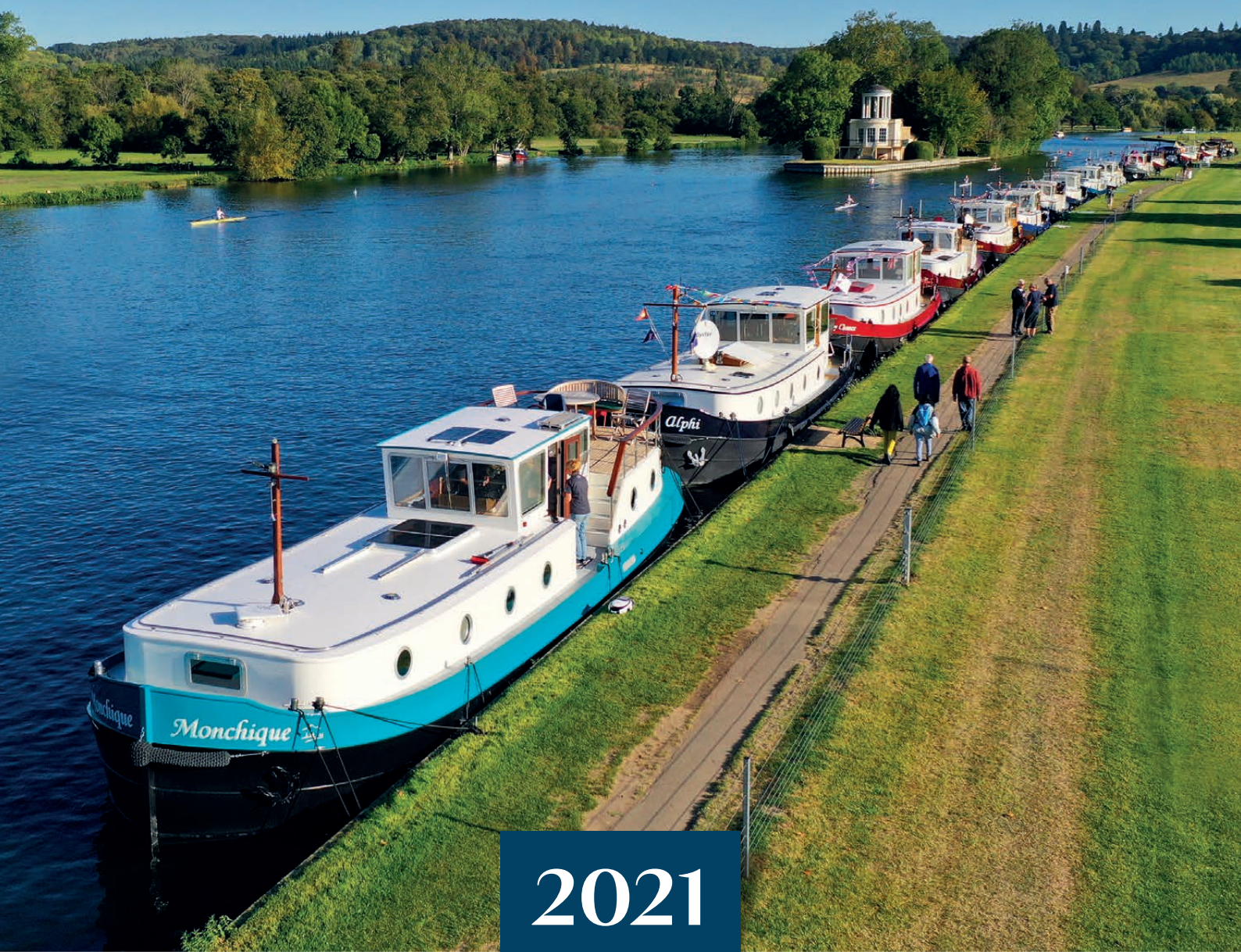




PIPER PRESS

HENLEY-ON-THAMES EDITION



2021



THE PIPER TEAM WARMLY WELCOMES YOU TO THE HENLEY-ON-THAMES 2021 EVENT

We are delighted to be back in Henley for our 9th annual boat exhibition – so much has happened since we were last here in 2019! 2020 was a very challenging year for all of us and missing the 2020 show was a source of great frustration for everyone at Piper Boats. We really missed the opportunity to spend time with all the Piper Boats family; customers and friends alike. At certain times, it has felt like everyone's life has been on hold but hopefully now, the fog is lifting, and we can all get back to normal life. We're sure we are not alone in relishing the ability to finally be able to come together and spend some time catching up. That's what this event is about – to welcome new members to the Piper Boats Family and to have a reunion with friends from years gone by.

The covid pandemic coupled with the trials provided by Brexit has been a perfect storm – something which we have had to work hard to endure. Despite two periods of furlough and constant supply chain interruption, we have still managed to launch no less than seventeen new Dutch barges. The boats we have built have been four 49 Luxemotor, four 49 Motor, two 55 Luxemotor, three 57 Nivernais, three 60 Motor and the illustrious 65 Luxemotor. We've been keeping busy! Some of these boats remain on the Thames and have been enjoying the 2021 season here – you will see many of them today. Not surprisingly, there was quite an impetus

for some of our customers to get their new build boats straight into France at the end of 2020 – in fact we launched four boats in Europe in December 2020!

If there is one thing that hasn't happened throughout this difficult year, it's a dampening of our spirits to build perfect boats for passionate customers who have the dream of building their own unique boat. Piper Boats excel at bringing your ideas to life – producing boats with a modern living space within a classic Dutch style barge design.

This event is the chance for all our prospective owners to see what Piper Boats can do and what options you have when buying 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'd also like to extend a warm message of appreciation to all the Piper boat owners who have taken time this weekend to bring their boats along and be part of this event. It's a source of great pride for us that you all share our passion and that you enjoy this weekend as much as us! Thank you for being here with us, being part of the Piper Boats community, and for displaying your beautiful boats.



We have a fantastic selection of barges here this year with sixteen barges, here is the 2021 lineup of boats!



PEPITE - 49L
Patricia & Eric



MERLOT - 49M
Mike & Ellaine



NAUTI BUOY - 49M
Clive & Suzanne



ANGELA DAWN - 49M
Dean & Jo



JABBERWOCK - 49M
Phillip & Catherine



NEMO - 49M
Steve & Gilly



THAMES DIPPER - 49M
Ian & Marilyn



WYLD LADY - 49M
Paul & Moyra



JANGUS - 55L
Angus & Jan



JACOBS CREEK - 55L
Kevin & Lynn



IN A MINUTE - 57N
Richard & Mandy



SONGBIRD - 57N
Garry



PROVIDENCE - 60N
Tim & Linda



EMILY XX - 60M
Rick & Sandra



AXIOM - 60M
Ant & Trace



EADLIN - 2015
Pat & Sue

One of the biggest outcomes from 2020 and 2021 was that it saw the launch of our new river cruiser – the 12C. We are incredibly proud of our new style of boat and believe it offers something different to what's currently available. Piper Boats have a lot to offer to the river cruiser market – bringing our ideas and styling across from our experience with Dutch style barge building. We have an article about the conception and creation

of our 12C later in this magazine so please take a look!

Our cruiser and our varying range of Dutch barge style boats mean that we really do have something for everyone! We would love to discuss more about your ideas and reflections, so don't be shy – have a look, ask questions, and enjoy the weekend.



You can always
recognise a Piper boat.

Designed expertly.

Made exceptionally.

