THE PIPER TEAM WARMLY WELCOMES YOU TO THE HENLEY-ON-THAMES 2019 EVENT

It is a great pleasure for us to welcome you to our annual Henley event in what will be our 8th year at Temple Island meadow. We are very pleased that we can get together with all of our customers past, present and future and celebrate what it means to be part of the Piper Boats family. This will be our busiest event to date, with seventeen Piper Boats built barges on show, and also a couple of boats showing some pieces of our history; including Tijan, a vee bottom cruiser built by David Piper in the 1970s!

That history is something we are very proud of. Our roots in boat building trace back to 1969 so this year has seen our 50th anniversary! Countless narrowboats and wide beam barges and over one hundred Dutch style barges have seen us get to where we are today. That experience all serves to ensure that your boat is built using the best and most innovative techniques and methods that European boat building can offer.

Quality often comes from experience, and we think you can say that we are very experienced! We primarily build Dutch style barges now, inspired by that classic design which has stood the test of time. Our unique take on the Dutch style offers intelligent living and storage space with the freedom to cruise the larger waterways of the U.K. and throughout continental Europe. It is something we are passionate about, and we are glad to welcome other people who are passionate about that too!

To all those prospective owners, this is your chance to find out everything you need to know when thinking about your plan to own a Piper barge. We encourage you to ask any and every question you can, of us and of the owners. You can find out what is really like to build a boat with the Piper Team and get all those bits of advice you might not have known you ever needed!

We must also give some space to thank all of the owners who give up their time and effort to make this event possible. We are delighted that so many of you are here to display your beautiful boats and reveal what it is like to be part of the Piper Boats Family. It is a testament to this community that we have all built up together, and long may it continue!

2019 continues to be a fantastic year for Piper Boats. We have been very busy building nearly every model of boat we can offer!

Since our last Henley show, we have launched boats for thirteen new customers. A 49 Luxemotor, three 49 Motors, another 55 Luxemotor, four 60 Motors and also four 57 Nivernais barges. Everyone one of them slightly different, every one of them built to the design of their owners. You will see some of them this weekend whilst some have started their journey in Europe.

In fact, this year, we have been very successful on the continent and we have commissioned five barges for European owners; no doubt you will be able to see
We have a great selection of boats here this year, so let's get on with introducing our 2019 boat lineup!

MONCHIQUE - 2012
49 Luxemotor - Simon & Andrea

ALPHI - 2014
49 Motor - Phil & Alison

JANGUS - 2018
55 Luxemotor - Angus & Jan

CONSTANCE - 2019
55 Luxemotor - Nick & Charlotte

HAPPY CHANCE - 2015
49 Motor - Jeremy & Claire

MERLOT - 2016
49 Luxemotor - Mike & Ellaine

SONGBIRD - 2019
57 Nivernais - Garry & Joy

STEEL AWAY - 2017
57 Nivernais - David

ANGELA DAWN - 2016
49 Motor - Dean

ANTICUS - 2012
49 Motor - Martyn & Nicola

PICKLED PEPPER - 2019
66 Motor - Paul & Julie

ASCENSION - 2016
66 Nivernais - Shaun & Tracy

PLAN B - 2018
49 Luxemotor - Alan & Catherine

AFFINITY - 2019
49 Motor - Gerald & Janet

PROVIDENCE - 2014
66 Nivernais Tim & Linda

EADLIN - 2015
66 Motor - Pat & Sue

JABBERWOCK - 2019
49 Motor - Phillip & Catherine

them at our sister event in Saint-Jean-de-Losne next year! We have also been working on some new ideas! 2020 will see the launch of our new river cruiser which will add a slightly different dimension to the portfolio we can offer. We will soon have some information about this new design, and it doesn't stop there! We are remodelling our 65 Luxemotor and 65 Motor and will be building a 65L for one of our Swiss clients early next year. All of this gives our customers a very diverse range and style of boats; there really is a boat for everyone! Ultimately, this is our purpose - to build the boats that our customers have always dreamt about. We want to make sure that those late night musings and reflections can become a reality.

It all starts here at Henley, have a look, dig around, ask some questions and who knows, it could be you standing proudly next to your boat at Henley 2020!
You can always recognise a Piper boat.

Designed expertly.

Made exceptionally.
You can always recognise a Piper boat. Designed expertly. Made exceptionally.

**MOTOR CLASS DUTCH BARGE**

**OVERALL LENGTH:** 49FT / 14.9M  
**OVERALL BEAM:** 13FT 9IN / 4.2M  
**AIR DRAUGHT:** 2.85M

**GUIDE COST PRICE**  
£270,000*  
*(VAT charged at Zero rate where applicable)*

**SPECIFICATION**

**HULL**  
13mm Lloyds grade A shot blasted & primed base plate  
8mm Lloyds grade A shot blasted & primed hull sides  
8mm Lloyds grade A shot blasted & primed chines  
5mm Lloyds grade A shot blasted & primed superstructure  
Spray foam insulation  
1250L Diesel tank with tank gauge  
1750L Fresh water tank with tank gauge  
880L Waste tank with tank gauge

**EXTERIOR**  
Front barge fender  
Full "COLREG" navigation lights & Headlight  
Basic mooring lines 14mm  
Double glazed windows/ports  
Automated hardwood mast with powder coated stainless steel tabernacle  
Hardwood double glazed dog box with cover  
Stainless steel hand rails and bollards  
External marine paint system  
TEK-DEK to stern deck

**ENGINE, GENERATOR & HEATING**  
Beta 105hp engine with PRM 260 gearbox Keel cooled  
Box cooler  
Twin alternators 12v  
125kgf Bow thruster  
95kgf Stern thruster  
Manual anchor winch  
5kw Soundproof enclosed generator  
ROLLS AGM 2-volt cells in excess of 1000a/hr  
ROLLS AGM batteries for thrusters & engine start  
3.5kw Mastervolt inverter/charger  
3.5kw Isolation transformer  
230v Pressure jet central heating boiler  
1kw Immersion heater  
50L Calorifier  
Heating via radiators

