# SeaPiper 35 - Principal Characteristics and Specification

<table>
<thead>
<tr>
<th>Characteristic</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length (hull)</td>
<td>35ft-11in</td>
</tr>
<tr>
<td>Waterline length</td>
<td>33ft-5in</td>
</tr>
<tr>
<td>Maximum Beam</td>
<td>8ft-6in</td>
</tr>
<tr>
<td>Design Draft</td>
<td>2ft-11in</td>
</tr>
<tr>
<td>Design Displacement</td>
<td>17,000 lbs</td>
</tr>
<tr>
<td>Dry Weight:</td>
<td>approx. 13,500 lbs (incl. approx. 2,500 lbs ballast)</td>
</tr>
<tr>
<td>Pounds per inch immersion:</td>
<td>1150 lbs/in</td>
</tr>
<tr>
<td>Bridge Clearance</td>
<td>approx. 8ft-6in with radar mast down, approx. 13ft with mast up</td>
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</tbody>
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**Power:**
- Standard Engine: Betamarine Beta 85 - 85 bhp @ 2800rpm
- Reduction Ratio: 2.77:1
- Propeller Size: 22 in diameter – 4 blade LH

**Performance:**
- Top Speed: approx. 10 Kts (with 85hp)
- Typical cruising Speed: 7-9 Kts
- Range: approx. 1,800NM at 7 knots, 1400NM at 8 knots, 900NM at 9+ knots

**Capacities:**
- Fuel Tank Capacity: approx. 240 USG
- Water Tank Capacity: approx. 95 USG
- Waste Tank Capacity: approx. 32 USG

**Hydrostatic Data:**
- A/B Ratio: 2.59
- S/L Ratio (max speed): 1.8
- S/L Ratio (cruising speed): 1.2
- 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 240 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.

**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. 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 (Watertight compartment #4)

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 DC refrigerator, 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.

Aft cockpit (Watertight compartment #)

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 one 5gal LPG tank and is sealed and vented per ABYC regulations for LPG storage. 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 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. Dock line 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 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 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. Standard equipment is also a freshwater wash down bib in the starboard anchor locker.
Machinery and tanks  
(Watertight compartment #3)

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 Beta 85 which produces 85hp at 2,800rpm. This engine drives a 40mm diameter high grade stainless propeller shaft for optimal strength and resistance to corrosion. The shaft is equipped with a dripless shaft seal and a cutlass bearing aft. The propeller is a 22 inch diameter four blade type for optimum efficiency. The engine is using a custom built 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. 120 USG wing tank each of which has its own fuel filter/water separator for optimum redundancy. The total fuel capacity is approx. 240 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 in the Tank Monitor Panel 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.
SeaPiper is equipped with a standard 55kgf bow thruster which is sized to provide crisp response when in operation.

The rudder is an approx. 3.2 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 single approx. 95 USG fresh water tank, 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 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 (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. A battery State of Charge monitor is provided in the panel showing remaining Amp-Hour capacity in the house bank, current system voltage and current to or from the house battery bank. 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 six (6) 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 wire and labeled where appropriate.
**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.

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

**Safety**

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 pump. 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 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 plywood 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 is 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. 10 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.

**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.
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
4 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
22 inch diameter 4-blade LH Propeller
Stainless Steel 316L Propeller Shaft (40mm diameter)
Heavy wall FRP shaft log – 3” outside diameter
Dripless Shaft Seal (40mm diameter)
Cutlass Bearing
Custom hi-rise mixing elbow (Betamarine P/N 202-10627) feeding a custom waterlift muffler with overboard side exit
(1) Marelon water strainer - Forespar
(1) 1-1/4” Marelon 93 series Seacock
TANKS: approx. 240 USG Diesel fuel in two FRP vinylester wing tanks
approx. 95 USG fresh water tank FRP vinylester (FDA approved) construction
approx. 32 USG single FRP waste tank

FUEL SYSTEM
(2) Fuel filter / water separators for main engine, one on each wing tank
Single Tank selector valve - Groco FV-65038
(2) 2" Deck Fills forward of pilothouse front windows
Vent lines with fuel vents