49M

MOTOR CLASS DUTCH BARGE

OVERALL LENGTH: 49FT / 14.95M
OVERALL BEAM: 13FT 10IN / 4.23M
AIR DRAFT: 2.95M
DRY WEIGHT: 29 TONNE

GUIDE COST PRICE

£297,000*



SPECIFICATION

HULL

Shipbuilding Quality Grade A steel plate according to EN10204 / 3.2 LRS
Shipbuilding plate blasted to SA 2.5 and primed by Dutch supplier
Spray foam insulation
13mm keel plate
8mm chines & hull sides
6mm decks
5mm superstructure
1750L water tank with level indicator
1240L main propulsion fuel tank with level indicator
230L gravity auxiliary fuel tank with level indicator (if refleks stove installed)
875L black waste tank with level indicator
16L grey waste buffer tank with pump (divertible to black tank)

EXTERIOR

Stainless steel hand rails and bollards
Jotun approved external marine paint system (choice of colours, specification available on request)
Double glazed & thermally broke windows to wheelhouse
Double glazed & thermally broke portholes to cabin
Automated hardwood mast with powder coated stainless steel tabernacle
Hardwood double glazed dog box with cover
Front barge fender
Navigation lights (port, starboard, stern, anchor, steaming) & headlight
Basic mooring lines 14mm thick x 15m long
Flexiteek decking to stern deck

ENGINE, GENERATOR & HEATING

Beta 105hp engine with PRM 280 gearbox keel cooled
Kabola pressure jet central heating boiler
50L calorifier
1kw immersion heater
Heating via radiators
5kVA soundproof enclosed marine generator

ROLLS AGM 2-volt cells in excess of 1150 a/hr (c20 rate)
VETUS AGM batteries for thrusters & engine start
3kw Mastervolt inverter/charger
3.5kw Mastervolt isolation transformer
Mastervolt battery monitoring system
Twin alternators 12v
125kgf electric bow thruster
95kgf electric stern thruster
Electric anchor winch

WHEELHOUSE

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

DASH

Simrad 7" chart plotter with basic mapping
Simrad VHF Radio DSC
RPI (Rudder Position Indicator) + Depth Gauge
Engine panel & controls
Thruster controls
Hydraulic steering with bypass

GALLEY

Fitted with premium oak plywood
Shaker style hardwood oak doors
Composite work tops with waterfall edges
Stainless steel inset sink
Gas hob and oven with an extractor hood
Built in microwave
Vitrifrigo marine fridge freezer 12v
Slimline Dishwasher (Customer to supply)
Washer/dryer (Customer to supply)
Engineered wooden flooring
Central heating radiator

SALOON

Under floor storage/cellar
Engineered wooden flooring

TV & Audio (Customer to supply)
Refleks 2000KT diesel stove (stove included in one bedroom layout only)
Large central heating radiator

MASTER BEDROOM

King size bed
Cupboards and drawers to port and starboard
Full height wardrobe
Marine Aircon
TV point
Central heating radiator
Engineered wooden flooring or carpet (customer choice)

SECOND BEDROOM

Second bedroom applicable to certain layouts only
Sliding privacy hatch into saloon
Dinette table and seating which converts to a double bed
Overhead storage and small wardrobe
Engineered wooden flooring or carpet (customer choice)

ENSUITE TO MASTER BEDROOM

Walk in shower with glass screen
Thermostatic shower valve
Marine remote flush toilet
Heated towel radiator
Vanity unit with integrated basin & waterfall edging

DAY LOO

Day loo applicable to certain layouts only
Marine remote flush toilet
Heated towel radiator
Washbasin

Optional one bedroom layout

Optional collapsible hardwood wheelhouse

*Price is subject to the year in which the barge is to be constructed and based on Piper's annual price list.

** Piper Boats reserve the right to alter the specification as required (E&OE).

*** Price quoted is excluding VAT.

LUXEMOTOR CLASS DUTCH BARGE

49L



OVERALL LENGTH: 49FT / 14.9M
OVERALL BEAM: 13FT 10IN / 4.23M
AIR DRAFT: 2.925M
DRY WEIGHT: 31 TONNE

GUIDE COST PRICE

£355,000*



SPECIFICATION

HULL

Shipbuilding Quality Grade A steel plate according to EN10204 / 3.2 LRS
Shipbuilding plate blasted to SA 2.5 and primed by Dutch supplier
Spray foam insulation
13mm keel plate
8mm chines & hull sides
6mm decks
5mm superstructure
1750L water tank with level indicator
1110L main propulsion fuel tank with level indicator
230L gravity auxiliary fuel tank with level indicator (if reflex stove installed)
680L black waste tank with level indicator
16L grey waste buffer tank with pump (divertible to black tank)

EXTERIOR

Stainless steel hand rails and bollards
Jotun approved external marine paint system (choice of colours, specification available on request)
Double glazed & thermally broke windows to wheelhouse
Double glazed & thermally broke portholes to cabin
Automated hardwood mast with powder coated stainless steel tabernacle
Hardwood double glazed dog box with cover
Front barge fender
Navigation lights (port, starboard, stern, anchor, steaming) & headlight
Basic mooring lines 14mm thick x 15m long
Flexiteek decking to upper stern deck & steps
Secondary helm position

ENGINE, GENERATOR & HEATING

Beta 105hp engine with PRM 280 gearbox keel cooled
Kabola pressure jet central heating boiler
65L calorifier
1kw immersion heater
Heating via radiators
5kVA soundproof enclosed marine generator
ROLLS AGM 2-volt cells in excess of 1150 a/hr (c20 rate)
VETUS AGM batteries for thrusters & engine start
3kw Mastervolt inverter/charger
3.5kw Mastervolt isolation transformer
Mastervolt battery monitoring system

Twin alternators 12v
160kgf hydraulic bow thruster
95kgf hydraulic stern thruster
Hydraulic anchor winch

WHEELHOUSE

Fixed steel wheelhouse
Lined with sapele
Removable table with drop down leaf converts into a double bed
Seating for 4 people
Access to engine room via passageway under wheelhouse

UPPER HELM

Hydraulic power steering
RPI (Rudder Position Indicator) + Depth Gauge
Engine panel & controls
Thruster controls
Simrad 7" chart plotter with basic mapping

DASH

Simrad 7" chart plotter with basic mapping
Simrad VHF Radio DSC
RPI (Rudder Position Indicator) + Depth Gauge
Engine panel & controls
Thruster controls
Hydraulic power steering

GALLEY

Fitted with premium oak plywood
Shaker style hardwood oak doors
Composite work tops with waterfall edges
Stainless steel inset sink
Gas hob and oven with an extractor hood
Built in microwave
Vitrifigo marine fridge freezer 12v
Slimline Dishwasher (Customer to supply)
Washer/dryer (Customer to supply)
Engineered wooden flooring
Central heating plinth heater

SALOON

Under floor storage/cellar
Engineered wooden flooring
TV & Audio (Customer to supply)
Refleks 2000KT diesel stove (stove included in one bedroom layout only)
Large central heating radiator

MASTER BEDROOM

King size bed
Cupboards and drawers to port and starboard
Full height wardrobe
Marine Aircon
TV point
Central heating radiator
Engineered wooden flooring or carpet (customer choice)

SECOND BEDROOM

Second bedroom applicable to certain layouts only
King size bed
Full height wardrobe
Cupboards and drawers to port and starboard
Marine Aircon
TV point
Central heating radiator
Engineered wooden flooring or carpet (customer choice)

ENSUITE TO MASTER BEDROOM

760 x 760 shower enclosure
Thermostatic shower valve
Marine remote flush toilet
Heated towel radiator
Vanity unit with integrated basin & waterfall edging edging

ENSUITE TO SECOND BEDROOM

Walk in shower with glass screen
Thermostatic shower valve
Marine remote flush toilet
Heated towel radiator
Vanity unit with integrated basin & waterfall edging

DAY LOO

Day loo applicable to certain layouts only
Marine remote flush toilet
Heated towel radiator
Washbasin

Optional one bedroom layout

*Price is subject to the year in which the barge is to be constructed and based on Piper's annual price list.