**FIXED WHEELHOUSE**  
Fixed wheelhouse with thermally broke windows  
Lined with sapele  
Removable table with drop down leaf converts into a double bed  
Seating for 4 people  
Access to engine room via steps under seating

**DASH**  
Hydraulic power steering with bypass  
Engine panel & controls  
Thruster controls  
Simrad G87 chart plotter with basic mapping  
Simrad RS20 VHF radio DSC  
RPI (Rudder Position Indicator) + Depth Gauge

**GALLEY**  
Fitted with premium oak plywood  
Composite work tops with waterfall edges  
Wood effect flooring  
Stainless steel inset sink  
Gas hob and oven with an extractor hood  
Built in microwave  
Penguin marine fridge freezer 12v  
Slimline dishwasher (Customer to supply)  
Washer/dryer (Customer to supply)

**SALOON**  
Fitted with premium oak plywood  
Under floor storage/cellar  
Wood effect flooring  
TV & Audio (Customer to supply)

**MASTER BEDROOM**  
Fitted with carpet or wood effect flooring  
King size bed with storage underneath  
Cupboards and drawers to port and starboard  
Full height wardrobe  
Marine air conditioner  
TV point

**ENSUITE/BATHROOM**  
Large thermostatic shower enclosure  
Marine remote flush toilet  
Tall heated towel rail  
Vanity unit with integrated basin & waterfall edging

**SIDE CABIN**  
Fitted with carpet or wood effect flooring  
With second dinette that converts to a double bed  
Full height wardrobe  
Sliding hatch into saloon

**W/C**  
Additional day loo with marine toilet and wash basin

**Optional one bedroom layout with Refleks 2000KT diesel stove**

*Price is subject to the year in which the barge is to be constructed.*
### SPECIFICATION

**HULL**
- 13mm Lloyds grade A shot blasted & primed base plate
- 8mm Lloyds grade A shot blasted & primed hull sides
- 5mm Lloyds grade A shot blasted & primed chines
- Spray foam insulation
- 1100L Diesel tank with tank gauge
- 1750L Fresh water tank with tank gauge
- 680L Waste tank with tank gauge

**EXTERIOR**
- Front barge fender
- Full "COLREG" navigation lights & Headlight
- Basic mooring lines 14mm
- Double glazed windows/ports
- Automated hardwood mast with powder coated stainless steel tabernacle
- Stainless steel hand rails and bollards
- External marine paint system
- Secondary helm position
- TEK-DEK to stern deck & steps

**ENGINE, GENERATOR & HEATING**
- Beta 105hp engine with PRM 260 gearbox Keel cooled
- Twin alternators 12v
- 160kgf Hydraulic bow thruster
- 95kgf Hydraulic stern thruster
- Hydraulic anchor winch
- 5kw Soundproof enclosed generator
- ROLLS AGM 2-volt cells in excess of 1000a/hr
- ROLLS AGM batteries for thrusters & engine start
- 3.5kw Mastervolt inverter/charger
- 3.5kw Isolation transformer
- 230v Pressure jet central heating boiler
- 1kw Immersion heater
- 65L Calorifier
- Heating via radiators

**FIXED WHEELHOUSE**
- Fixed wheelhouse with thermally broke windows
  - Lined with sapele
  - Removable table with drop down leaf converts into a double bed
  - Seating for 4 people

**DASH**
- Hydraulic power steering with bypass
- Engine panel & controls
- Thruster controls
- Chart plotter
- RPI (Rudder Position Indicator) + Depth Gauge

**GALLEY**
- Fitted with premium oak plywood
- Composite work tops with waterfall edges
- Wood effect flooring
- Stainless steel inset sink
- Gas hob and oven with an extractor hood
- Built in microwave
- Penguin marine fridge freezer 12v
- Slimline dishwasher (Customer to supply)
- Washer/dryer (Customer to supply)

**MASTER BEDROOM FORWARD CABIN**
- Fitted with carpet or wood effect flooring
- King size bed with storage underneath
- Cupboards and drawers to port and starboard
- Full height wardrobe
- Marine air conditioner
- TV point

**ENSUITE/BATHROOM**
- Large thermostatic shower enclosure
- Marine remote flush toilet
- Tall heated towel rail
- Vanity unit with integrated basin & waterfall edging

**SECOND BEDROOM**
- Fitted with carpet or wood effect flooring
- King size bed with storage underneath
- Cupboards and drawers to port and starboard
- Full height wardrobe

**ENSUITE SHOWER ROOM**
- 760 x 760 shower enclosure with thermostatic shower
- Marine remote flush toilet
- Vanity unit with integrated basin & waterfall edging

Optional one bedroom layout with Reflex 2000KT diesel stove

*Price is subject to the year in which the barge is to be constructed.
LUXEMOTOR CLASS DUTCH BARGE

OVERALL LENGTH: 55FT / 16.75M
OVERALL BEAM: 13FT 9IN / 4.2M
AIR DRAUGHT: 2.85M

GUIDE COST PRICE

£355,000*
(VAT charged at Zero rate where applicable)

SPECIFICATION

HULL
13mm Lloyds grade A shot blasted & primed base plate
8mm Lloyds grade A shot blasted & primed hull sides
8mm Lloyds grade A shot blasted & primed chines
5mm Lloyds grade A shot blasted & primed superstructure
Spray foam insulation
230L Auxiliary tank for Refleks
1150L Diesel tank with tank gauge
1750L Fresh water tank with tank gauge
875L Waste tank with tank gauge

EXTERIOR
Front barge fender
Full “COLREG” navigation lights & Headlight
Basic mooring lines 14mm
Double glazed windows/ports
Automated hardwood mast with powder coated stainless steel tabernacle
Hardwood double glazed dog box with cover
Stainless steel hand rails and bollards
External marine paint system
Secondary helm position
TEK-DEK to stern deck & steps

ENGINE, GENERATOR & HEATING
Beta 115hp engine with PRM 260 gearbox Keel cooled
Twin alternators 12v
160kgf Hydraulic bow thruster
95kgf Hydraulic stern thruster
Hydraulic anchor winch
5kw Soundproof enclosed generator
ROLLS AGM 2-volt cells in excess of 1000a/hr
ROLLS AGM batteries for thrusters & engine start
3.5kw Mastervolt inverter/charger
3.5kw Isolation transformer
230v Pressure jet central heating boiler
1kw Immersion heater
75L Calorifier
Heating via radiators

