper is equipped with a bow roller and bale and dual large anchor lockers with easy access through two hinged deck hatches and deck hawse plates. The anchor is designed to be self-launching upon releasing the wildcat clutch or releasing the anchor rode from the main cleat. The standard anchoring solution offers a hawse pipe and Samson post. Heavy duty anchoring and docking cleats and fairleads are included to allow setting of two bow anchors and a bridle towing arrangement. There are numerous and optional windlass configurations, in either configuration the windlass will replace the Samson post.



#### **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 mass loaded vinyl 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 propeller shaft made in AQ-19 Alloy for optimal strength and resistance to corrosion. The shaft is equipped with a dripless shaft seal with a seawater cooling feed line, and a cutlass bearing aft. The propeller is a 23 inch diameter three blade type for optimum efficiency. The engine is using a unique wet underwater exhaust exiting near the port chine with an idler bypass when at slow speeds.

Fuel is drawn through a fuel filter/water separator from the 120 gallon center day tank and returned to this center day tank as well. Two 90 gallon wing/saddle tanks increase total fuel capacity to 300 gallons. The wing tanks are filled directly and they transfer fuel to the lower day tank through gravity feed lines. The system is designed to prevent accidental spill from and errant return system, 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 by a sight tube on each tank.



A Vetus hydraulic steering system with a 24" destroyer type wheel is located at the starboard helm station. The lock to lock steering is approximately 4 turns. An autopilot plumbing interface is provided.

The rudder is a 3.5 sq ft foil NACA0015 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 access plate cover over the rudder shaft. A hydraulic bypass valve is incorporated in the hydraulic system to allow this control

SeaPiper is equipped with dual fresh water tanks, each with its own pressure pump and its own deck fill plate. The two systems normally operate independently, but a cross over valve will allow either system to feed the other. 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 waste pump

### **Electrical**

SeaPiper is equipped with two electrical systems: one for 12VDC and one for 120VAC. The House battery bank consists of two (2) 12V 8D sized flooded batteries and these batteries are connected to an AC inverter 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 all wiring that is located behind panels is 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 inverter and charger, waste tank and there is dedicated location for the 120VAC generator. There is a shelf to starboard with space over and under, and there is storage space to port.

**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 floor plan is divided into six watertight compartments with individual bilge pump systems both automatic as well as manual. All fixed glazing is laminated glass of large section thickness and doors and hatches are designed to withstand tough 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 vinylester resin. Most coring and stiffening of walls and decks is with Nidacore or equivalent material and the hull topsides are cored using Airex or equivalent material. All fixed windows are safety glass, and all woods and plywoods are of marine 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 semi-gloss linear polyurethane. 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 semi-gloss linear polyurethane.



<b>Construction</b>	SeaPiper 35 is divided into six watertight compartments for safety. Watertight bulkheads separate these compartments and each has its own bilge system with high capacity pumps.
<b>Performance</b>	SeaPiper 35 is expected to reach a maximum speed of approx. 10 knots using the standard 85hp engine, and her range will be between approx. 1,200NM and 2,000NM depending on speed.
<b>Intended Use</b>	SeaPiper 35 has been designed strictly as a recreational vessel for pleasure use.
<b>Warranties</b>	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 San Diego 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.
<b>Price</b>	SeaPiper 35 is offered with a base price of \$130,000 (USD) FOB San Diego, California
<b>Delivery</b>	SeaPiper 35 has a highway legal beam in most US states and can be transported by regular commercial flatbed transport at commercial trucking rates.
<b>Made in the USA</b>	We are incredibly pleased that SeaPiper will be a quality "MADE IN THE USA" vessel built by highly experienced craftsmen with decades of experience.





## 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.

**Project Engineer:** 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. Under his direction, Knight & Carver built the Navy Stealth vessel "Stiletto", which 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.

**Master Boatwright:** Greg Bain has 40 years of experience in the creation of advanced composite one-off boat building and reached full status as "Boat Builder" at Knight and Carver Custom Yachts. His extensive Skills include Project management, material resourcing, estimating, scheduling, manpower, facility management, tooling and production manufacturing. He was responsible for the construction of many custom yachts up to 95ft in length, supervising a large crew, selecting and executing many different construction methods. He has tremendous experience in all aspects of boat building and outfitting.