** Piper Boats reserve the right to alter the specification as required (E&OE).

*** Price quoted is excluding VAT.

55L

LUXEMOTOR CLASS DUTCH BARGE

OVERALL LENGTH: 55FT 9IN / 17M
OVERALL BEAM: 13FT 11IN / 4.24M
AIR DRAFT: 2.925M
DRY WEIGHT: 33 TONNE

GUIDE COST PRICE

£390,000*



SPECIFICATION

HULL

Shipbuilding Quality Grade A steel plate according to EN10204 / 3.2 LRS
Shipbuilding plate blasted to SA 2.5 and primed by Dutch supplier
Spray foam insulation
13mm keel plate
8mm chines & hull sides
6mm decks
5mm superstructure
1750L water tank with level indicator
1170L main propulsion fuel tank with level indicator
230L gravity auxiliary fuel tank with level indicator (if reflex stove installed)
875L black waste tank with level indicator
16L grey waste buffer tank with pump (divertible to black tank)

EXTERIOR

Stainless steel hand rails and bollards
Jotun approved external marine paint system (choice of colours, specification available on request)
Double glazed & thermally broke windows to wheelhouse
Double glazed & thermally broke windows & portholes to cabin
Automated hardwood mast with powder coated stainless steel tabernacle
Hardwood double glazed dog box with cover
Front barge fender
Navigation lights (port, starboard, stern, anchor, steaming) & headlight
Basic mooring lines 14mm thick x 15m long
Flexiteek decking to upper stern deck & steps
Secondary helm position

ENGINE, GENERATOR & HEATING

Beta 115hp engine with PRM 280 gearbox keel cooled
Kabola pressure jet central heating boiler
75L calorifier
1kw immersion heater
Heating via radiators
5kVA soundproof enclosed marine generator
ROLLS AGM 2-volt cells in excess of 1150 a/hr (c20 rate)
VETUS AGM batteries for thrusters & engine start
3kw Mastervolt inverter/charger
3.5kw Mastervolt isolation transformer

Mastervolt battery monitoring system
Twin alternators 12v
160kgf hydraulic bow thruster
95kgf hydraulic stern thruster
Hydraulic anchor winch

WHEELHOUSE

Fixed steel wheelhouse
Lined with sapele
Removable table with drop down leaf converts into a double bed
Seating for 4 people
Access to engine room via passageway under wheelhouse

UPPER HELM

Hydraulic power steering
RPI (Rudder Position Indicator) + Depth Gauge
Engine panel & controls
Thruster controls
Simrad 7" chart plotter with basic mapping

DASH

Simrad 7" chart plotter with basic mapping
Simrad VHF Radio DSC
RPI (Rudder Position Indicator) + Depth Gauge
Engine panel & controls
Thruster controls
Hydraulic power steering

GALLEY

Fitted with premium oak plywood
Shaker style hardwood oak doors
Composite work tops with waterfall edges
Stainless steel inset sink
Gas hob and oven with an extractor hood
Built in microwave
Vitrifrigo marine fridge freezer 12v
Slimline Dishwasher (Customer to supply)
Washer/dryer (Customer to supply)
Engineered wooden flooring
Central heating plinth heater

SALOON

Under floor storage/cellar
Engineered wooden flooring
Refleks 2000KT diesel stove
TV & Audio (Customer to supply)
Large central heating radiator

MASTER BEDROOM

Super king size bed
Cupboards and drawers to port and starboard
Full height wardrobe
Marine Aircon
TV point
Central heating radiator
Engineered wooden flooring or carpet (customer choice)

SECOND BEDROOM

King size bed
Full height wardrobe
Cupboards and drawers to port and starboard
Marine Aircon
TV point
Central heating radiator
Engineered wooden flooring or carpet (customer choice)

ENSUITE TO MASTER BEDROOM

760 x 760 shower enclosure
Thermostatic shower valve
Marine remote flush toilet
Heated towel radiator
Vanity unit with integrated basin & waterfall edging

ENSUITE TO SECOND BEDROOM

Walk in shower with glass screen
Thermostatic shower valve
Marine remote flush toilet
Heated towel radiator
Vanity unit with integrated basin & waterfall edging

DAY LOO

Day loo applicable to certain layouts only
Marine remote flush toilet
Heated towel radiator
Washbasin

Optional one-bedroom layout

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** Piper Boats reserve the right to alter the specification as required (E&OE).

*** Price quoted is excluding VAT.

NIVERNAIS CLASS DUTCH BARGE

55N



OVERALL LENGTH: 55FT 2IN / 16.85M

OVERALL BEAM: 12FT 6IN / 3.81M

AIR DRAFT: 2.875M

WHEELHOUSE DOWN: 2M*

DRY WEIGHT: 30 TONNE

GUIDE COST PRICE

£280,000**



SPECIFICATION

HULL

Shipbuilding Quality Grade A steel plate according to EN10204 / 3.2 LRS
Shipbuilding plate blasted to SA 2.5 and primed by Dutch supplier
Spray foam insulation
13mm keel plate
8mm chines & hull sides
6mm decks
5mm superstructure
1260L water tank with level indicator
1015L main propulsion fuel tank with level indicator
750L auxiliary fuel tank with level indicator
1020L black waste tank with level indicator
16L grey waste buffer tank with pump (divertible to black tank)

EXTERIOR

Stainless steel hand rails and bollards
Jotun approved external marine paint system (choice of colours, specification available on request)
Double glazed & thermally broke windows to wheelhouse
Double glazed & thermally broke windows & portholes to cabin
Automated hardwood mast with powder coated stainless steel tabernacle
Hardwood double glazed dog box with cover
Front barge fender
Navigation lights (port, starboard, stern, anchor, steaming) & headlight
Basic mooring lines 14mm thick x 15m long
Flexiteek decking to stern deck

ENGINE & HEATING

Beta 90hp engine with PRM 280 gearbox keel cooled
Kabola pressure jet central heating boiler
75L calorifier
1kw immersion heater
Heating via radiators
ROLLS AGM 2-volt cells in excess of 1150 a/hr (c20 rate)
VETUS AGM batteries for thrusters & engine start

3kw Mastervolt inverter/charger
3.5kw Mastervolt isolation transformer
Mastervolt battery monitoring system
Twin alternators 12v
125kgf electric bow thruster
95kgf electric stern thruster
Electric anchor winch

WHEELHOUSE

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

DASH

Simrad 7" chart plotter with basic mapping
Simrad VHF Radio DSC
RPI (Rudder Position Indicator) + Depth Gauge
Engine panel & controls
Thruster controls
Hydraulic steering with bypass

GALLEY

Fitted with premium oak plywood
Shaker style hardwood oak doors
Composite work tops with waterfall edges
Stainless steel inset sink
Gas hob and oven with an extractor hood
Built in microwave
Vitrifrigo marine fridge freezer 12v
Slimline Dishwasher (Customer to supply)
Washer/dryer (Customer to supply)
Engineered wooden flooring
Central heating radiator

SALOON

Under floor storage/cellar
Engineered wooden flooring
TV & Audio (Customer to supply)
Large central heating radiator

MASTER BEDROOM

King size bed
Cupboards and drawers to port and starboard
Full height wardrobe
TV point
Central heating radiator
Engineered wooden flooring or carpet (customer choice)

SECOND BEDROOM

Sliding privacy hatch into saloon
Dinette table and seating which converts to a double bed
Overhead storage and small wardrobe
Engineered wooden flooring or carpet (customer choice)

MAIN BATHROOM

800 x 800 shower enclosure
Thermostatic shower valve
Marine remote flush toilet
Vanity unit with integrated basin
Heated towel radiator

** Optional collapsible hardwood wheelhouse*

Refleks 2000KT diesel stove available at extra cost

5kW soundproof enclosed marine generator available at extra cost

Marine aircon unit to bedroom available at extra cost

*Price is subject to the year in which the barge is to be constructed and based on Piper's annual price list.

** Piper Boats reserve the right to alter the specification as required (E&OE).

*** Price quoted is excluding VAT.

57N

NIVERNAIS CLASS DUTCH BARGE

OVERALL LENGTH: 57FT 2IN / 17.45M

OVERALL BEAM: 12FT 6IN / 3.81M

AIR DRAFT: 2.875M

WHEELHOUSE DOWN: 2M*

DRY WEIGHT: 31 TONNE

GUIDE COST PRICE

£310,000**



SPECIFICATION

HULL

Shipbuilding Quality Grade A steel plate according to EN10204 / 3.2 LRS
Shipbuilding plate blasted to SA 2.5 and primed by Dutch supplier
Spray foam insulation
13mm keel plate
8mm chines & hull sides
6mm decks
5mm superstructure
1750L water tank with level indicator
600L main propulsion fuel tank with level indicator
1000L auxiliary fuel tank with level indicator
1020L black waste tank with level indicator
16L grey waste buffer tank with pump (divertible to black tank)

EXTERIOR

Stainless steel hand rails and bollards
Jotun approved external marine paint system (choice of colours, specification available on request)
Double glazed & thermally broke windows to wheelhouse
Double glazed & thermally broke windows & portholes to cabin
Automated hardwood mast with powder coated stainless steel tabernacle
Hardwood double glazed dog box with cover
Front barge fender
Navigation lights (port, starboard, stern, anchor, steaming) & headlight
Basic mooring lines 14mm thick x 15m long
Flexiteek decking to stern deck