FIXED WHEELHOUSE
Fixed wheelhouse with thermally broken windows
Lined with sapele
Removable table with drop down leaf converts into a double bed
Seating for 8 people

UPPER HELM
Hydraulic power steering with bypass
Engine panel & controls
Chart plotter
RPI (Rudder Position Indicator) + Depth Gauge

DASH
Hydraulic power steering with bypass
Engine panel & controls
Thruster controls
Simrad GS7 chart plotter with basic mapping
Simrad RS20 VHF radio DSC
RPI (Rudder Position Indicator) + Depth Gauge

GALLEY
Fitted with premium oak plywood
Composite work tops with waterfall edges
Stainless steel inset sink
Gas hob and oven with an extractor hood
Built in microwave
Penguin marine fridge freezer 12v
Slimline dishwasher (Customer to supply)
Washer/dryer (Customer to supply)

SALOON
Fitted with premium oak plywood
Under floor storage/cellar
Wood effect flooring
Refleks 2000KT diesel stove
TV & Audio (Customer to supply)

MASTER BEDROOM FORWARD CABIN
Fitted with carpet or wood effect flooring
Super king size bed with storage underneath
Cupboards and drawers to port and starboard
Full height wardrobe
Marine air conditioner
TV point

ENSUITE/BATHROOM
Large thermostatic shower enclosure
Marine remote flush toilet
Tall heated towel rail
Vanity unit with integrated basin & waterfall edging

SECOND BEDROOM
Fitted with carpet or wood effect flooring
King size bed with storage underneath
Cupboards and drawers to port and starboard
Full height wardrobe

ENSUITE SHOWER ROOM
760 x 760 shower enclosure with thermostatic shower
Marine remote flush toilet
Vanity unit with integrated basin & waterfall edging

Optional one-bedroom layout

*Price is subject to the year in which the barge is to be constructed.
NIVERNAIS CLASS DUTCH BARGE

OVERALL LENGTH: 55FT / 16.75M
OVERALL BEAM: 12FT 6IN / 3.8M
AIR DRAUGHT: 2.85M

GUIDE COST PRICE
£255,000*

(VAT charged at Zero rate where applicable)

SPECIFICATION

HULL
13mm Lloyds grade A shot blasted & primed base plate
8mm Lloyds grade A shot blasted & primed hull sides
8mm Lloyds grade A shot blasted & primed chines
5mm Lloyds grade A shot blasted & primed superstructure
Spray foam insulation
1260L Fresh water tank with tank gauge
1000L Waste tank with tank gauge
600L Diesel tank with tank gauge
1000L Auxiliary tank for Refleks/Heating & generator

EXTERIOR
Front barge fender
Full “COLREG” navigation lights & Headlight
Basic mooring lines 14mm
Double glazed windows/ports
Automated hardwood mast with powder coated stainless steel tabernacle
Hardwood double glazed dog box with cover
Stainless steel hand rails and bollards
External marine paint system
TEK-DEK to stern deck

ENGINE & HEATING
Beta 90hp engine with PRM 260 gearbox Keel cooled
Twin alternators 12v
125kgf Bow thruster
95kgf Stern thruster
Manual anchor winch
ROLLS AGM 2-volt cells in excess of 1000a/hr
ROLLS AGM batteries for thrusters & engine start
3.5kw Mastervolt inverter/charger
3.5kw Isolation transformer
230v Pressure jet central heating boiler
1kw Immersion heater
75L Calorifier
Heating via radiators

WHEELHOUSE
Fixed wheelhouse with thermally broke windows
Lined with sapele
Removable table with drop down leaf converts into a double bed
Seating for 4 people
Access to engine room via steps under seating

DASH
Hydraulic power steering with bypass
Engine panel & controls
Thruster controls
Simrad GO7 chart plotter with basic mapping
Simrad RS20 VHF radio DSC
RPI (Rudder Position Indicator) + Depth Gauge

GALLEY
Fitted with premium oak plywood
Composite work tops with waterfall edges
Wood effect flooring
Stainless steel inset sink
Gas hob and oven with an extractor hood
Built in microwave
Penguin marine fridge freezer 12v
Slimline dishwasher (Customer to supply)
Washer/dryer (Customer to supply)

SALOON
Fitted with premium oak plywood
Under floor storage/ceilar
Wood effect flooring
TV & Audio (Customer to supply)

MASTER BEDROOM
Fitted with carpet or wood effect flooring
King size bed with storage underneath
Cupboards and drawers to port and starboard
Full height wardrobe
TV point

BATHROOM
Large thermostatic shower
Vanity unit with integrated basin & waterfall edging
Marine remote flush toilet
Full height storage cupboards

SIDE CABIN
Fitted with carpet or wood effect flooring
With second dinette that converts to a double bed
Full height wardrobe

Optional
Refleks 2000KT diesel stove available at extra cost
Soundproof enclosed generator available at extra cost
Marine air conditioner unit to bedroom available at extra cost

*Price is subject to the year in which the barge is to be constructed.

55N
OVERALL LENGTH: 57FT / 17.5M
OVERALL BEAM: 12FT 6IN / 3.8M
AIR DRAUGHT: 2.85M

GUIDE COST PRICE
£278,000*
(VAT charged at Zero rate where applicable)

SPECIFICATION

HULL
13mm Lloyds grade A shot blasted & primed base plate
8mm Lloyds grade A shot blasted & primed hull sides
8mm Lloyds grade A shot blasted & primed chines
5mm Lloyds grade A shot blasted & primed superstructure
Spray foam insulation
1760L Fresh water tank with tank gauge
1000L Waste tank with tank gauge
600L Diesel tank with tank gauge

EXTERIOR
Front barge fender
Full "COLREG" navigation lights & Headlight
Basic mooring lines 14mm
Double glazed windows/ports
Automated hardwood mast with powder coated stainless steel tabernacle
Hardwood double glazed dog box with cover
Stainless steel hand rails and bollards
External marine paint system
TEK-DEK to stern deck