## Specifications, Capacities and Equipment:

STRUCTURE	<p>AIREX core sandwich structure for hull side shell above water line Nidacore (or similar) core 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</p>
FINISH	<p>Linear Polyurethane semi-gloss finish on hull (gray) on Primer coat Linear Polyurethane semi-gloss finish on deck and superstructure (white) on Primer coat Linear Polyurethane semi-gloss finish on interior fiberglass surfaces on Primer coat Anti-fouling paint (black) on top of primer coat</p>
PROPULSION:	<p>Betamarine BETA 85 Propulsion Engine – 85 bhp at 2,800rpm Twindisc Technodrive TM345 Transmission – 2.47 ratio – hydraulic (Optional transmission) Twindisc Technodrive TM93 – 2.77 ratio – hydraulic (Optional Engine) Yanmar 4JH110 – 110hp at 3,200rpm with ZF30M 1:2.70 Heat exchanger cooling with raw water pump 23 inch diameter 3-blade Equipoise Propeller AQ19 stainless Steel Propeller Shaft (1-3/4" diameter) PVI Dripless Shaft Seal (1-3/4" diameter) – PVI# 02-134-300 Cutlass Bearing (1-3/4" diameter) Custom hi-rise mixing chamber feeding an integral waterlift exhaust system with a below the chine extractor fairing (idle bypass above waterline) (2) Marelon 930 series Seacocks – Forespar (2) Marelon sea water strainers for main engine - Forespar</p>
TANKS:	<p>300 USG Diesel fuel in three FRP tanks with on center day tank 100 USG fresh water divided over two FRP tanks 35 USG single FRP waste tank</p>



FUEL SYSTEM	Fuel filter / water separator for main engine – Vetus 340VTEBP Ball Valve selection of port/stbd fuel tank into center tank/gravity feed Sight fuel gauge on each tank (2) Deck Fill Plates Vent lines with fuel vents
WATER SYSTEM	(2) 50 USG Water tanks total capacity 100USG – Vinylester construction (2) 1-1/2” water tank fills and 5/8” vents (2) Pressure Water pump – Vetus WP1208 6 USG 120VAC dual heating source hot water heater PEX water piping system (1) Autom. shower sump pump – Vetus BLP121000
BILGE SYSTEM	(4) Electric bilge pumps w/ automatic float switch – Vetus BLP122000 (4) Manual bilge pump – Vetus BLPM020 1) Bilge alarm on engine room bilge Bilge Pump Panel – 4 bilge pumps Status panel w/ warning signal at helm station to warn of bilge pump operation Marelon overboard thruhulls above WL for bilge pumps
SANITARY SYSTEM	(1) Electric marine head – Raritan SeaEra II / Sealand 7220 freshwater 35 USG Waste Tank (1) vent line for waste tank Deck Pumpout Plate (1) Marelon 93 Seacock for overboard drain Wastewater Pump for overboard drain – Vetus EMP14012
STEERING:	Hydraulic steering – Vetus HTP3008R 24 inch Destroyer steering wheel 316 Stainless steel rudder shaft Fiberglass Rudder Construction over stainless webs 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 Battery Master Panel – Blue Sea Systems #8690 (2) 8D AGM House Batteries in enclosures



(1) series 31 AGM 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 – Tacmarine F38-6700  
12V DC electric wipers for 2 front windshields – Vetus DIN1250  
Switch Panel at helm for multiple functions

#### 120VAC SYSTEM

Marinco 120V/240V 60hz 30Amp shore power inlet  
60A-12V Battery Charger – Xantrex 804-1260-02  
3,000W 120V Inverter – Xantrex 813-3000-UL  
120VAC 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 – Maxwell  
(1) deck hawse plate and Samson post  
(2) Bulwark mounted fairleads / Skene Chocks  
(2) 10" Cleats Forward beside windlass  
(Optional) 12V DC electric windlass – Maxwell RC8-8 1000W  
(Optional) Pilothouse and foredeck windlass control switch  
(Optional) Anchoring Package – Anchor, Chain/rode combination 5/16"

