

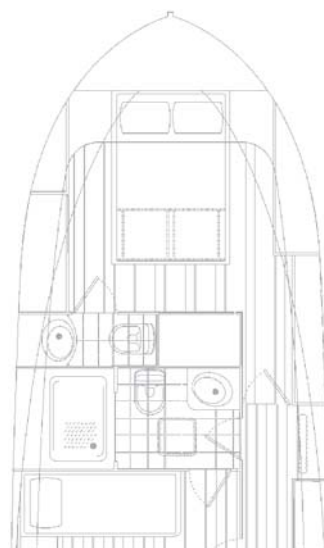
dutch style barge

specification

www.piperboats.com

category

Piper barges are built to Category C (Inshore) meaning the design lends itself to voyages in coastal waters, large bays, estuaries, lakes and rivers under conditions up to wind force 6 and where wave heights of up to 2 metres may be experienced. There is also the option to upgrade the specification to a category B (Offshore) making the boats suitable for voyages in conditions up to wind force 8 with wave heights of up to 4 metres. This gives the owner more confidence that, whilst not planned, if sea conditions did indeed reach force 6 then the structure of a Piper barge will easily cope.



lengths and beam

Standard lengths are 49, 55, 60 and 65ft with a 12ft 6in (49 and 55ft) 13ft (60 and 65ft) beam. (Other lengths available upon request.)

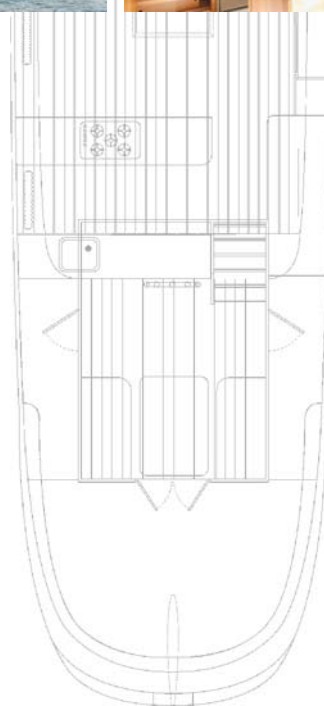
optional extras

Each Piper barge is individually matched to the customer's requirements meaning no two boats are ever the same. Using over 40 years of experience and knowledge each boat is bespoke - from its room layout and finish to the engine and electrical specification.

approvals

The construction process is approved by Human Performance Improvements who are an International Notified Body based in the UK. Each craft is built to stringent standards and all boats conform to the Recreational Craft Directive and come complete with CE mark plus a full 12 month warranty and extended warranties on many parts. Copies of the notified body reports are available for inspection at our works

A full owner's manual with operating instructions and technical information is also provided.



space, style and
comfort to cruise
the wider waterways
of the uk and europe

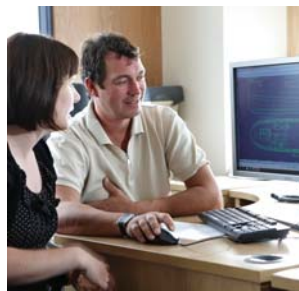


design

Piper Boats was the first UK builder to use AutoCAD and 3D rendering technology within the replica Dutch style barge market.

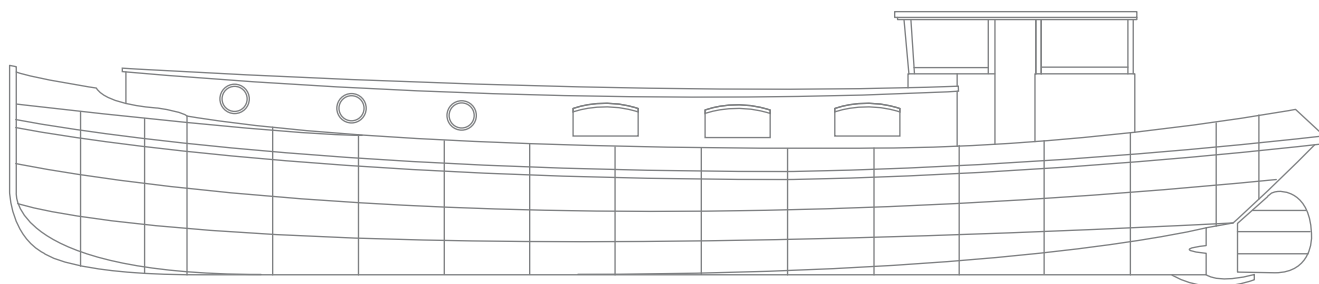
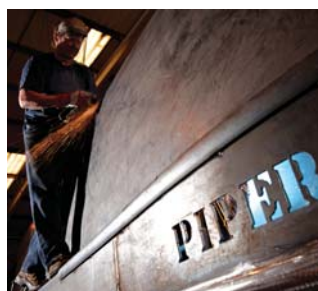
The move towards this manufacturing process has enabled us to create some of the most stunning new craft seen on the market today.