ENGINE, GENERATOR & HEATING
Beta 105hp engine with PRM 260 gearbox Keel cooled
Twin alternators 12v
95kgf Stern thruster
Manual anchor winch
5kw Soundproof enclosed generator
ROLLS AGM 2-volt cells in excess of 1000a/hr
ROLLS AGM batteries for thrusters & engine start
3.5kw Mastervolt inverter/charger
3.5kw Isolation transformer
230v Pressure jet central heating boiler
1kw Immersion heater
75L Calorifier
Heating via radiators

WHEELHOUSE
Fixed wheelhouse with thermally broke windows
Lined with sapele
Removable table with drop down leaf converts into a double bed
Seating for 4 people
Access to engine room via steps under seating

DASH
Hydraulic power steering with bypass
Engine panel & controls
Thruster controls
Simrad GO7 chart plotter with basic mapping
Simrad R520 VHF radio DSC
RPI (Rudder Position Indicator) + Depth Gauge

GALLEY
Fitted with premium oak plywood
Composite work tops with waterfall edges
Wood effect flooring
Stainless steel inset sink
Gas hob and oven with an extractor hood
Penguin marine fridge freezer 12v
Slimline dishwasher (Customer to supply)
Washer/dryer (Customer to supply)

SALOON
Fitted with premium oak plywood
Under floor storage/ceiling
Wood effect flooring

MASTER BEDROOM
Fitted with carpet or wood effect flooring
King size bed with storage underneath
Cupboards and drawers to port and starboard
Full height wardrobe
Marine air conditioner
TV point

BATHROOM
Large thermostatic shower
Tall heated towel rail
Vanity unit with integrated basin & waterfall edging
Marine remote flush toilet
Full height storage cupboard

SIDE CABIN
Fitted with carpet or wood effect flooring
With second dinette that converts to a double bed
Full height wardrobe

EN-SUITE
Thermostatic shower
Vanity unit with integrated basin & waterfall edging
Marine remote flush toilet

*Price is subject to the year in which the barge is to be constructed.
MOTOR CLASS DUTCH BARGE

OVERALL LENGTH: 60FT / 18.3M
OVERALL BEAM: 13FT 9IN / 4.2M
AIR DRAUGHT: 2.85M

GUIDE COST PRICE

£323,000*
(VAT charged at Zero rate where applicable)

SPECIFICATION

HULL
13mm Lloyds grade A shot blasted & primed base plate
8mm Lloyds grade A shot blasted & primed hull sides
8mm Lloyds grade A shot blasted & primed chines
5mm Lloyds grade A shot blasted & primed superstructure
Spray foam insulation
1200L Diesel tank with tank gauge
1850L Fresh water tank with tank gauge
800L Waste tank with tank gauge
295L Auxiliary tank for Refleks

EXTERIOR
Front barge fender
Full "COLREG" navigation lights & Headlight
Basic mooring lines 14mm
Double glazed windows/ports
Automated hardwood mast with powder coated stainless steel tabernacle
Hardwood double glazed dog box with cover
Stainless steel hand rails and bollards
External marine paint system
TEK-DEK to stern deck

ENGINE, GENERATOR & HEATING
Beta 115hp engine with PRM 260 gearbox Keel cooled
Box cooler
Twin alternators 12v
125kgf Bow thruster
95kgf Stern thruster
Manual anchor winch
5kw Soundproof enclosed generator
ROLLS AGM 2-volt cells in excess of 1000a/hr
ROLLS AGM batteries for thrusters & engine start
3.5kw Mastervolt inverter/charger
3.5kw Isolation transformer
230v Pressure jet central heating boiler
1kw Immersion heater
75L Calorifier
Heating via radiators

FIXED WHEELHOUSE
Fixed wheelhouse with thermally broke windows
Lined with sapele
Removable table with drop down leaf converts into a double bed
Seating for 4 people
Access to engine room via steps under seating

DASH
Hydraulic power steering with bypass
Engine panel & controls
Thruster controls
Simrad G07 chart plotter with basic mapping
Simrad RS20 VHF radio DSC
RPI (Rudder Position Indicator) + Depth Gauge

GALLEY
Fitted with premium oak plywood
Composite work tops with waterfall edges
Wood effect flooring
Stainless steel inset sink
Gas hob and oven with an extractor hood
Built in microwave
Penguin marine fridge freezer 12v
Slimline dishwasher (Customer to supply)
Washer/dryer (Customer to supply)

SALOON
Fitted with premium oak plywood
Under floor storage/cellar
Wood effect flooring
Refleks 2000 KT diesel stove
TV & Audio (Customer to supply)

MASTER BEDROOM
Fitted with carpet or wood effect flooring
King size bed with storage underneath
Cupboards and drawers to port and starboard
Full height wardrobe
Marine air conditioner
TV point

BATHROOM
Large thermostatic shower
Tall heated towel rail
Vanity unit with integrated basin & waterfall edging
Marine remote flush toilet

SECOND BEDROOM
Fitted with carpet or wood effect flooring
Twin room
Full height wardrobe

SECOND BATHROOM/WET ROOM
Located opposite the second bedroom
Marine remote flush toilet
Thermostatic shower
Vanity unit with integrated basin & waterfall edging

*Price is subject to the year in which the barge is to be constructed.
65M

MOTOR CLASS DUTCH BARGE

OVERALL LENGTH: 65FT / 19.8M
OVERALL BEAM: 14FT 9IN / 4.5M
AIR DRAUGHT: 3M

GUIDE COST PRICE

£350,000*
(VAT charged at Zero rate where applicable)

SPECIFICATION

HULL
13mm Lloyds grade A shot blasted & primed base plate
8mm Lloyds grade A shot blasted & primed hull sides
8mm Lloyds grade A shot blasted & primed chines
5mm Lloyds grade A shot blasted & primed superstructure
Spray foam insulation
1150L Diesel tank with tank gauge
1500L Fresh water tank with tank gauge
885L Waste tank with tank gauge
320L Auxiliary tank for Refleks