ENGINE, GENERATOR & HEATING

Beta 105hp engine with PRM 280 gearbox keel cooled
Kabola pressure jet central heating boiler
75L calorifier
1kw immersion heater
Heating via radiators
5kVA soundproof enclosed marine generator
ROLLS AGM 2-volt cells in excess of 1150 a/hr (c20 rate)

VETUS AGM batteries for thrusters & engine start

3kw Mastervolt inverter/charger
3.5kw Mastervolt isolation transformer
Mastervolt battery monitoring system
Twin alternators 12v
125kgf electric bow thruster
95kgf electric stern thruster
Electric anchor winch

WHEELHOUSE

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

DASH

Simrad 7" chart plotter with basic mapping
Simrad VHF Radio DSC
RPI (Rudder Position Indicator) + Depth Gauge
Engine panel & controls
Thruster controls
Hydraulic steering with bypass

GALLEY

Fitted with premium oak plywood
Shaker style hardwood oak doors
Composite work tops with waterfall edges
Stainless steel inset sink
Gas hob and oven with an extractor hood
Built in microwave
Vitrifrigo marine fridge freezer 12v
Slimline Dishwasher (Customer to supply)
Washer/dryer (Customer to supply)
Engineered wooden flooring
Central heating radiator

SALOON

Under floor storage/cellar
Engineered wooden flooring
Refleks 2000KT diesel stove
TV & Audio (Customer to supply)
Large central heating radiator

MASTER BEDROOM

King size bed
Cupboards and drawers to port and starboard
Full height wardrobe
Marine Aircon
TV point
Central heating radiator
Engineered wooden flooring or carpet (customer choice)

SECOND BEDROOM

Sliding privacy hatch into saloon
Dinette table and seating which converts to a double bed
Overhead storage and small wardrobe
Engineered wooden flooring or carpet (customer choice)

ENSUITE TO MASTER BEDROOM

Walk in shower with glass screen
Thermostatic shower valve
Marine remote flush toilet
Heated towel radiator
Vanity unit with integrated basin & waterfall edging

MAIN BATHROOM

800 x 800 shower tray wetroom
Thermostatic shower valve
Marine remote flush toilet
Vanity unit with integrated basin
Heated towel radiator

*Optional collapsible hardwood wheelhouse

*Price is subject to the year in which the barge is to be constructed and based on Piper's annual price list.

** Piper Boats reserve the right to alter the specification as required (E&OE).

*** Price quoted is excluding VAT.

MOTOR CLASS DUTCH BARGE

60M



OVERALL LENGTH: 60FT / 18.3M
OVERALL BEAM: 13FT 10IN / 4.23M
AIR DRAFT: 2.975M
WHEELHOUSE DOWN: 2M*
DRY WEIGHT: 35 TONNE

GUIDE COST PRICE

£350,000**



SPECIFICATION

HULL

Shipbuilding Quality Grade A steel plate according to EN10204 / 3.2 LRS
Shipbuilding plate blasted to SA 2.5 and primed by Dutch supplier
Spray foam insulation
13mm keel plate
8mm chines & hull sides
6mm decks
5mm superstructure
1870L water tank with level indicator
800L main propulsion fuel tank with level indicator
1000L auxiliary fuel tank with level indicator
805L black waste tank with level indicator
16L grey waste buffer tank with pump (divertible to black tank)

EXTERIOR

Stainless steel hand rails and bollards
Jotun approved external marine paint system (choice of colours, specification available on request)
Double glazed & thermally broke windows to wheelhouse
Double glazed & thermally broke portholes to cabin
Automated hardwood mast with powder coated stainless steel tabernacle
Hardwood double glazed dog box with cover
Front barge fender
Navigation lights (port, starboard, stern, anchor, steaming) & headlight
Basic mooring lines 14mm thick x 15m long
Flexiteek decking to stern deck

ENGINE, GENERATOR & HEATING

Beta 115hp engine with PRM 280 gearbox keel cooled
Kabola pressure jet central heating boiler
75L calorifier
1kw immersion heater
Heating via radiators
5kVA soundproof enclosed marine generator
ROLLS AGM 2-volt cells in excess of 1150 a/hr (c20 rate)

VETUS AGM batteries for thrusters & engine start
3kw Mastervolt inverter/charger
3.5kw Mastervolt isolation transformer
Mastervolt battery monitoring system
Twin alternators 12v
160kgf electric bow thruster
95kgf electric stern thruster
Electric anchor winch

WHEELHOUSE

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

DASH

Simrad 7" chart plotter with basic mapping
Simrad VHF Radio DSC
RPI (Rudder Position Indicator) + Depth Gauge
Engine panel & controls
Thruster controls
Hydraulic steering with bypass

GALLEY

Fitted with premium oak plywood
Shaker style hardwood oak doors
Composite work tops with waterfall edges
Stainless steel inset sink
Gas hob and oven with an extractor hood
Built in microwave
Vitrifridge marine fridge freezer 12v
Slimline Dishwasher (Customer to supply)
Washer/dryer (Customer to supply)
Engineered wooden flooring
Under floor storage/cellar
Central heating radiator

SALOON

Under floor storage/cellar
Engineered wooden flooring

Refleks 2000KT diesel stove
TV & Audio (Customer to supply)
Large central heating radiator

MASTER BEDROOM

King size bed
Cupboards and drawers to port and starboard
Full height wardrobe
Marine Aircon
TV point
Central heating radiator
Engineered wooden flooring or carpet (customer choice)

SECOND BEDROOM

Twin single beds with drawer storage underneath
Overhead storage and small wardrobe
Central heating radiator
Engineered wooden flooring or carpet (customer choice)

ENSUITE TO MASTER BEDROOM

Walk in shower with glass screen
Thermostatic shower valve
Marine remote flush toilet
Heated towel radiator
Vanity unit with integrated basin & waterfall edging

DAY LOO

Marine remote flush toilet
Heated towel radiator
Washbasin
Compact 600 x 600 shower enclosure with curtain

Optional one bedroom layout

*Optional collapsible hardwood wheelhouse

*Price is subject to the year in which the barge is to be constructed and based on Piper's annual price list.

** Piper Boats reserve the right to alter the specification as required (E&OE).

*** Price quoted is excluding VAT.

65M

MOTOR CLASS DUTCH BARGE

OVERALL LENGTH: 60FT / 18.3M
OVERALL BEAM: 13FT 10IN / 4.23M
AIR DRAFT: 2.975M
WHEELHOUSE DOWN: 2M*
DRY WEIGHT: 35 TONNE

GUIDE COST PRICE

£385,000**



SPECIFICATION

HULL

Shipbuilding Quality Grade A steel plate according to EN10204 / 3.2 LRS
Shipbuilding plate blasted to SA 2.5 and primed by Dutch supplier
Spray foam insulation
13mm keel plate
8mm chines & hull sides
6mm decks
5mm superstructure
1870L water tank with level indicator
800L main propulsion fuel tank with level indicator
1000L auxiliary fuel tank with level indicator
805L black waste tank with level indicator
16L grey waste buffer tank with pump (divertible to black tank)

EXTERIOR

Stainless steel hand rails and bollards
Jotun approved external marine paint system (choice of colours, specification available on request)
Double glazed & thermally broke windows to wheelhouse
Double glazed & thermally broke portholes to cabin
Automated hardwood mast with powder coated stainless steel tabernacle
Hardwood double glazed dog box with cover
Front barge fender
Navigation lights (port, starboard, stern, anchor, steaming) & headlight
Basic mooring lines 14mm thick x 15m long
Flexiteek decking to stern deck

ENGINE, GENERATOR & HEATING

Beta 115hp engine with PRM 280 gearbox keel cooled
Kabola pressure jet central heating boiler
75L calorifier
1kw immersion heater
Heating via radiators
5kVA soundproof enclosed marine generator
ROLLS AGM 2-volt cells in excess of 1150 a/hr (c20 rate)