Our motor style barge (without the rear luxe-motor cabin) has proven to be our most successful design. By effectively removing the rear cabin we have created outside space on one level. This is especially beneficial when cruising and socialising in sunnier climates! The extra space within the wheelhouse and engineroom is a tangible benefit when using the boat as a place of permanent habitation.



steelwork

Hull - All steel conforms to EN S235JR and is de-stressed, rolled, grit blasted (both sides) and sigma primed in one single process eliminating any chance of corrosion. It is commonly known as Lloyds Grade A shipbuilding steel.

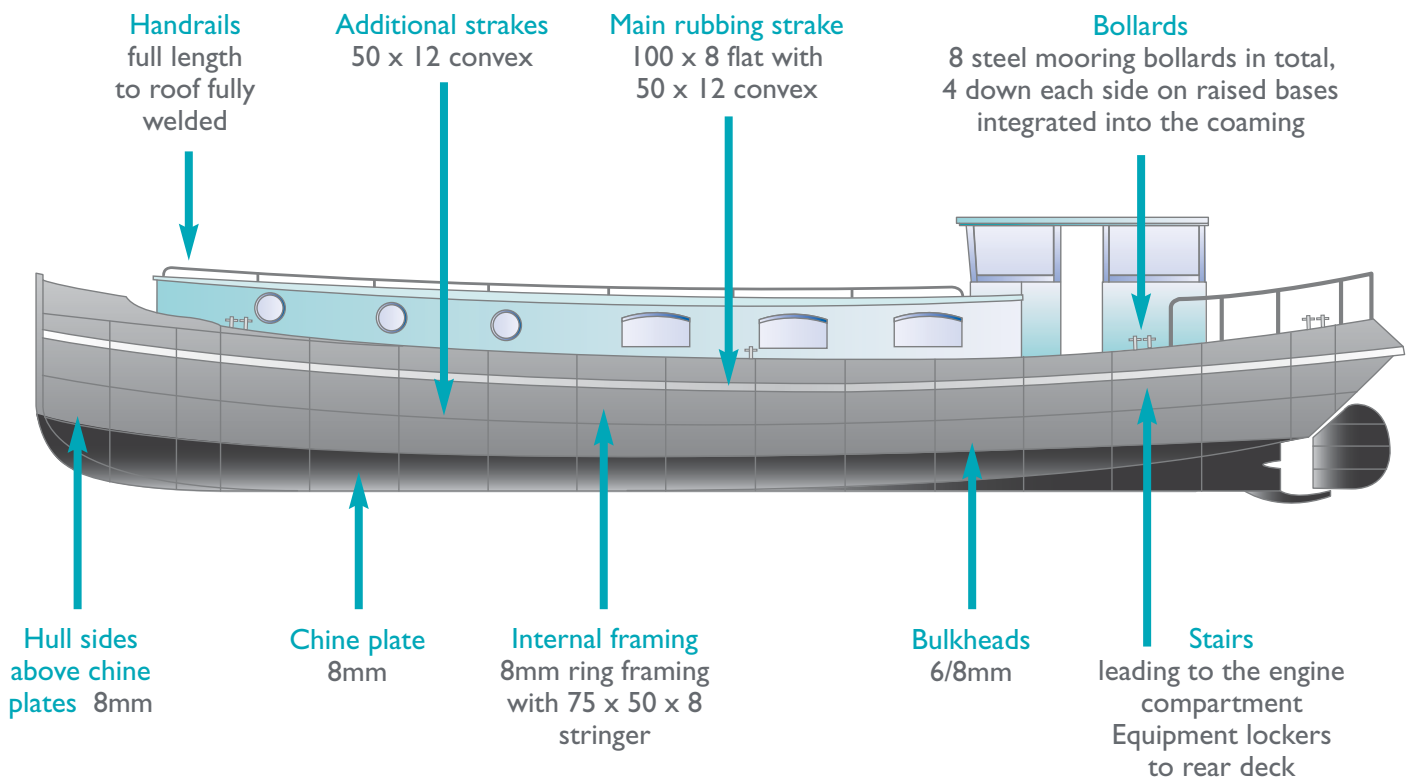
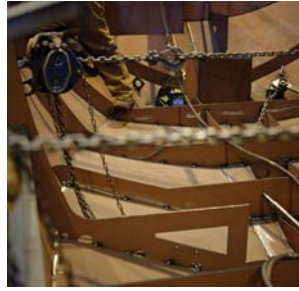