#### MOORING

(6) 8" Cleats on rail along side  
(4) Mooring lines  
(2) 10" Cleats on swim platform – Recessed  
(4) Compact fenders on short lines with clips  
(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 – Teak Isle  
Locking latches on all deck hatches – Southco M1 series  
Gas assisted Springs on deck hatches – Teak Isle  
Vinyl upper and lower dual fender rails – Taco Marine  
(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 “B” panel
- Single lever shift/throttle – Vetus RCTOPBG
- Speed/depth instrument – Raymarine i40 Bidata
- 2-3/4” Compass – Ritchie
- Table and Settee with storage underneath
- Helm seat – Attwood Centrik II
- Captain’s footrest S/S #316
- Settee with fabrics and 4” cushions
- Teak and holly interior sole
- Exposed wood roof beams
- (2) Windshield Wiper (Pantograph) – Vetus
- (2) ventilators – Vetus ATHOS2
- Cushions for Settee – Fabric covered
- (2) LED overhead light – Scandvik 41325

#### GALLEY:

- Drawers and cabinets w/ shelves under counter
- Corian counter tops
- Deep FRP backsplashes
- Refrigerator approx. 4.6 cu ft / 12Vdc – Vitrifrigo C130RBD3-F
- 2-burner LPG cook top – Dickinson 00-2BP
- Stainless steel galley sink – Scandvik 10676
- Galley Faucet
- Teak and holly interior sole
- (1) ventilator – Vetus ATHOS2
- (1) Solar power ventilator - Nicro
- LED overhead light – Scandvik 41325

#### 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 interior sole
- Positive latching for all locker doors and drawers – Southco MP series



	Hanging locker Storage cabinets under v-berth LED reading lights – Scandvik 41397 LED overhead light – Scandvik 41325 (2) ventilators – Vetus ATHOS2
HEAD/SHOWER	(1) Electric marine head – Raritan SeaEra II / Sealand 7220 freshwater (2) Sliding doors into head (1) Solar powered vent - Nicro LED overhead light – Scandvik 41325 Head/shower faucet – Scandvik #46009 Washbasin Positive latching for all locker doors and drawers – Southco MP series Medicine cabinet Tissue paper holder
MID COCKPIT:	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 – Southco M1 series Cushions for on deck seating (2) FRP deck boxes – Removable on S/S locking system Boarding door latches – Southco Omni Series S/S #316 grab rail 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 Engine Room ventilator – 4 inch S/S 316 ladder (4) LED engine room lights
AUXILIARY ROOM	S/S 316 ladder (2) LED auxiliary room light
AFT COCKPIT	Boarding door latches - Southco Omni Series Latch on hinged LPG locker - Southco



316 Stainless Post between doors – reversible  
Molded inlay pattern non-skid to fore and side decks

GENERAL

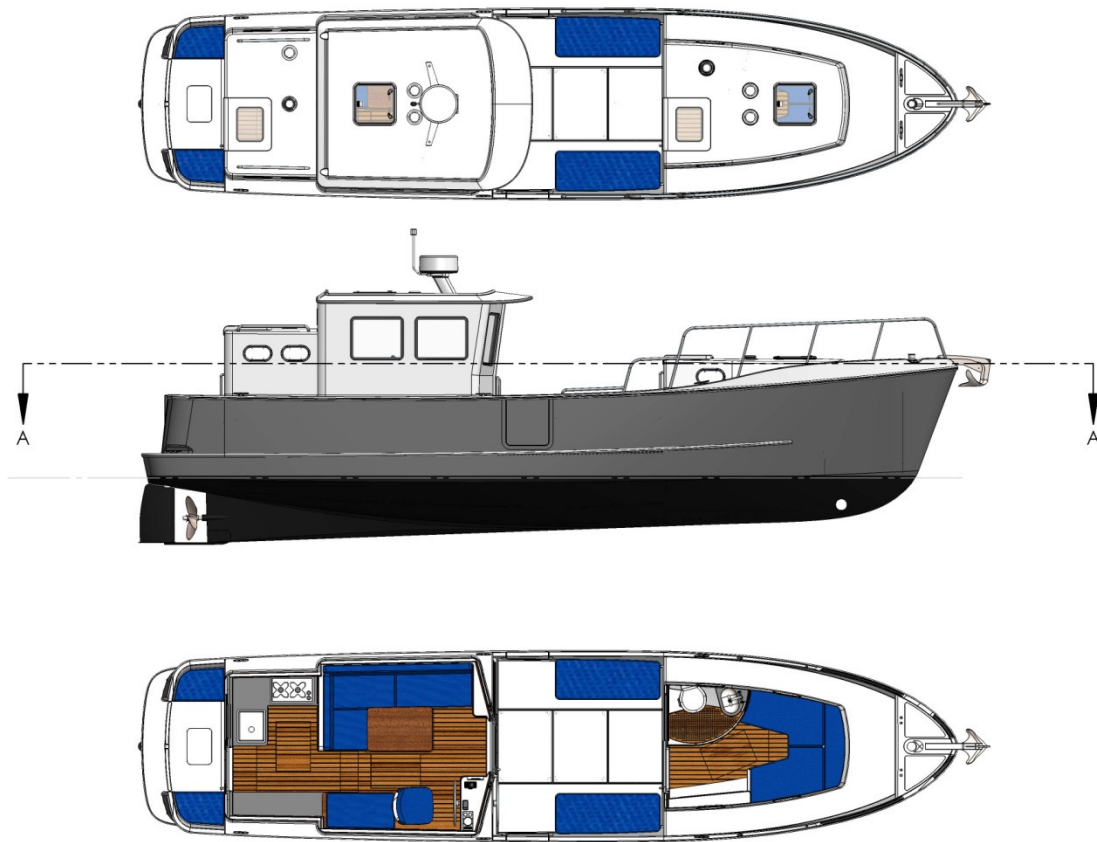
(6) Lifejackets / Safety package for 6 occupants  
Fire extinguishers per USCG regulations