VETUS AGM batteries for thrusters & engine start
3kw Mastervolt inverter/charger
3.5kw Mastervolt isolation transformer
Mastervolt battery monitoring system
Twin alternators 12v
160kgf electric bow thruster
95kgf electric stern thruster
Electric anchor winch

WHEELHOUSE

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

DASH

Simrad 7" chart plotter with basic mapping
Simrad VHF Radio DSC
RPI (Rudder Position Indicator) + Depth Gauge
Engine panel & controls
Thruster controls
Hydraulic steering with bypass

GALLEY

Fitted with premium oak plywood
Shaker style hardwood oak doors
Composite work tops with waterfall edges
Stainless steel inset sink
Gas hob and oven with an extractor hood
Built in microwave
Vitrifrigo marine fridge freezer 12v
Slimline Dishwasher (Customer to supply)
Washer/dryer (Customer to supply)
Engineered wooden flooring
Under floor storage/cellar
Central heating radiator

SALOON

Under floor storage/cellar
Engineered wooden flooring

Refleks 2000KT diesel stove
TV & Audio (Customer to supply)
Large central heating radiator

MASTER BEDROOM

King size bed
Cupboards and drawers to port and starboard
Full height wardrobe
Marine Aircon
TV point
Central heating radiator
Engineered wooden flooring or carpet (customer choice)

SECOND BEDROOM

Twin single beds with drawer storage underneath
Overhead storage and small wardrobe
Central heating radiator
Engineered wooden flooring or carpet (customer choice)

ENSUITE TO MASTER BEDROOM

Walk in shower with glass screen
Thermostatic shower valve
Marine remote flush toilet
Heated towel radiator
Vanity unit with integrated basin & waterfall edging

DAY LOO

Marine remote flush toilet
Heated towel radiator
Washbasin
Compact 600 x 600 shower enclosure with curtain

Optional one bedroom layout

*Optional collapsible hardwood wheelhouse

*Price is subject to the year in which the barge is to be constructed and based on Piper's annual price list.

** Piper Boats reserve the right to alter the specification as required (E&OE).

*** Price quoted is excluding VAT.

LUXEMOTOR CLASS DUTCH BARGE

65L



OVERALL LENGTH: 65FT 6IN / 19.8M

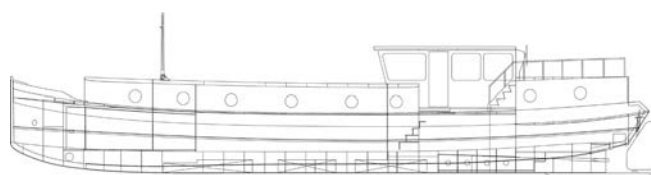
OVERALL BEAM: 14FT 9IN / 4.5M

AIR DRAFT: 3M

DRY WEIGHT: 35 TONNE

GUIDE COST PRICE

£480,000*



SPECIFICATION

HULL

Shipbuilding Quality Grade A steel plate according to EN10204 / 3.2 LRS
Shipbuilding plate blasted to SA 2.5 and primed by Dutch supplier
Spray foam insulation
13mm keel plate
8mm chines & hull sides
6mm decks
5mm superstructure
1870L water tank with level indicator
1240L main propulsion fuel tank with level indicator
1150L auxiliary fuel tank with level indicator
875L black waste tank with level indicator
16L grey waste buffer tank with pump (divertible to black tank)

EXTERIOR

Stainless steel hand rails and bollards
Jotun approved external marine paint system (choice of colours, specification available on request)
Double glazed & thermally broke windows to wheelhouse
Double glazed & thermally broke portholes to cabin
Automated hardwood mast with powder coated stainless steel tabernacle
Hardwood double glazed dog box with cover
Front barge fender
Navigation lights (port, starboard, stern, anchor, steaming) & headlight
Basic mooring lines 14mm thick x 15m long
Flexiteek decking to upper stern deck & steps
Secondary helm position

ENGINE, GENERATOR & HEATING

Vetus 140hp engine with gearbox raw water cooled
Kabola pressure jet central heating boiler
75L calorifier
1kw immersion heater
Heating via radiators
7kVA soundproof enclosed marine generator
ROLLS AGM 2-volt cells in excess of 1150 a/hr (c20 rate)
VETUS AGM batteries for thrusters & engine start
3kw Mastervolt inverter/charger
3.5kw Mastervolt isolation transformer
Mastervolt battery monitoring system

Twin alternators 12v
160kgf hydraulic bow thruster
95kgf hydraulic stern thruster
Hydraulic anchor winch

WHEELHOUSE

Fixed steel wheelhouse
Lined with sapele
Removable table with drop down leaf converts into a double bed
Seating for 6 people
Access to engine room via passageway under wheelhouse

UPPER HELM

Hydraulic power steering
RPI (Rudder Position Indicator) + Depth Gauge
Engine panel & controls
Thruster controls
Simrad 7" chart plotter with basic mapping
Power steering

DASH

Simrad 7" chart plotter with basic mapping
Simrad VHF Radio DSC
RPI (Rudder Position Indicator) + Depth Gauge
Engine panel & controls
Thruster controls
Hydraulic power steering

GALLEY

Fitted with premium oak plywood
Shaker style hardwood oak doors
Composite work tops with waterfall edges
Stainless steel inset sink
Gas hob and oven with an extractor hood
Built in microwave
Vitrifrigo marine fridge freezer 12v
Slimline Dishwasher (Customer to supply)
Washer/dryer (Customer to supply)
Engineered wooden flooring
Central heating radiator

SALOON

Under floor storage/cellar
Engineered wooden flooring
Refleks 2000KT diesel stove
TV & Audio (Customer to supply)
Large central heating radiator

MASTER BEDROOM

Super king size bed
Cupboards and drawers to port and starboard
Full height wardrobe
Marine Aircon
TV point
Central heating radiator
Engineered wooden flooring or carpet (customer choice)

SECOND BEDROOM

King size bed
Full height wardrobe
Cupboards and drawers to port and starboard
Marine Aircon
TV point
Central heating radiator
Engineered wooden flooring or carpet (customer choice)

ENSUITE TO MASTER BEDROOM

760 x 760 shower enclosure
Thermostatic shower valve
Marine remote flush toilet
Heated towel radiator
Vanity unit with integrated basin & waterfall edging

ENSUITE TO SECOND BEDROOM

Walk in shower with glass screen
Thermostatic shower valve
Marine remote flush toilet
Heated towel radiator
Vanity unit with integrated basin & waterfall edging

DAY LOO

Day loo applicable to certain layouts only
Marine remote flush toilet
Heated towel radiator
Washbasin

*Price is subject to the year in which the barge is to be constructed and based on Piper's annual price list.

** Piper Boats reserve the right to alter the specification as required (E&OE).

*** Price quoted is excluding VAT.



BESPOKE INTERIOR DESIGNS

Each boat is unique,
with its own
characteristics and qualities



12C

MOTOR RIVER CRUISER

OVERALL LENGTH 11.98M

OVERALL BEAM 4.02M

AIR DRAFT 2.77M

DRAFT 0.92M

£286,000

INCLUDING VAT @ 20%



SPECIFICATION

HULL

Shipbuilding Quality Grade A steel plate according to EN10204/3.2LRS

Shipbuilding plate Blasted to SA 2.5 and primed by Dutch supplier

13mm keel bar

6mm hull up to decks

4mm superstructure

Plank effect hull

TANKAGE

650 ltrs fresh water tank with deck fitting for filling and level gauge

650 ltrs fuel tank with twin filler point and level gauge

215 ltrs black tank with deck fitting for pump out and level gauge

INSULATION

Thermal insulation to hull and superstructure

Sonitech 45mm sound insulation to engine compartment

EXTERIOR

Stainless steel guard rails

Stainless steel mooring cleats

Jotun specified marine paint system in 2 colours with antifouling to waterline

Aluminium anodes

Marine windows

Hardwood bifold doors to stern (double glazed with integrated blinds)