Superstructure - Our process means that we use the same quality Lloyds approved plate for the superstructure. This is important as it ensures the millscale is removed from the steel and therefore helping with both the paint system and the insulation application.

each boat is
handcrafted at our
manufacturing facility
in the heart of the uk



overview



developed with
consultation from naval
architects and expert
boat builders from
holland



layout

Piper's boats are individual... Quality is the only common factor you will find.

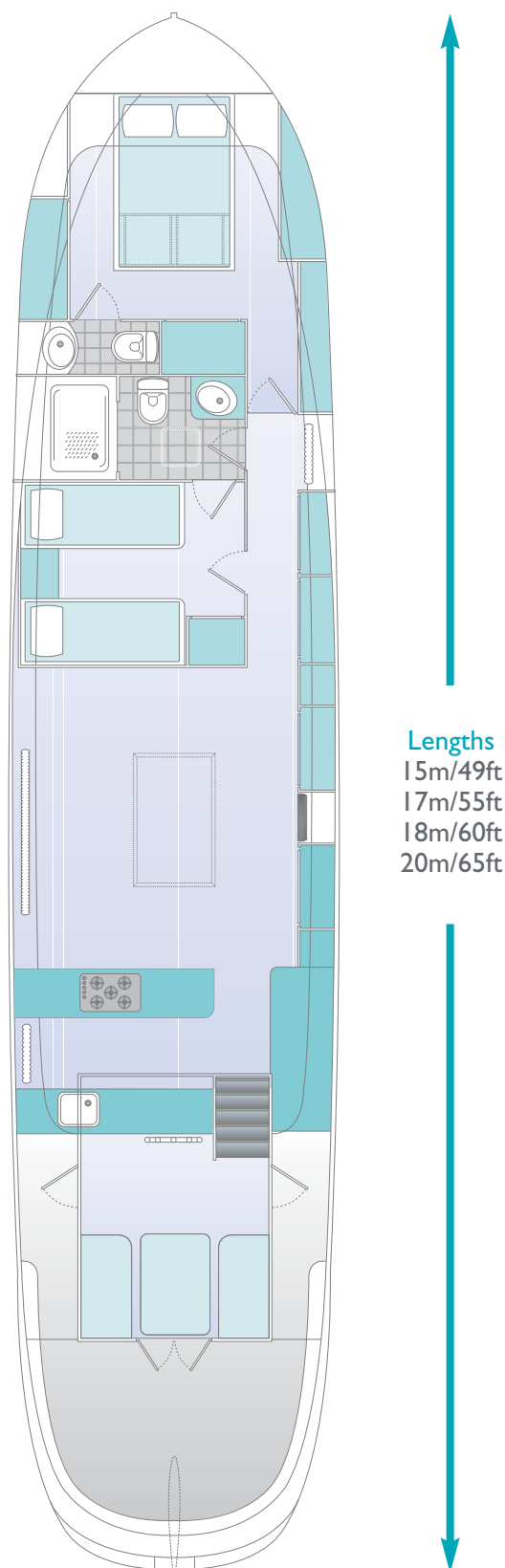
We have a choice of veneers that can be specified by the customer. We only use Birch core plywood to ensure the structural strength and durability of all of the fitout.