WATER SYSTEM
(1) approx. 95 USG Water tank total capacity – Vinylester construction
(1) 1-1/2” water tank fill deck plate
5/8” vents on water tank
water tank level indication on tank monitor panel in pilothouse
(1) Pressure Water pump – Johnson WPS3.5
(1) 6 USG 120VAC dual heating source hot water heater - Isotherm SPA25
Polyethylene water piping system
(1) hose bib in anchor locker for fresh water wash down

BILGE SYSTEM
(4) Electric bilge pumps w/ electronic float switch
Bilge Pump Panel – 4 bilge pumps
Overboard thru hulls above WL for bilge pumps

SANITARY SYSTEM
(1) Electric marine head – Sealand 7220 freshwater flush
approx. 32 USG Waste Tank
(1) waste water level gauge in pilothouse
(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
18 inch Destroyer steering wheel
316L Stainless steel rudder shaft
Rudder pintle bearing, gudgeon, 316L stainless steel skeg bar

BOW THRUSTER:  Standard 55kgf bow thruster – Vetus BOW5512

VENTILATION:  (2) Closable deck ventilators on forecabin
(1) Solar powered ventilator in head – Nicro Mini N20020
(2) Closable deck ventilators on pilothouse/salon
(1) Solar powered ventilator in galley – Nicro Mini N20020

12VDC SYSTEM  DC Breaker Panel with State of Charge Monitor panel
Battery Master  RBS Switches - Blue Sea Systems #7700
(4) Group 31 size (12V/105Ah) House Batteries in enclosure
(1) Group 31 size (12V/105Ah) Starter Battery in enclosure
(1) ML-ACR Battery combine Relay – Blue Sea Systems #7622
High Power Beta 85 engine alternator 120A-12V
12V DC horn
Navigation lights – Hella 360 and Nella NaviLED Compact 2NM
Blue Sea Weatherdeck #4308 Switch Panel at helm for multiple functions
(2) RBS switches for powering bow thruster and windlass - Blue Sea #7713
Typically (6) spare breakers available in base configuration

120V/230V SYSTEM  SmartPlug 120V/240V 60hz 30Amp shore power inlet
2,200W/100A-12V Battery Charger/Inverter – Samlex EVO-2212 (North America) or EVO-2212E (other markets)
120VAC ELCI Breaker Panel – Blue Sea Systems custom panel (or 230V)
(5) 120VAC outlets throughout the boat (or 230V)
6 USG Water heater: engine coolant coil + 120VAC heating element (or 230V)
Typically (4) spare 120V (or 230V) breakers available in base configuration.
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
(1) S/S Chain Stopper, height matched to windlass
Foredeck windlass control switch and control switch at helm

MOORING

(6) 8” Cleats on rail along side
(2) 10” Cleats on swim platform – Recessed

GENERAL 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 composite 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

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
(2) ventilators - Vetus UFO2
(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. 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) Solar power ventilator – Nicro N20020
(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 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

HEAD/SHOWER
(1) Electric marine head – Sealand 7220 freshwater flush
(2) Sliding doors into head
(1) Solar powered vent – Nicro 20020
LED overhead light – Hella EuroLED 115
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 - Oceanair 10-13350-03

MID COCKPIT:
High Capacity Scupper system: drains cockpit volume in approx. 15 seconds
FRP hatch to engine room
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
Engine Room Intake vents
(6) LED engine room lights - Hella DuraLED

AFT COCKPIT  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/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 - $7,000**

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 style heating in either compartment.

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

Espar D4 Airtronic 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 at pretty much any outside temperature.

**OPTION PACKAGE 4: ELECTRONICS PACKAGE - $10,500**

Consists of Raymarine EV-200 below deck hydraulic autopilot with P70r head control unit at the helm, Raymarine A97 9” Multi Function Display (or Raymarine equivalent), Raymarine Quantum 18inch 4kW Solid State Radar and Standard Horizon GX1600 VHF radio.

**OPTION PACKAGE 5: SEAKEEPER 2 STABILIZER - $23,500**

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.
OTHER OPTIONS:

- COMMISSIONING PACKAGE: 33# plow anchor, anchor rode (60ft 5/16” chain and 300ft nylon rode), mooring lines, fenders
- Raw water wash down pump
- Standard Horizon GX2200 VHF radio with AIS receiver
- Isotherm Bi41 Top Loading Freezer
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.