Sliding door to portside by helm

Webasto electric sliding sunroof

Cowl ventilators to coachroof

Navigation lights, port, starboard, stern and anchor/mast lights

Horn

Flexiteek to all decks

U-shaped seating to stern deck

Overhead lighting to stern deck

Marine rubbing strakes

Exterior hot/cold deck shower

ENGINE & HEATING

Beta marine 85T engine with TMC 345 gearbox

Engine panel and controls

Mastervolt 130 amp 12v alternator

6 of Rolls S2-1275 AGM batteries

Victron Multiplus 12/3000/120 inverter charger

Victron Isolation transformer with 16a shorepower

Victron remote battery monitor

1200w Panasonic PV panels with Victron solar regulators

7.5 hp bow and stern thrusters

Electric anchor winch with 50m chain and 15kg anchor

Webasto hydronic heater with a combination of radiators and heater blower

65 ltr calorifier twin coil with 1kw immersion heater

SALOON

Large fixed L shape seating converts to additional guest bed

Table on pedestal that can also be used in the stern deck seating area

GALLEY

Dometic 3 burner LPG hob

Dometic 30 ltr oven with grill LPG

Vitrifrigo 130ltr stainless steel refrigerator

Vitrifrigo 65ltr wine cooler

LG composite worktops

Reginox stainless steel sink with Bristan monoblock tap

HELM

Simrad 7" chartplotter

Simrad VHF radio

Engine throttle and bow thruster controls

Twin helm seating

Door to port to ease single handed cruising

MASTER BEDROOM

Double bed

Cupboards and drawers to port and starboard

Full height wardrobe

Radiator

GUEST BEDROOM

Bunk beds

Wardrobe

Drawer unit

SHOWER ROOM

Large shower enclosure

Vanity unit

Marine toilet

Access from passageway and master bedroom

*1 Bedroom version also available, features L shaped galley fitted in replacement of the guest bedroom

** Piper Boats reserve the right to alter the specification as required (E&OE)



THE CUSTOMISATION OF YOUR DUTCH BARGE

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.

Layout Redesign – Custom configuration of galley units & components	£700
<ul style="list-style-type: none"> Design changes resulting from request for different positions for galley components e.g. Fridge/oven Increasing the size of the galley or changing the position/size of cupboards/drawer units 	
Layout Redesign – Changes to bathroom/cabin/saloon layout	£1,500-5,000
<ul style="list-style-type: none"> Price dependent on the quantity of bespoke design required. Bespoke requests might include: <ul style="list-style-type: none"> Repositioning of bulkheads Design of bespoke units and fixtures Inclusion of new components New layouts for ensuite/dayloo/saloon/front cabin 	
Engine upgrade (upgrade from Beta 105 to Beta 115)	£1,100
Engine upgrade (upgrade to VETUS VD.140 from Beta engine)	£7,500
18" portholes instead of 15" portholes	£600
400w Solar Panel fitout (4 x 100w semi flexible solar panels and solar regulator)	£2,000
800w Solar Panel fitout (8 x 100w semi flexible solar panels and solar regulator)	£3,500
Synthetic marine teak decking to fit the external side decks	Price available
Dependent on boat length (stern deck synthetic marine teak decking is included in the boat price)	
Hydraulic fitout (including hydraulic tank, valves, thrusters, steering, winch)	£12,000
Water filter taps in galley	£230ea
Upgrade to 7kW generator	£900
Upgrade of alternator to Mastervolt 90a alternator	£1,350
Upgrade of alternator to Mastervolt 130a alternator	£1,650
Remote control for bow/stern thruster	£400
Upgrade chartplotter from 7" screen to 9" screen	£350
Upgrade of VHF radio to include AIS receiver capability	£350
Installation of Oyster 85cm Twin LNB Auto Skew Automatic Satellite System	£3,050
Installation of autopilot navigation equipment	£2,600
Installation of another air conditioning system into rear cabin/saloon (6000 BTU)	£3,000
Installation of another air conditioning system into rear cabin/saloon (12000 BTU)	£4,000
Coppercoat antifouling (price dependent on length of boat)	£2,200 - £2,700
Black painted antifouling (price dependent on length of boat)	£1,400 - £1,700
Venetian blinds in wheelhouse (roman blinds included in front cabin)	£900
Strip paint job similar to Jacobs Creek/Thames Dipper/Axiom	£1,000
Colour painting of D-bar on cabin side and wheelhouse roof	£500
Solid handrailing around side decks of boat in stainless steel tube	£4,000

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 a 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:

EXAMPLE PRICE:	£350,000
Deposit:	£5,000
Start of steelwork:	£50,000
Completion of steelwork:	£60,000
Completion of line out & installation of bulkheads:	£65,000
Substantial completion of fit out:	£65,000
Completion of build prior to delivery:	£100,000
Completion of trial stay at Piper Boats yard:	£5,000

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 place of habitation are 'qualifying ships' and 'eligible for Zero-rating' for VAT. This means that the boat can be supplied with VAT charged at 0% (T0).

Our boats can be used in the EU; a non-EU flagged boat can remain continuously in the EU itself for up to 18 months without paying VAT and each time you leave the EU that 18-month clock re-starts.

Also, this eighteen month period may be extended for up to 24 months for the time during which the boat is not used as per the EU Customs Code. These rules are the same which have been applied to non UK residents such as the USA and Australia in the past.

If there is a requirement for more permanent importation, VAT can be paid on the boat in the EU on its current value (20%) so that the boat gains status as "VAT-paid". We are awaiting confirmation that this tax can be reclaimed if the boat is then exported back to the UK, at which point the applicable amount of VAT for the UK must be accounted for (0%).



OWNERS ARTICLE - VITRUVIUS

How Vitruvius Came to Be

Stepping back in time; we have always been boating people, often owning several boats at the same time. Before we met Robert had done some hard-core offshore sailing in Michigan and the Caribbean and had actually built a 38' sail boat from scratch. Since 2012 we have spent each spring and fall cruising on the canals of Holland, Belgium, and France. Prior to that we had almost 3 years in the Mediterranean on a Beneteau Swift Trawler. One might consider us to be a bit obsessive when it comes to boats, as we currently own a small trawler, a vintage 33' mahogany IOD race boat, both on San Francisco Bay, as well as, our beloved 11-meter Dutch Barge, "Amico". If you are interested, here is a link to a blog about our 1st trip with Amico from Holland to France, circa 2012: <https://pamgarant.blogspot.com/>

We, Robert and Pamala Garant are now in our 70's and had been talking about a larger, more comfortable boat for several years which might constitute our retirement home. We are both suckers for beautiful, traditional style boats and loved the idea of a new Dutch barge replica, not wanting the maintenance of an ancient barge. We had checked out a few builders but found issues with their work and/or their reputation.

In Auxerre, I met a lovely lady named Cindy from our neighbouring hometown of Napa, California. She was quite gracious and allowed me to tour her Piper 49m named "Emily". I knew I wanted one. People say what a generous wife I am "allowing" my husband to buy so many boats but actually, I am the boat hoarder. Robert is always quick to agree.

In September 2019, we took a trip to see "Piper Boats Limited" annual boat show in Henley, UK. Piper owners graciously opened their boats for people to tour and talk

about their experiences and design choices. We wrote a contract to build our "dream boat" that day. We spent the following day making quick design decisions with Joe at the Piper Boats location in Biddulph, UK then back to France to pack up our old boat for winter and head back to our home in Sonoma, California.

Our winter was spent concluding Robert's engineering business and divesting of most of our worldly goods. Once those things were gone, it was hard to remember why we had to have so much "stuff".



CONCEPT



REALITY

Over the next months, we periodically received progress updates about our 49M and our excitement mounted. We packed and shipped some personal things, purchased our mattress, dishwasher and washer/dryer from Amazon and shipped such directly to Piper. Spring finally arrived, we landed in Paris on March 13, 2020, and headed to Auxerre, France to recover from jetlag.

News reports about COVID started to sound alarming so we decided to head on to Britain earlier than planned on March 16. We learned France had closed its borders while we were in the air, so we just barely got out in time to avoid being locked down in France.

The morning of March 17, we met our dream boat, Vitruvius, with the expectation of spending the weekend on her, checking things out, then being transported to the river a couple of days later. The world quickly changed in those next few days, not just for us but for multitudes of people due to COVID 19 lockdowns. My plan to collect household goods slowly and carefully was replaced with 1 big shopping trip to Ikea the day before they closed. Their housewares are serviceable and will do for now. The following day we chose groceries from the few remaining things left on the shelves, which did not include toilet paper. Andrea Piper was gracious to share with us. (A friend in need is a friend indeed)

Our weekend in the parking lot turned into a 3-month stay because of the COVID lockdown. An industrial park parking lot.