Insulation is 25mm of sprayfoam and below the gunwhales we add further recycled insulation to fill the cavity. Insulation properties are important not only to keep heat in but also to keep heat out.

Wheelhouse - Our wheelhouse design is one of the only areas that rarely changes. Our wheelhouses provide a superb steering position with excellent access to all decks around the wheelhouse. This is especially important when cruising the canals of Europe.

The large dining area can be converted to a king size bed for guests and the base of one of the seats lifts up to provide access to the stairs down into the engine space. Down in the engine space you will find the whole of the ship's systems which are clearly and systematically laid out. Every service item is located into this area for ease of servicing; you will even find a tool chest located down there. The engineroom is fully boarded out with storage solutions for all of your equipment.

The dashboard features a deluxe engine control panel, depth gauge, rudder position indicator, chartplotter, black discharge switch, bowthruster control, system control switch panel, vhf radio and a car hi-fi.



Lengths
15m/49ft
17m/55ft
18m/60ft
20m/65ft

Beam
3.8m & 4m/12ft 6in & 13ft 1in

Draught 0.90m/2ft 11in
Air Draught (wheelhouse raised) -
2.8 & 2.9/9ft 2in & 9ft 6in
Air Draught (wheelhouse lowered) -
2.05m & 2.1m/6ft 8in & 6ft 10in



layout (continued)

Galley - Our galley's come fully equipped with fridge/freezer and full sized cooker as standard. Washing machines and dishwashers are supplied by the client for us to fit (we are not allowed to supply these non marine items).

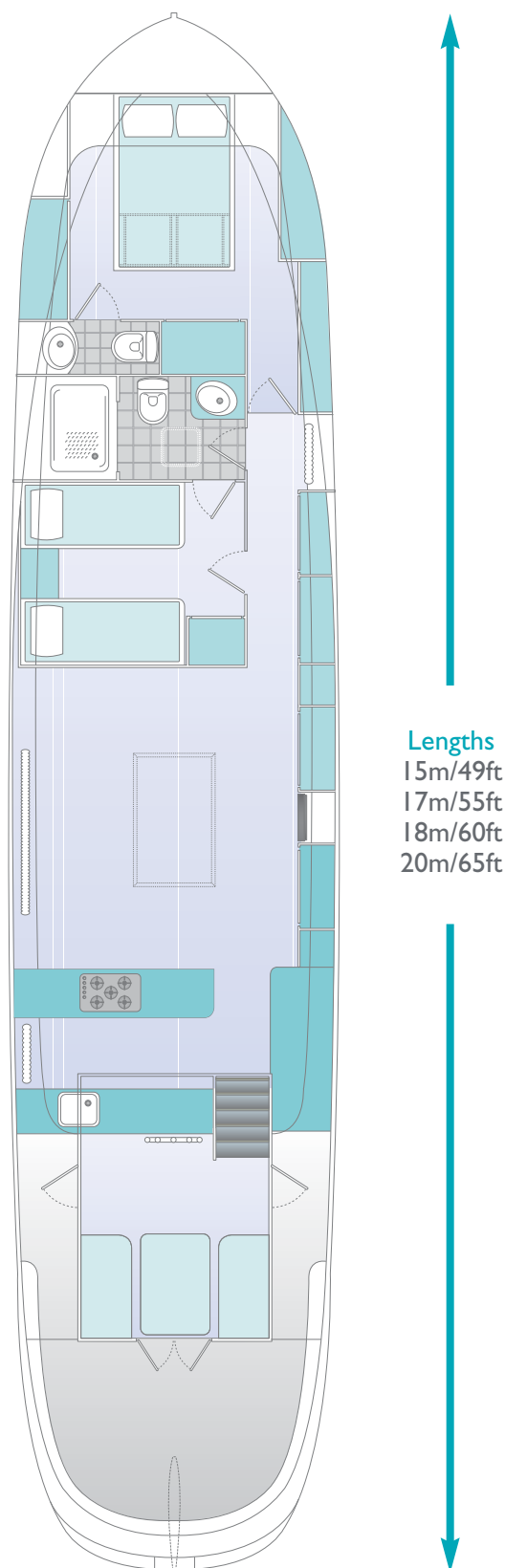
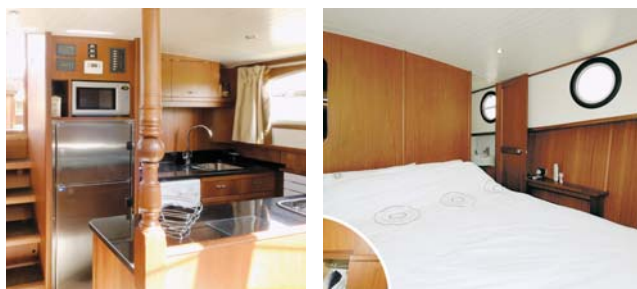
We can offer a choice of worktops, unit configuration and door styles. All of our units are made in house and are constructed from Birch plywood. You will not find any MDF in a Piper barge! Our doors are typically shaker style in oak, ash, maple, mahogany, cherry, etc. We fit the filtered water tap as standard as well as the integrated microwave.