EXTERIOR
Front barge fender
Full “COLREG” navigation lights & Headlight
Basic mooring lines 14mm
Double glazed windows/ports
Automated hardwood mast with powder coated stainless steel tabernacle
Hardwood double glazed dog box with cover
Stainless steel hand rails and bollards
External marine paint system
TEK-DEK to stern deck

ENGINE, GENERATOR & HEATING
Beta 115hp engine with PRM 260 gearbox Keel cooled
Twin alternators 12v
125kgf Bow thruster
95kgf Stern thruster
Manual anchor winch
5kw Soundproof enclosed generator
ROLLS AGM 2-volt cells in excess of 1000a/hr
ROLLS AGM batteries for thrusters & engine start
3.5kw Mastervolt inverter/charger
3.5kw Isolation transformer
230v Pressure jet central heating boiler
1kw Immersion heater
75L Calorifier
Heating via radiators

FIXED WHEELHOUSE
Fixed wheelhouse with thermally broke windows
Lined with sapele
Removable table with drop down leaf converts into a double bed
Seating for 4 people
Access to engine room via steps under seating

DASH
Hydraulic power steering with bypass
Engine panel & controls
Thruster controls
Simrad GO7 chart plotter with basic mapping
Simrad RS20 VHF radio DSC
RPI (Rudder Position Indicator) + Depth Gauge

GALLEY
Fitted with premium oak plywood
Composite work tops with waterfall edges
Wood effect flooring
Stainless steel inset sink
Gas hob and oven with an extractor hood
Built in microwave
Penguin marine fridge freezer 12v
Slimline dishwasher (Customer to supply)
Washer/dryer (Customer to supply)

SALOON
Fitted with premium oak plywood
Under floor storage/Cellar
Wood effect flooring
Refleks 2000KT diesel stove
TV & Audio (Customer to supply)

MASTER BEDROOM
Fitted with carpet or wood effect flooring
King size bed with storage underneath
Full height wardrobe
Marine air conditioner
TV point

EN-SUITE/WET ROOM
Thermostatic shower
Vanity unit with integrated basin & waterfall edging
Marine remote flush toilet

BATHROOM
Large thermostatic shower
Tall heated towel rail
Vanity unit with integrated basin & waterfall edging
Marine remote flush toilet
Full height storage cupboard

SECOND BEDROOM
Fitted with carpet or wood effect flooring
Cupboards and drawers to port and starboard
Double bed
Full height wardrobe

THIRD BEDROOM
Fitted with carpet or wood effect flooring
Bunk beds (Bottom bunk pulls out into a double)
Full height wardrobe cupboards and drawers

*Price is subject to the year in which the barge is to be constructed.
LUXEMOTOR CLASS DUTCH BARGE

OVERALL LENGTH: 65FT / 19.8M
OVERALL BEAM: 14FT 9IN / 4.5M
AIR DRAUGHT: 3M

GUIDE COST PRICE
£435,000*
(VAT charged at Zero rate where applicable)

SPECIFICATION

HULL
13mm Lloyds grade A shot blasted & primed base plate
8mm Lloyds grade A shot blasted & primed hull sides
8mm Lloyds grade A shot blasted & primed chines
5mm Lloyds grade A shot blasted & primed superstructure
Spray foam insulation
230L Auxiliary tank for Refleks
1150L Diesel tank with tank gauge
1750L Fresh water tank with tank gauge
875L Waste tank with tank gauge

EXTERIOR
Front barge fender
Full "COLREG" navigation lights & Headlight
Basic mooring lines 14mm
Double glazed windows/ports
Automated hardwood mast with powder coated stainless steel tabernacle
Hardwood double glazed dog box with cover
Stainless steel hand rails and bollards
External marine paint system
Secondary helm position
TEK-DEK to stern deck & steps

ENGINE, GENERATOR & HEATING
Vetus 140hp engine with gearbox Keel cooled
Twin alternators 12v
160kgf Hydraulic bow thruster
95kgf Hydraulic stern thruster
Hydraulic anchor winch
5kw Soundproof enclosed generator
ROLLS AGM 2-volt cells in excess of 1000a/hr
ROLLS AGM batteries for thrusters & engine start
3.5kw Mastervolt inverter/charger
3.5kw Isolation transformer
230v Pressure jet central heating boiler
1kw Immersion heater
75L Calorifier
Heating via radiators

FIXED WHEELHOUSE
Fixed wheelhouse with thermally broke windows
Lined with sapele
Removable table with drop down leaf converts into a double bed
Seating for 6 people

UPPER HELM
Hydraulic power steering with bypass
Engine panel & controls
Thruster controls
Chart plotter
RPI (Rudder Position Indicator) + Depth Gauge

DASH
Hydraulic power steering with bypass
Engine panel & controls
Thruster controls
Simrad GO7 chart plotter with basic mapping
Simrad RS20 VHF radio DSC
RPI (Rudder Position Indicator) + Depth Gauge

GALLEY
Fitted with premium oak plywood
Composite work tops with waterfall edges
Wood effect flooring
Stainless steel inset sink
Gas hob and oven with an extractor hood
Built in microwave
Penguin marine fridge freezer 12v
Slimline dishwasher (Customer to supply)
Washer/dryer (Customer to supply)

SALOON
Fitted with premium oak plywood
Under floor storage/Cellar
Wood effect flooring
Refleks 2000KT diesel stove
TV & Audio (Customer to supply)

MASTER BEDROOM FORWARD CABIN
Fitted with carpet or wood effect flooring
Super king size bed with storage underneath
Cupboards and drawers to port and starboard
Full height wardrobe
Marine air conditioner
TV point

ENSUITE/BATHROOM
Large thermostatic shower enclosure
Tall heated towel rail
Vanity unit with integrated basin & waterfall edging
Marine remote flush toilet

SECOND BEDROOM
Fitted with carpet or wood effect flooring
King size bed with storage underneath
Cupboards and drawers to port and starboard
Full height wardrobe

ENSUITE SHOWER ROOM
760 x 760 shower enclosure with thermostatic shower
Marine remote flush toilet
Vanity unit with integrated basin

*Price is subject to the year in which the barge is to be constructed.
BESPOKE INTERIOR DESIGNS

Each boat is unique, with its own characteristics and qualities.
Piper Boats believe that every boat we build has an excellent specification.