It is a peculiar place to live but we counted our blessings and enjoyed our cosy new boat/ home. We did have one opportunity to be transported to the river, but the marinas were closed, and we certainly did not want to be floating on an unfamiliar river without services



for an undetermined length of time. Gratefully, Piper agreed to keep us on. Robert did occasionally survey the parking lot, looking for a way to the water but for the most part, we were content.

We were incredibly pleased to finally have neighbours arrive to live on their boat during the last few weeks. How civilized to enjoy cocktails and conversation on our respective, and socially distanced aft decks. We will forever consider Tracey and Antony of Axiom our lovely friends and "littermates".



So, we lived in a boat, in a parking lot from March until June. Vitruvius finally got her belly wet on June 10th, 3 months later than was planned. We will forever be grateful to Piper Boats for hosting us in their parking lot. We have enormous praise for both the quality of our boat's finishes and Piper's responsiveness in completing our small checklist.

Piper Boats Limited has exceeded our expectations. A huge thank you to Simon, Andrea, Nick, Joe, Josh, Vinnie and all the Piper staff. We enjoyed having a ready-made family of other Piper Boat People who have been both informative and supportive. What a helpful, fun and clever group Piper People are! We anxiously await the end to this COVID problem so we can be on our way again and meet more Piper People in person.



OWNERS ARTICLE - AXIOM

"If you can dream it, you can do it (or you can with the help of Piper Boats!)"

About us...

We are Antony & Tracey Tennet, we have been boating on and off for many years on the sea...

We are heading to the time of life that we all spend our whole lives working towards, retirement and dreaming of adventure...

We had bought the house of our dreams and that had given us the confidence to test ourselves further, we felt we had many years left 'on the clock' and so we decided we needed another adventure...

Then Brexit came, should we carry on... course we should!

Why a Piper...

There were many ways to achieve our dream: buy a second-hand boat or find the right manufacturer and work with them, we chose the latter and after many months of careful research the no brainer choice was to work with Piper Boats! The reasons for this are:

- Product – well designed, well finished, they look "just right"
- Team – Friendly, helpful and knowledgeable, right the way through the workforce, passionate about what they build
- Design – Flexible, accommodating, elegant
- Support – Not just with the boat, but with the situation's life throws at you, more of that later!

Not only that, but there is also the 'Piper Family' the community of owners who are so helpful, supportive, friendly and great ambassadors for the Piper product.

Specification....

Then you get to the exciting bit, which boat design, what are you intending to do, how do you want to use your boat... as the famous advert says, the possibilities are endless!! This is where the internet, Pipers, the Piper Family and the Henley event really come into their own...





We read (for we, read Antony) countless owners articles and blogs to gain ideas and information. Particular call out to Verne and Roy, the articles of their life on their Piper barge Karanja were just what we were imagining for ourselves (if you haven't read Verne's blog, we highly recommend it!!)

We thought long and hard about how we were going to use our boat, what she needed to do for us, and after going onto Marian and Paul Griffiths' boat El Pero Negro at Henley in 2018, we decided a 60M was the girl for us!

Then there are the insides, the outsides, what mechanics (I leave that bit to Ant, I am more interested in cushions!)

Axiom is a fabulous blend of our previous boats (Avanti, Odessa and Marchwind) along with the inspiration, shared learnings and advice from so many of the Piper Family, including the aforementioned Paul and Marian on El Pero Negro, Jan & Angus on Jangus, Claire & Jeremy on Happy Chance, Paul and Julie on Pickled Pepper, Peter & Karen on Joie de Vivre, Martin & Nicola on Anticus, James and Julie on Mimosa, David on Steel Away, Shaun and Tracy on Ascension, Roy and Verne of Karanja and so, so many more!! Obviously this list also includes the team at Piper boats, especially Joe, Tom and Simon... One piece of advice we would pass on... if you get a challenge from Pipers, listen and think again, they are not being difficult, they just know how to build boats, it's what they do!

Antony spent a day and a half with Joe, going through our specification choices and exploring the art of the possible, it was a great time investment...

Build Process...

Following the time with Joe, the only times we went up to Pipers was simply to satisfy our own curiosity... our most memorable trip was in December 2019 when

Nick (despite a sore knee) was very keen to get us into the workshop... when we got there she had been given a new name... (Simon, inspired by the infamous white jacket from Henley!!) cheeky!

In March we went to stay for our weekend in the carpark... (little did we know that would be a taster of life to come!) Despite having seen her on a couple of occasions during the build we were blown away when we stepped aboard to realise that exactly what we had discussed, planned and dreamt of had actually become a reality... we were so happy!

Moving on day.... Not what you would think....

So May the 5th dawned, we loaded our van and headed towards... No, not the Thames... Piper's yard!! This is where Covid-19 messed up the schedule (as it has for so many of us). We moved on to our Axiom in Piper's yard and over the coming month became good friends with our neighbours Pamela and Robert Garant on Vitruvius (who were in the yard a lot longer than us!) We had 'socially distanced' drinks together on many occasions elegantly positioned on our respective aft decks!

Then came the day, Vitruvius first and then Axiom the following day... we were moving, heading off for our respective launch days at Thames and Kennet... floating at last... our adventure begins..... Thanks to Pipers!

If you are reading this and wondering if you should go ahead... don't think twice, if Brexit and Covid-19 have taught us anything... life is too short!! Do it! Piper's don't have to be pipe dreams!!



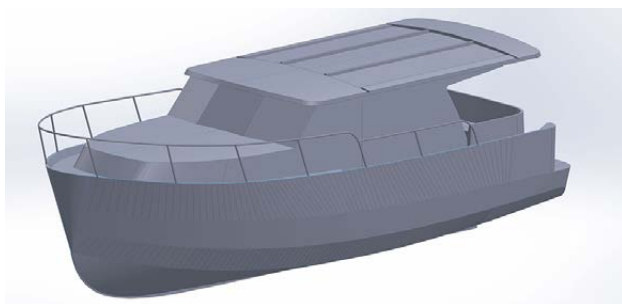
12C — MOTOR RIVER CRUISER

PIPER BOATS IS PLEASED TO ANNOUNCE THE COMPLETION AND LAUNCH OF OUR FIRST RIVER CRUISER, THE 12C.

It is a 12 metre river cruiser with an overall design by Andrew Wolstenholme. This version features a double master cabin and side cabin with twin bunks – with a jack and jill bathroom to provide day-loo and ensuite. There is an open-plan saloon and galley in the wheelhouse, with bifold doors opening onto a spacious stern deck and seating area. There are also designs for a single cabin version with a larger saloon and galley downstairs in the main cabin.

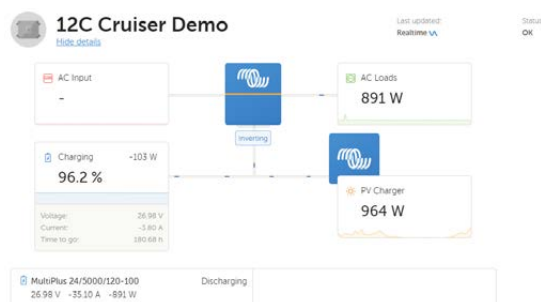
The conception of our 12C started with Simon sitting on the stern deck of his Dutch barge in 2019, realising that Harleyford Marina was already at capacity for mooring space for the larger boats and there was a gap in the market for something more compact. It was time to bring the lessons we'd learned in fifty years of boat building into the cruiser market – we wanted a compact boat but it still needed to offer the space and well thought out design to make it suitable for long-term adventures! There is a perfect balance to be found to create a liveable space for the owner and a couple of guests to share a weekend together – having all the modern conveniences we're all used to on a modern boat. Now we have something in our range which slides in alongside our continuing Dutch barge production.

We commissioned Andrew Wolstenholme, famed for his work with Hardy, Broom, and Cockwell, to start work on our new design in Autumn 2019. Together with Simon, he produced the steelwork architect's drawings in early 2020. There was still a lot of work to do to complete the engineering and detailed steelwork design, no easy feat whilst also maintaining Dutch barge creations.