You will also find the system monitoring and control systems in the galley area. You can monitor all the system voltages, consumption, tank levels and even start the generator from here.

The washing machine, dishwasher, airconditioning and immersion are configured so they cannot accidentally be run off the battery bank. There must be power from the shore mains or the genset must be running. This is why the systems are controlled from within the living accommodation. Simple!

Bathrooms - We offer a full choice of formats and often fit walk-in showers. We always fit the Jabsco remote flush toilets and the vanity unit tops are normally corian with moulded washbasin and a large chrome towel rail.

Bedrooms - Fitted to your requirements but always include fitted storage and king size beds as standard. Airconditioning to the master bedroom is standard and there's also a car hi-fi.



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paint

Hull and Engine room - Internally the boat has an additional coat of 2 pack epoxy primer (remember it is already blasted and primed) we then use two more coats of a bitumen product to the areas under the floor. The engine room is given two coats of marine 2 pack epoxy then two coats of international engine space paint.



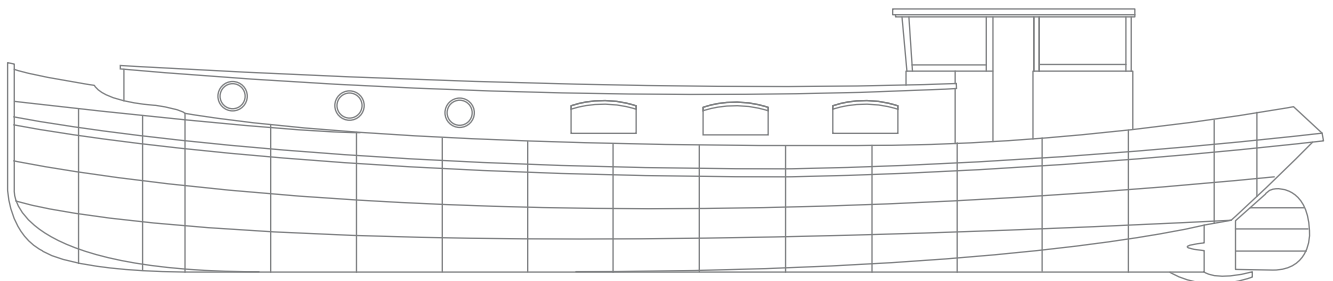
The lower half of the hull is painted with a marine vinyl tar. This is easily applied and remains flexible when dry. The inevitable “lock rash” can be easily touched in and because of its low sheen level you can disguise repairs easily. This product is proven and works well even in brackish waters. If the boat was to be kept off a salt water mooring then we offer the upgrade to a 2 pack epoxy system. Some systems offer a 10 year warranty on hull protection.

Inland waterways boating is a ‘contact sport’ and it is therefore our view that the product we use as standard is more suited to our barges.