From the layout to the components used, there has been considerable thought into how the boat works and how it will be used.

There is no necessity to spend money on upgrades unless you want extra features or functionality over and above what Piper Boats believe to be necessary.

That said; Piper Boats understand that every boat owner has their own ideas and their own vision. We have the ability to provide your boat with custom configurations and components where requested.
What follows is some examples of the type of upgrades that some of our past customers have requested and received.

<table>
<thead>
<tr>
<th>Upgrade Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Layout Redesign – Custom configuration of galley units &amp; components</td>
<td>£700</td>
</tr>
<tr>
<td>• Design changes resulting from request for different positions for galley components e.g. Fridge/oven</td>
<td></td>
</tr>
<tr>
<td>• Increasing the size of the galley or changing the position/size of cupboards/drawer units</td>
<td></td>
</tr>
<tr>
<td>Layout Redesign – Changes to bathroom/cabin/saloon layout</td>
<td>£1,500-5,000</td>
</tr>
<tr>
<td>• Price dependent on the quantity of bespoke design required. Bespoke requests might include:</td>
<td></td>
</tr>
<tr>
<td>○ Repositioning of bulkheads</td>
<td></td>
</tr>
<tr>
<td>○ Design of bespoke units and fixtures</td>
<td></td>
</tr>
<tr>
<td>○ Inclusion of new components</td>
<td></td>
</tr>
<tr>
<td>○ New layouts for ensuite/dayloo/saloon/front cabin</td>
<td></td>
</tr>
<tr>
<td>18” portholes instead of 15” portholes</td>
<td>£600</td>
</tr>
<tr>
<td>Electric anchor winch to raise/lower the anchor (instead of a manual type)</td>
<td>£1,650</td>
</tr>
<tr>
<td>400w Solar Panel fitout (4 x 100w semi flexible solar panels and solar regulator)</td>
<td>£2,000</td>
</tr>
<tr>
<td>800w Solar Panel fitout (8 x 100w semi flexible solar panels and solar regulator)</td>
<td>£3,500</td>
</tr>
<tr>
<td>Synthetic marine teak decking to fit the external side decks</td>
<td></td>
</tr>
<tr>
<td>Price available – dependent on boat length ( stern deck synthetic marine teak decking is included in the boat price)</td>
<td></td>
</tr>
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</table>

We are happy to discuss your bespoke boat, please make an appointment if there is something you would like to discuss!
THE CUSTOMER JOURNEY WITH PIPER BOATS

Piper Boats understand that commissioning a barge can be quite a daunting experience. Building a barge can be a very complex process, with different requirements & desires to be taken account of. It is the mission of Piper Boats to help guide our customers through the ‘journey’ from initial concept to boat launch.

We all want to have a smooth and considered build with minimum trouble; it is a matter of cooperation to make this happen.

It can be difficult to appreciate how to set out your vision for your Piper barge, the following schedule should help you understand what it is all about.

ORDERING A PIPER BOAT
You are commissioning a Piper Boat and you will have decided which model best suits your needs. All our barges are built to order, and we have an approximate waiting list of 12-18 months dependent on season. Sometimes we can make an exception if a customer has a special schedule!

You will place an order with Piper Boats and pay a deposit which will secure the slot for you.

A STANDARD BOAT
All customers buy the standard boat at order stage. This means that the boat price has a number of components & fixtures included within it which form part of a ‘standard specification’.

Most customers have visited and seen our previously built boats before and have an idea of the layout, but Piper Boats will send an example drawing which gives an impression of the layout and components.

THE SPECIFICATION
The next milestone is for Piper Boats and you to agree to the final specification for the boat. Normally, you will visit our workshop and chat with us about anything which you require extra to the standard specification. There will invariably be a list of extra components and inclusions that you are interested in. When this has been quantified, we will produce a ‘build specification’.

STEELWORK
The steelwork plates will be ordered, and we will start manufacture. All the steelwork required for your boat is cut out using a CNC machine. The first process is to lay the base plate and intermediate frames. Then the chines and hull can be welded in place. The decks and cabin will be installed, and it will start to look like a Dutch style barge!

Once the wheelhouse has been put in place, there is finally a lot of welding to do! It will take around 8 weeks for us to build the complete steelwork.

PAINTING
The barge will be painted throughout its journey through the workshop. The first stages will be done after steelwork is complete. The external surfaces will be shot blasted and primed, ready for our paint system. The internal steelwork will be painted before any first fix plumbing, wiring and woodwork is started.

During the internal fitout, the paint will be applied to the exterior of the boat in black and a colour of the customer’s choice. A paint specification is available on request.
FITOUT

You will have a chance to review the internal design of the barge with the design team prior to any manufacturing work being started. The design will encompass any of the individual ideas that you have, and any components which make your barge bespoke in nature. Once the design is complete, all the wooden panels are CNC manufactured in our workshop, which makes the manufacturing very precise.

The plumbing and wiring are completed as part of the ‘first fix’ fitout. Before we start assembling all the bulkheads, the boat is insulated with spray foam. Over the course of approximately 8 weeks, the boat will be fitted to your specification and layout. The engineering will be completed during this time and all components will be commissioned and made ready for launch.

OVERNIGHT STAY AND ACCEPTANCE

Once the boat has been completed, you will be invited to come and review the boat before it is launched. This will normally involve an overnight stay at our workshop and give you a chance to check all of the work that has been completed and also have a chance to learn about some of the systems and components which have been installed on your boat.

LAUNCH

Approximately a week after your overnight stay, Piper Boats will arrange transport and craneage to launch your boat in the water. Typically, this will be at Thames & Kennet Marina but it has been known for some customers to launch their boat directly into France or Belgium! The boat will go through some launch trials and be commissioned before being handed over to its new owners!

Now the dream is finally made real, your boat is ready for use and you are free to cruise the waterways!