Initial concept design from Andrew Wolstenholme

Our first idea was that this was the perfect boat to move forward with an all-electric drive or diesel-electric hybrid system on. Hence the considerable array of solar panels on the roof – a whopping 1225W of solar! We attended various shows across the UK and Europe to understand the best technology that the market could offer. Electric marine propulsion is still a developing market and we didn't quite get the confidence in the product we needed to take the plunge. We decided to fit a standard diesel engine but we do have future plans to go all-electric or hybrid with a range extender. Watch this space for more on Piper Electric Drive!



Solar panels putting in the work, running immersion heater with ease!

The first steelwork plates were cut on our plasma machine in March 2020. As we learned, 2020 was a challenging time to start manufacturing a boat with Covid and Brexit forming a perfect storm! That said, we finished the steelwork shell that April.



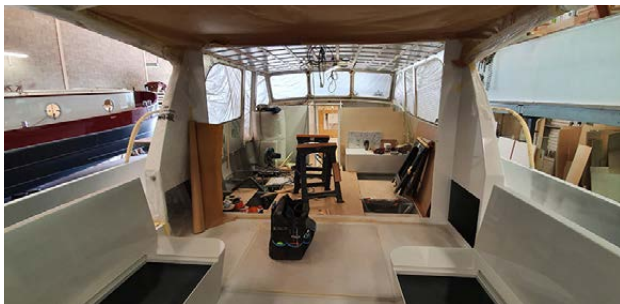
The pre-covid 12C, in our workshop – Biddulph, Staffordshire.

Whilst we were continuing the engineering and interior design, we, unfortunately, had to shut our workshop due to covid restrictions. Work stopped on the cruiser!



Thankfully no one from Piper Boats suffered from covid but it was still June before we started to get back to work installing the fuel and water tanks, the plumbing, and first fix wiring.

We made good progress throughout the summer and soon had the front cabin fitted out. We were pleased with the early interest in the boat and we started publicising our new creation which was due to be launched at our Henley 2020 show in September.



Interior fit-out work continues aboard the 12C

That was just before the second wave of covid started to creep in and the wretched decision was made to cancel the show. Another roadblock to overcome, but it did not stop there! Brexit was fast approaching. And with that came an increase in Dutch barge orders to be delivered on the continent before the dreaded 31st December 2020 transition date. The workshop converted to only building anything which needed to be in France that year. At least it gave us time to complete our designs for the saloon and galley in the wheelhouse!

Cut to March 2021 and the nation was just about recovering. Mr. Johnson was starting to allow us to get back to normal and we could finally finish what we had started almost a year ago! It had been a bumpy ride but it was great to see everything starting to come together and final bits of construction being completed.

We finally finished the boat in May 2021, almost 16 months after we first started our detailed engineering



designs. It had been a labour of love throughout a challenging time for the whole country. It has also been a learning curve for the staff at Piper Boats, this boat being a different animal than our normal Dutch barge production. Now was the time for celebration though, as we were ready to launch the boat on the Thames.



12C en route South!

Simon and our engineering team were on hand in June 2021 when the boat was launched and began the process of final commissioning the boat. A week on the Thames followed – plenty of time to catch up with some Piper Boats Owners and to show off the newest member of the Piper Boats range. It was fantastic to finally be able to demo the finished product and we are very proud of what we have built. We are pleased to be able to offer a British-made cruiser for use on the Thames and we believe it is a fantastic addition to the range of boats you will see on the river.

We can't wait to start building the next one and it will certainly be a bit easier than during 2020! We will start production of the 1 bedroom version later this year. More information on the 12C, including specifications and photos, will soon be available on our website.

If you are interested in owning your own Piper 12C on the Thames, we are working with Boat Showrooms as our agent. You can find information on their website at: <https://www.boatshowrooms.com/new-boats/piper-12c-cruiser/>

For European sales, contact sales@piperboats.com

SALON FLUVIAL

ST-JEAN-DE-LOSNE 2022

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 Français! 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!

We are often in France as Piper Boats maintain a small headquarters in the town. In fact, we are also having a small get together in St Jean De Losne next weekend on the 25th and 26th September – it will be good to see some of our European friends there!



PIPER BOATS
—
SALON FLUVIAL
—
LATE APRIL 2022

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.

To register for this event and make an appointment, please call us on
00 44 (0) 1782 510 610
or email - sales@piperboats.com

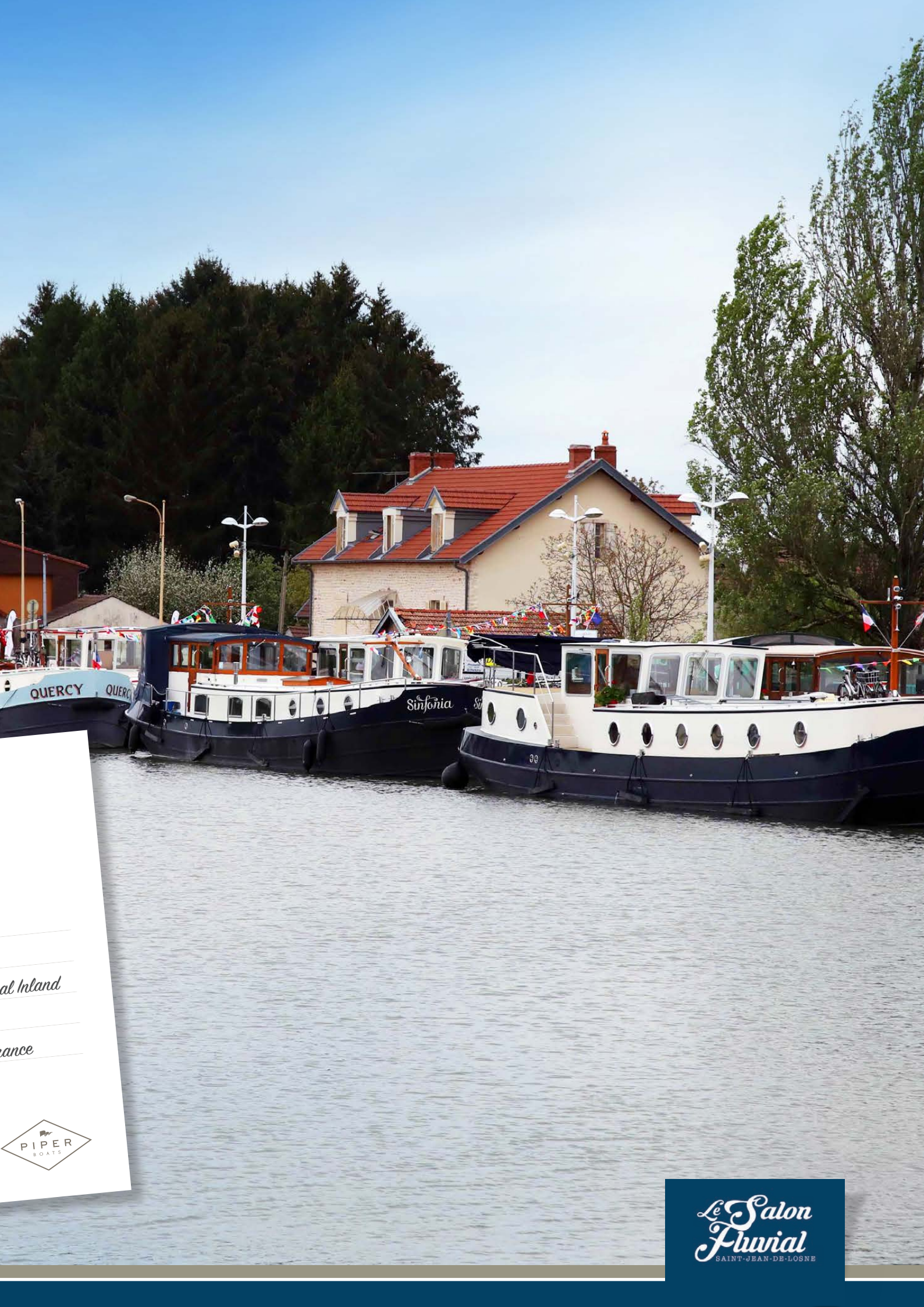
Save the Date

Late April 2022

Salon Fluvial International

Waterways Boat Show

Saint-Jean-de-Losne, France



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SAINT-JEAN-DE-LOSNE



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