OPTIONS: (installed)

Bow Thruster 12V – Vetus BOW5512D (\$3,900)  
Windlass 12V – Maxwell RC8-8 1000W (\$1,800)  
Diesel 120VAC Generator – NextGen 3.5kW (\$9,400)  
Extra Deck Box to create L-shaped seating in cockpit (\$650)  
Air Conditioning 6kBTU with reverse cycle – MarineAir (\$2,900) – per unit  
Forced Air Heating (engine heat) pilothouse & forecabin (\$1,600)  
Diesel stove – Bulkhead mounted – Dickinson Newport (\$1,450)  
Raw water wash down system (\$550)  
Fresh water wash down system (\$400)  
Exterior 24" steering wheel with steering pump (\$500)  
Anchoring package with 5/16" chain/rode/swivel and anchor (\$850)  
Bimini over mid cockpit – Ask for Quote  
Tabernacle with stayed main mast incl. masthead – Ask for Quote  
Raymarine Autopilot (\$2,800)  
Raymarine 9" Chart Plotter (\$1,600)  
Raymarine 18" Radar Radome incl. radar mast (\$1,900)  
Upper console panel box above steering station (\$250)  
(2) Propane Tanks  
Rudder angle indicator (\$250)  
Optional Propulsion: Yanmar 4JH110-ZF30M – 110hp at 3,200 rpm with ZF30  
1:2.70 (\$4,500)  
Optional Beta 85 heavy duty transmission Twindisc Technodrive 2.77 ratio  
(\$1,100)