PAYING FOR YOUR BOAT

Payments for your boat are staged throughout the build in approximately the following way:

<table>
<thead>
<tr>
<th>EXAMPLE PRICE:</th>
<th>£270,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deposit:</td>
<td>£5,000</td>
</tr>
<tr>
<td>Start of steelwork:</td>
<td>£40,000</td>
</tr>
<tr>
<td>Completion of steelwork:</td>
<td>£45,000</td>
</tr>
<tr>
<td>Completion of line out &amp; installation of bulkheads:</td>
<td>£45,000</td>
</tr>
<tr>
<td>Substantial completion of fit out:</td>
<td>£50,000</td>
</tr>
<tr>
<td>Completion of build prior to delivery:</td>
<td>£80,000</td>
</tr>
<tr>
<td>Completion of trial stay at Piper Boats yard:</td>
<td>£5,000</td>
</tr>
</tbody>
</table>

VAT RULES

Currently, the rules regarding our range of Dutch style barges in the UK are such that vessels that are designed and supplied for the intended use as a permanent residence of the customer are ‘qualifying ships’ and ‘eligible for Zero-rating’ for VAT. This means that the boat can be supplied with VAT charged at 0% (T0).
OWNERS ARTICLE - JANGUS

JANGUS our Piper 55L was launched in September 2018 and was the culmination of an eight-year journey.

In 2010 we were fed up with going on the standard package summer holiday with a surly teenage son in tow so decided to do something completely different that would keep him engaged, so we booked a flotilla holiday sailing on the Ionian Sea in Greece. Little did we know at the time that this would lead to myself and Jan living on our Piper 55L virtually full time and the surly teenager becoming a professional Merchant Navy officer.

After numerous subsequent sailing holidays both in the Med and Caribbean and with retirement approaching we decided that we would like to own our own boat and to cruise somewhere warm, this ruled out the English Channel for a start. The plan has changed over the years as we came to the conclusion that a sailing yacht was not a practical option and ended up buying a 36 foot Dutch built steel motor cruiser which we moored at Thames and Kennet Marina near Reading. The plan became that after I retired in May 2019 we would take it across the channel and cruise the European waterways in the summer months but we had come to the conclusion that our boat was to small for extended cruising and we now had a problem.

Sitting on our cruiser in the marina one afternoon in the early summer of 2017 Jan noticed moored on the pontoon opposite us a very new and shiny Dutch barge. Curiosity got the better of us and we had to have a closer look. Up until then all the Dutch barges I had noticed on the Thames seemed to have been laid down before the Great War and to my mind looked fairly agricultural. However this one looked superb with good lines, plenty of deck space and a fantastic finish. Needless to say this was our first view of a Piper Barge and this one was La Bamba a 49L just recently launched. A quick search on Google and telephone call to Andrea at Piper Boats led to a visit to the Piper factory. After seeing boats in various stages of build we came to the conclusion that this was the answer to our problem and that owning one was an option worth pursuing.

We were particularly interested in the 55L model but only one had been produced so far and was at Saint-Jean-de-Losne in France. Being firm believers on not buying anything sight unseen especially a new boat we found ourselves some weeks later boarding the cross channel ferry for the drive to St Jean. Fortunately also whilst there we were able also to see Gillian B a 65L, Peter Bennet her owner was very welcoming and we spent a very enjoyable afternoon and evening with him and Simon Piper. Seeing Gillian B inspired us even further and we returned home determined to pursue ownership of a Piper.

When I told my Financial Advisor what we were planning he nearly fell off his chair and said that we were completely mad. My reply was that I hated gardening and the thought of spending the rest of my life in the same place looking at the same four walls would send me senile in short order which in my view was by far the greater risk. He and his wife recently visited us on JANGUS and we spent a very pleasant day cruising up to Henley Meadow after which he told me that he now completely got it, that buying JANGUS made 100 percent sense to him and was an inspiration.

After spending the summer of 2017 cruising on the Thames when work and the weather allowed we ended up in September mooring up at Henley Meadow behind the long line of Piper barges for the annual Piper Henley Event. Feeling very much the poor relation amongst so many impressive boats everyone was very welcoming. For anyone unfamiliar with Piper Boats this
is one of the occasions when Simon Piper deploys his Secret Weapon in the form of a sales team made up entirely of unpaid volunteers known as Piper Owners.

After a very enjoyable weekend viewing various barges and a very pleasant evenings entertainment we were sitting on the back of our boat contemplating our plans when we came to the conclusion as you do when you get to a certain age that life was too short and that March 2019 was too far away. After a quick conclave with Nick we grabbed the October 2018 slot that was still available and the rest is history.

Well not quite, buying a new Piper Barge is not for the faint hearted. Every boat is different and bespoke really does mean bespoke. We had to put a lot of thought into what we wanted out of our boat and draw up our specification accordingly. Piper produces about one boat a month and the time from first cutting of steel to launch for us was four months. What can I say; it was one of the most exciting yet daunting things we have ever done together apart from raising our son. Watching our barge grow from a flat pack pile of steel to being launched at Gillingham was amazing. The finished product exceeded our expectations and we feel like we have purchased a Pocket Super Yacht.

A few anecdotes, firstly one of the technicians who was laying our Flexiteek decking commented to me that he regularly went to Princess Yachts in Plymouth to install decking and as far as he was concerned the standard of build on our Piper far exceeded that of a Princess Yacht. Secondly my brother in law who is a builder and plies his trade doing renovations for well-heeled clientele is a difficult person to impress at the best of times. When he went to Piper to install our granite worktops he was in complete awe of the entire build and had nothing but praise for the standard of workmanship and engineering detail.

After a false start when Piper had hoped to get JANGUS completed in order to make her debut at Henley the launch date was set for the 25th of September. The day before I received a telephone call from Nick at Piper asking me if I was “sitting down” as he had some bad news. My immediate thought was OMG the boat has caught fire in the yard and is a complete write off or some such similar disaster. But no, apparently the lift at the Environment Agency yard at Reading was out of service indefinitely and would we mind if we were launched at Gillingham instead. Did I mind, not one jot!

What a fantastic bit of luck to be able to take JANGUS on her shake down cruise down the Medway and up the Thames, both rivers steeped in maritime history to our berth at Harleyford. For a fan of Alexander Kent and Dudley Pope this was a dream come true. Needless to say we said yes and had a fantastic cruise in perfect conditions. We cleared the lock sill on the receding tide with only inches to spare at first light, motored down the Medway and turned up the Thames past the Great Nore at low water and were then swept up river on the rising tide to arrive at Teddington some eight hours later having taken in the sights of London.