Exterior - The outside of the boat is painted using Awlcraft marine paint. This is another marine paint that is closely associated with the international paint brand. Awlcraft is widely used by the Dutch steel boat industry and is widely regarded as being the best available.



The system we use has been compiled by International Paints for our boats. The paint system is not a commercial body system.



We have seen boats 10 years old, painted with this system, that still look like new!

All deck and walking areas have non slip paint applied as standard.

hand built and crafted
to the highest finish



technical

Engine upgrade option - We offer upgrades to the Vetus deutz range of engines. These units give us the option of more power. We achieve an industry leading 8.6kts with the standard 90/105 engine. The Vetus DT44 (114HP) will increase this speed to 8.9kts.

Steering system - The large rudder is operated by a closed loop hydraulic steering system, for ease of operation and responsive helming, via a wooden wheel attached to the helm unit. There is a bypass valve to isolate the hydraulics should the emergency steering system need to be deployed. The rudder stock is 60mm and the helm unit is heavy duty.

Operational equipment -

- Deluxe engine control panel
- Depth gauge
- Rudder position indicator
- Chartplotter
- Vhf radio and a car hi-fi
- Bowthruster control
- Black discharge switch
- System control switch panel

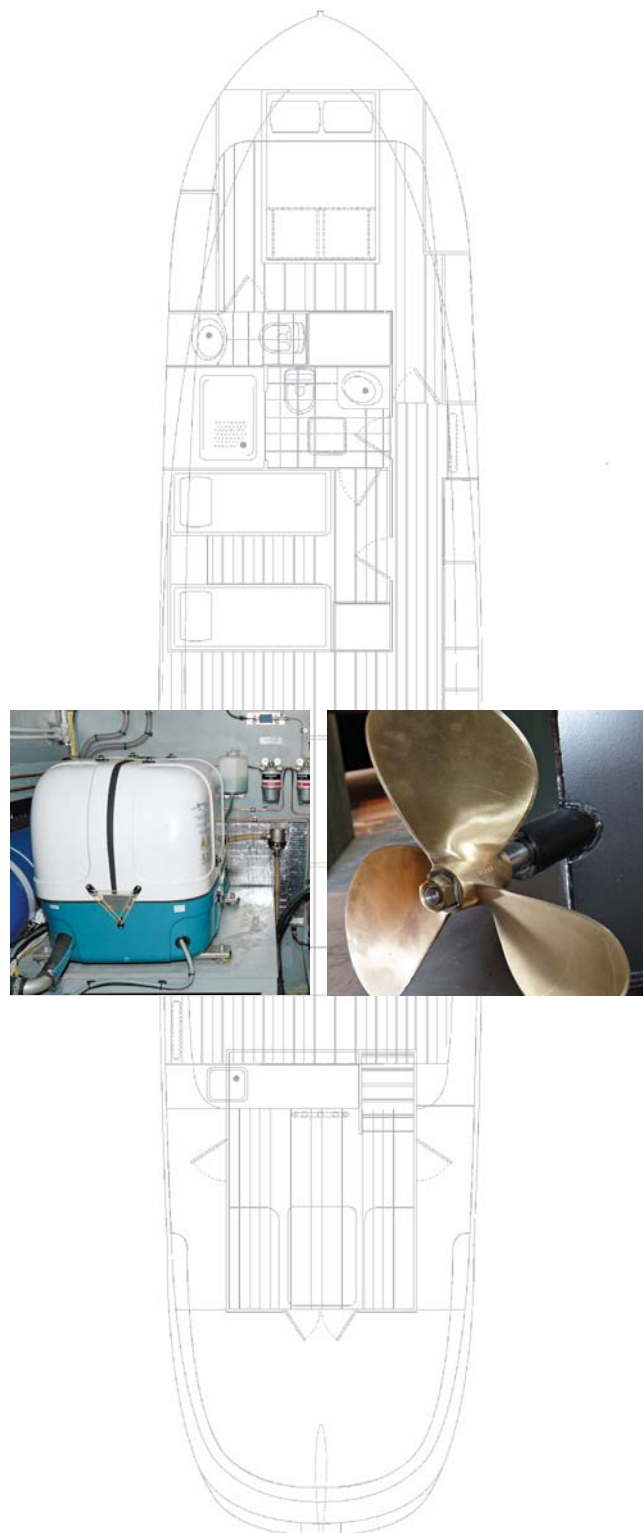
Beta Marine 90/105 engine - This is our standard engine and has a good dealer network throughout Europe. The engine is reliable, fuel efficient and has Keel cooling and a 'silentlife' silencer. We keel cool our engine so as to reduce maintenance and give us all year round cruising. The system is fully protected against frost damage.