### SEAPIPER 35 – TOP VIEW AND FLOOR PLAN

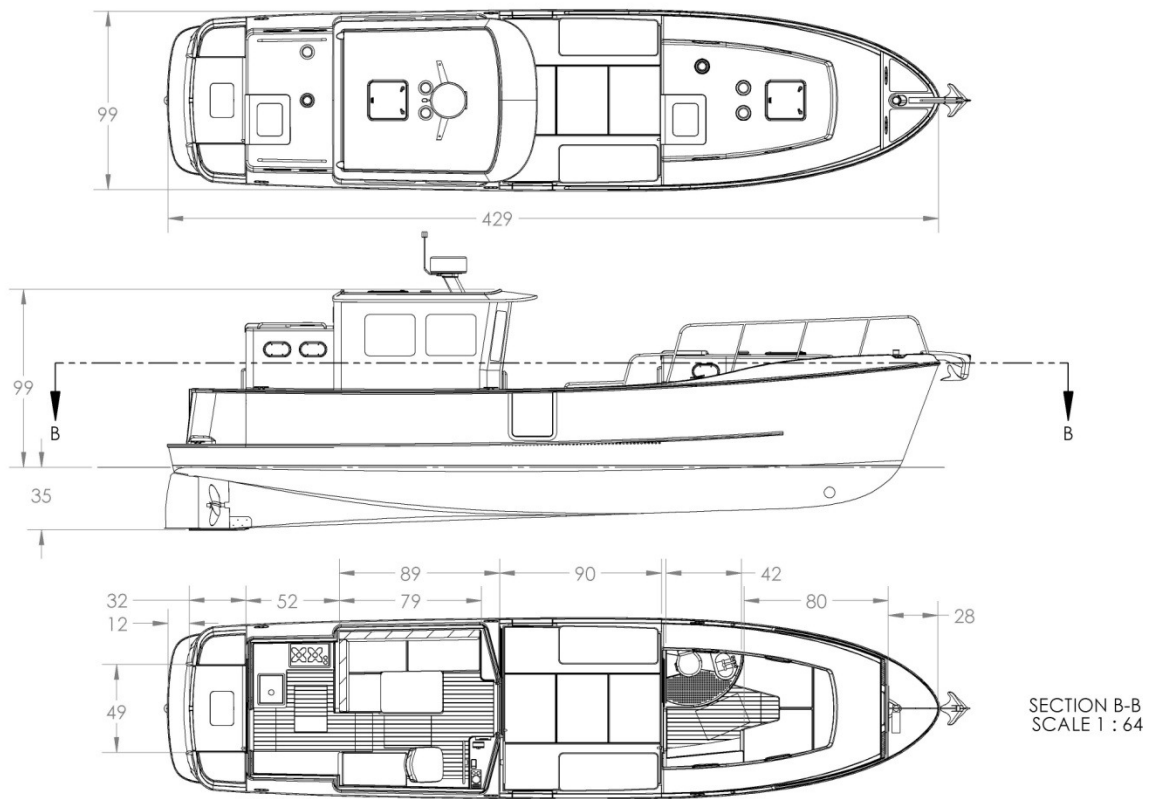


SECTION A-A  
SCALE 1 : 64



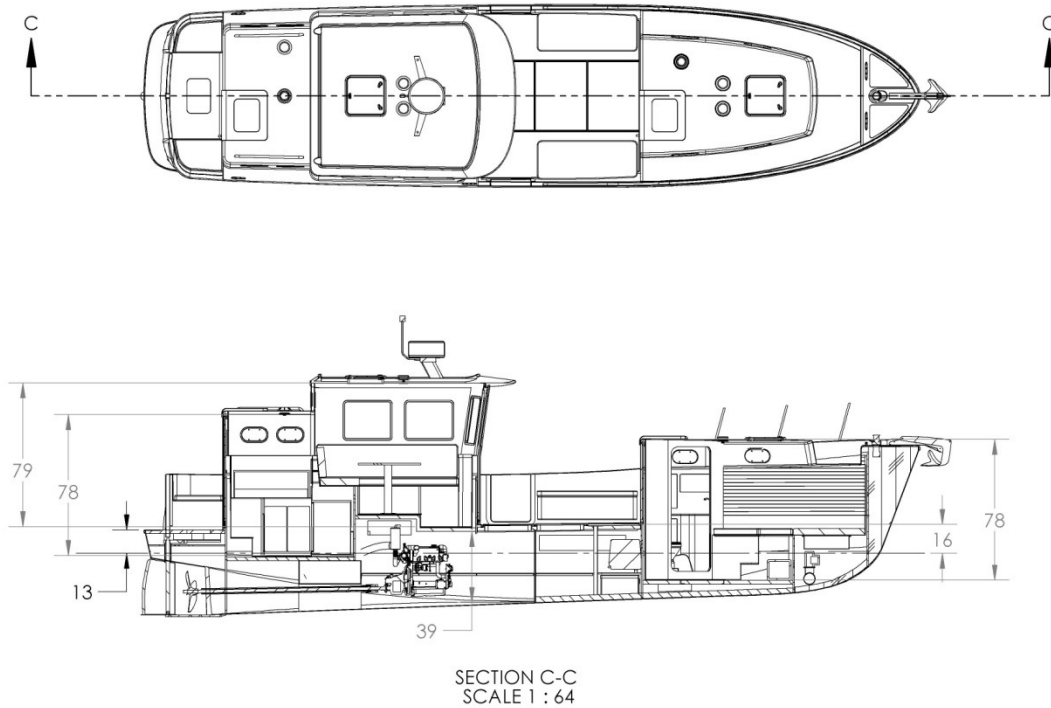


**SEAPIPER 35 - DIMENSIONED PLAN VIEW**





## SEAPIPER 35 – DIMENSIONED PROFILE SECTION VIEW



*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.*