We have been at Harleyford since then cruising the Thames. The plan is to spend this summer doing extended cruises on the non-tidal and tidal Thames. We then want to cross the English Channel next spring with the view to initially exploring the waterways in the Low Countries.

In summation ...
- Are we pleased we bought a Piper Boat? You bet we are!
- Are we living our dream? Too right!
- Do we wish we’d done it earlier? Definitely!

All I can say is a big thank you to everyone at Piper who helped us along the way. We will be forever grateful.

Angus and Jan - “JANGUS”
OWNERS ARTICLE - ANTICUS

Why a Boat? You may well ask!

Twenty odd years ago I nearly bought a Princess motor yacht previously owned by Nigel Mansell. In the end, common sense won and I bought a house in Watford.

However, I think it was then that the seed was sown and a continued and reoccurring dream was born to own a boat.

For the past six or seven years this desire has been getting stronger. Websites have been visited. Catalogues poured over. Blogs read and re-read. Tim & Pru’s and Tim & Shane’s adventures closely followed, until, eventually, a plan was hatched to buy a boat with a view to taking her across the channel and cruising the waterways of Europe.

It’s obviously a good idea, because I have had no objections from Nicola – the Admiral – or Alfie – the ships dog.

Why a Barge?

Research started in earnest in 2014 trying to find if such a craft existed. We had had a couple of holidays on the Broads but wanted something a bit bigger than the Broads Cruiser style.

A narrow boat would allow us access to the whole of the UK waterways and with a spirit of adventure and a following wind would get us across the Channel.

However, a dutch barge style of craft seemed absolutely perfect. But which one? Old or new? Size? shape? Style?

Why pay Piper?

Neither of us have any meaningful experience with boats, nor are very handy in the DIY department. So, the relatively easy first decision of new or old was reached quickly.

Once we’d come to the decision to splash (sorry!) out on a new build we then started the search for a builder.

To be honest, I’m not sure whether to be surprised or not, but, we didn’t have a lot to choose from in the UK. We wanted a UK build as our plan was to cruise the Thames for a season or two – more of that later. Some of those we found on line no longer existed. One or two didn’t respond to emails.

We narrowed it down to a couple of builders, both producing a similar product at a similar price. Piper’s though, invited us to a weekend at Henley on Thames, about half an hour from home. Here they had around a dozen or so barges, brought their by their owners, and moored up alongside a marquee. Prospective owners could swarm over the assembled Piper barges, chat to their owners, speak to Pipers staff, and have a beer and a sandwich.

A great idea. It really made us think that if Pipers were being this open – and, by the way, we were allowed unfettered access to the owners and their thoughts on their barges and the builder – then they just might be producing a fine product.

We were sold! Now we just needed to decide which model!
Does size matter?

Well the answer is quite obviously, Yes!

My first thoughts were big is best. More space. More room for gadgets. Just, more! However the flip size of more size and more stuff, is more expense. Not only in the build, around £10k per metre, but also in running costs, heating costs, mooring fees, furnishings etc etc.

So we had to get our thoughts in order and decide how we would determine which size was best for us. And the answer was there really, the boat was for us. Thats me, Nicola and Alfie the Border Terrier. As much as we are expecting guests, family and friends, old and new, the majority of the time the boat will be enjoyed by just us three amigos. So one cabin, with optional sleeping space. Easy to handle (by me and Nicola, with Alfie having little to offer here)!

Piper, our preferred builders offer a couple of styles in a number of lengths and a wide and not quite so wide beam. The two styles are a raised aft deck, with cabin underneath this (the ‘L’, and a deck level aft deck opening from the wheelhouse, with cabin up at the pointy end (the M). After a lot of to-ing and fro-ing and um-ing and ah-ing we eventually decided on the ‘M’. A few of our reasons were not wanting to be isolated while steering the boat – the wheelhouse opening onto the rear deck seems to suit this, and ease of access to the rear deck for Alfie and also whilst carrying food and drinks (us, that is, not Alfie)!

As mentioned it would be just the two of us + hound, so single cabin was the preferred route. Ease of use was important – neither of us felt the need to learn a whole new Master Mariner skill set. Having had a couple of visits to the wonderful Piper weekend at Henley in September we had been on a few different Piper Barges and spoken at length to there owners, we decided that 49ft would be just about right.

Simon Piper developed the 49M model to be the ideal boat to cruise the inland waterways of France – just where we wanted to be. I wouldn’t go against Mary Berry when she recommends a Victoria Sandwich recipe, so why would I try to second guess Simon Piper when he points us towards a Piper 49M?

Things have just got real!

Never have I been so happy to receive an invoice!

This one was different thought. It was from Piper Boats and signaled the purchase of the steel for my 49M.

To carry on with our journey through the build process and launch please visit our blog - www.bargeanticus.com

Martyn & Nicola Fryer - “Anticus”
Piper Boats also host an annual event in Saint-Jean-de-Losne, France. The event is similar to what we are doing here in Henley; a gathering for all Piper Boats customers, old and new. Another great opportunity to take a look around Piper built barges and chat to their owners.

It has the same party atmosphere, it’s a celebration of what it means to be part of the Piper Boats family mais en Francais!

For so many of our owners, the ultimate plan is to set off across the Channel and into the French waterways, so what better place to start than at Saint-Jean-de-Losne?

You can talk to us and our owners about how and why you should take your boat and explore the waterways of Europe.

Our event is part of the Salon Fluvial international inland waterways boat show. Save the date in your calendar; we would love to see you there!

To register for this event and make an appointment, please call us on 00 44 (0) 1782 510 610 or email - sales@piperboats.com
YOU ARE INVITED TO
THE ANNUAL PIPER
BOATS EVENT AT
SAINT-JEAN-DE-LOSNE
IN FRANCE

Discover Piper's Dutch-style boats on the
water, discuss with their owners, share their
experiences and meet the Piper Boats team.

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an appointment, please call us on
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