Whisper power GenSet - The standard generator is 6kw. This gives an abundance of power and will ensure that all systems will remain functional when away from the shore mains connection.

Heating system - Harworth PJB is a very reliable heating oil fired heating unit that will provide heat via radiators and blower boxes. The hot water demands are satisfied via a calorifier. Hot water is also in abundance when the main propulsion unit has been used. We also fit an immersion heater for hot water when on shore mains.

Airconditioning - We fit a 12000 btu reverse air conditioning unit to the bedroom area. Whilst very rarely being used our own personal experience has led us to include this feature.

dutch style barge specification



our unique service
means no two boats
are ever the same



technical (continued)

Bow thrusters - A 9hp bowthruster is standard.

Fuel tank - When cruising it is useful to be able to purchase your fuel from independent fuel companies. Tanker deliveries tend to have a 1000ltr min delivery. By fitting a 1200ltr tank this enables you to purchase your fuel this way and thus save 10-30% on fuel costs.

Black tank 1000ltr black tank - This has a pump fitted that will enable you to discharge, when permitted, your waste directly overboard. We also have a deck mounted pump out fitting for emptying the tank at the approved disposal point.

Grey tank - All grey water is managed via a grey box. We have the option to either discharge the grey water overboard or to be able to divert the grey water into the black tank. This is a vital feature as it enables use on the Etand du Thau where boaters are forbidden from discharging grey water overboard.

Water tank - A 1400 ltr tank is fitted as standard. This tank has a sealed hatch that, when removed, gives access for cleaning out of the tank. A filtered water tap to the galley is standard.



Level gauges - There are level gauges to all tanks. These gauges are all situated in one area for ease of reference.

Anchor - A 50kg hall's anchor is standard with a manual anchor winch and 50m of din 10mm galv chain.

Electrical system overview - As standard we fit the Mastervolt range of equipment: 2500w inverter, 60amp charger 24v unit combined with a 3500w shoremains isolation transformer.

There is an auto change over switch from the shoremains to generator power giving seamless uninterrupted power. The power management is controlled with a mastervolt easy panel. This unit monitors the power usage and can be set to auto start the generator at predetermined battery capacity.

There are 675ampere of gel batteries fitted on a 24v system. The large dc alternator on the engine reduces the reliance on the shoremains and generator.

external

The foldable hardwood wheelhouse is double glazed as standard. The insulated, removable, wheelhouse roof is made up of five independent sections for ease of handling. With doors on the portside, starboard side and to the rear, access is superb. As well as these doors, the front screen drops giving a true open air feel to cruising. Having a low air draft means that all of the French canals can be cruised without removing the wheelhouse. There is one area on the Nivernais that, dependant on water levels, the roof section may have to be removed. This operation can be carried out in less than 10 minutes with two able bodied people.

Hardwood dogbox - Situated over the saloon this is an opening, much like a double glazed "rooflight". It comes as standard with a mosquito net and blackout blind. The whole unit is removable to enable access for furniture into the saloon.

Mast - This is a hollow sapele mast that hinges down when not in use and includes the Vhf aerial, FM aerial, Satellite input, mast head light, horn and spotlight.

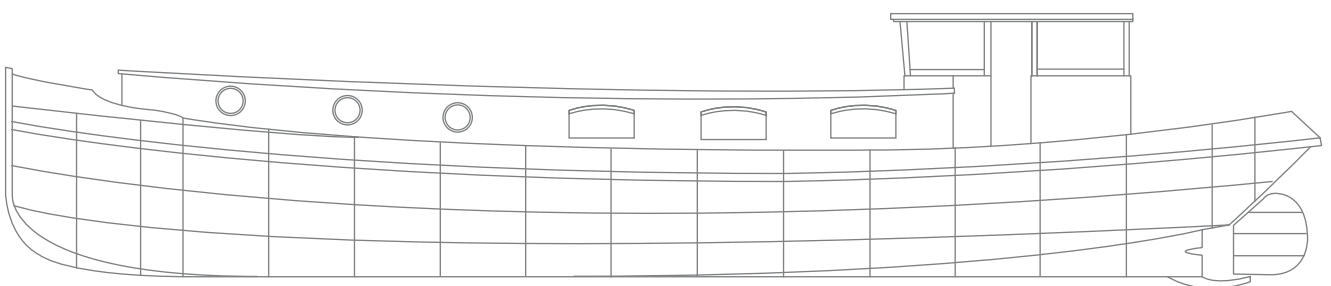
Solar panels - As standard the boat is prewired for the use of solar panels. The fitting of panels is subject to additional cost and can be quoted for upon point of order.

Boarding - We supply a set of boarding steps, boarding plank and barge pole as standard.

Navigation - As standard we fit full colreg navigation lights, raymarine rudder position indicator, Raymarine depth gauge, Raymarine VHF and a Raymarine A50 chartplotter.

HM Customs & Excise Ruling

Our range of barges from 49ft upwards have been approved as qualifying ships. They have been designed and approved for use as a place of permanent habitation. If the owner buys the boat with the intention to use the boat as a place of permanent habitation then we can supply the boat at Zero rate of VAT. The owner receives a VAT invoice for the boat showing VAT as being accounted. This, combined with a VAT certificate, will enable free movement throughout Europe.



Concealed gunwhale equipment locker - Set in the stern deck with enough space for the tender, BBQ and cruising equipment.

the unique combination
of comfort & luxury
with functionality & style



guide price

49ft x 12ft 6in/15m x 3.8m £195,000.00

55ft x 12ft 6in/17m x 3.8m £220,000.00

60ft x 13ft/18m x 4m £240,000.00

65ft x 13ft/20m x 4m £260,000.00

60ft x 12ft 6in/18m x 3.8m £260,000.00

(Rear cabin)

We reserve the right to alter the specification at any time without prior notice.



Available upgrades

24v anchor winch £1650

Additional airconditioning units £2200 per unit
(may require upgrades to genset)

Upgrade genset to 8kw £1450

Stern thrusters £2560

4kw electric boiler £675

Heater elements in towel rails £120 each

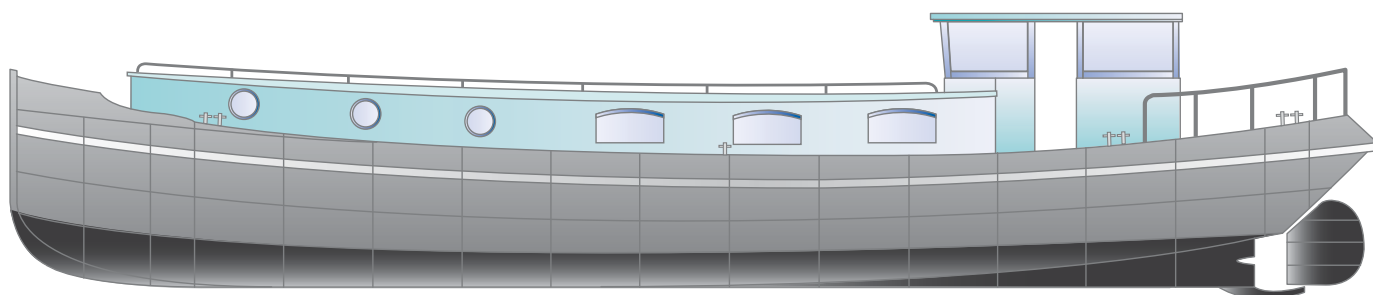
Stainless steel bollards £1300

Stainless steel stern rail £450

Stainless steel handrails £685

Teak decking to stern £3850

Raymarine chartplotter from £850



our experience and
innovation...your
dreams the inspiration

