

PIPER "C" TYPE

A FAST TWO BERTH RACING CRUISER

DESIGNED BY DAVID BOYD

The introduction of the Piper class this year demonstrated a hull of well above average performance. Sailing against many established classes, this new design by David Boyd showed a clean pair of heels to racing craft of considerably greater water line length than itself.

However, the standard Piper is a pure and simple day racing boat and from the outset, enquiries came in from men who like to combine a spot of cruising with their racing, men who want to live aboard through their weekend racing and from family men who want that extra bit of shelter.

Out of these requirements came the 'C' type Piper, 'C' stands for cabin and it is an alternative version of the same boat, and not a development of it. This point has been maintained meticulously throughout the design stage. The 'C' type Piper is strictly to the same one design rule as the standard boat. Mast, boom and rigging are identical, so is the sail wardrobe, keel weight is the same, and by careful design work, even the displacement will be within a few pounds.

The cockpit layout is simple yet efficient. There is adequate shelter for the crew, with winches carefully placed for easy operation. The bridge deck is invaluable for rapid access to deck level. Through the aft deck an outboard motor well is positioned. When not in use the lower end of the well is blanked off, presenting a smooth under water surface. The outboard motor itself stows away in its own locker also under the aft deck.

Due to the fine hull lines, not a great deal of power is required, a 4 h.p. unit, weighing only 33 lbs. being adequate under normal conditions.

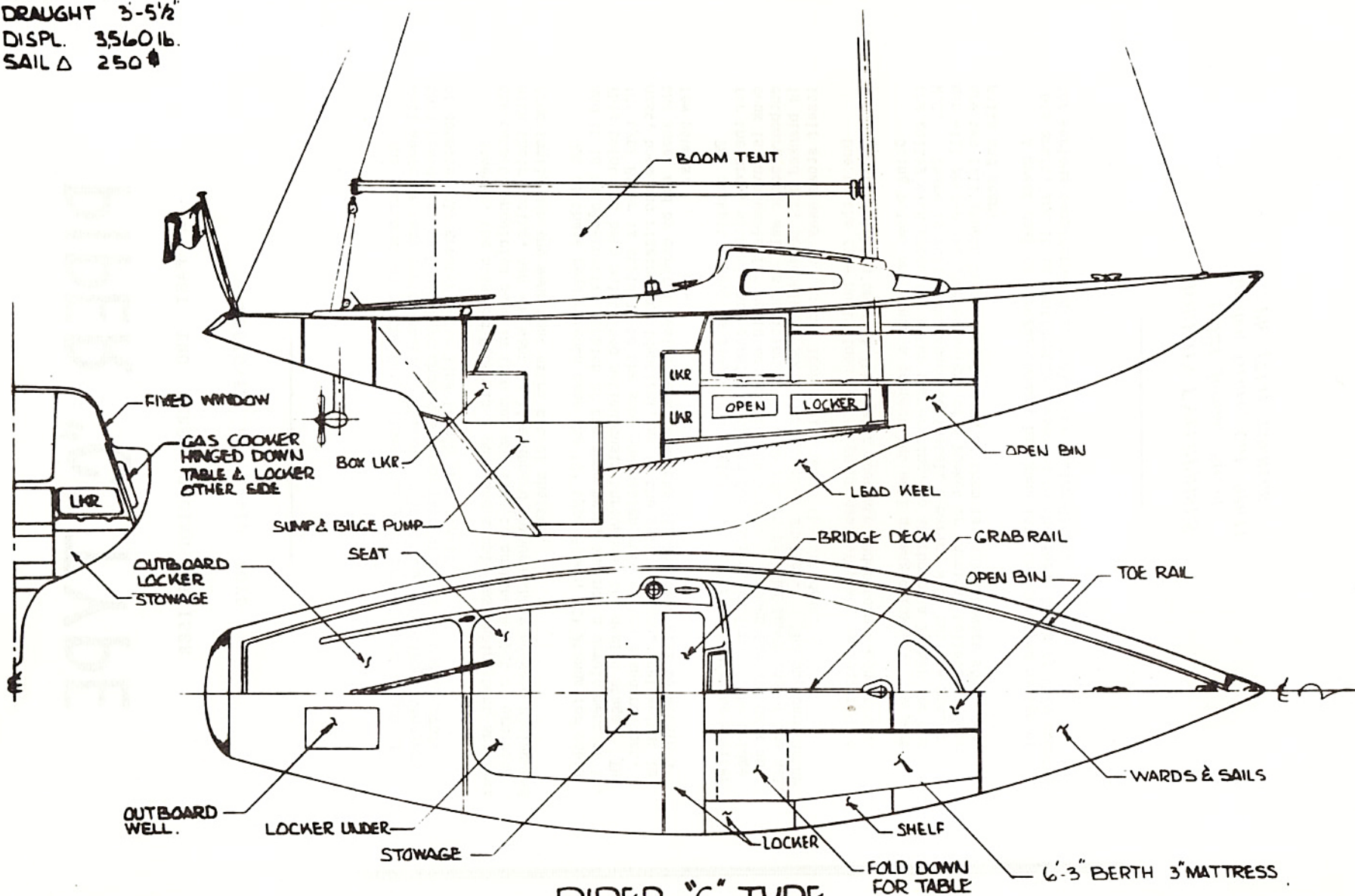
Going below, one finds a compact but well arranged layout. To port the galley with space for a two burner ring, to starboard a locker for the W.C. There is sufficient space to install a marine W.C. but the racing man will prefer the lighter weight of a bucket or chemical toilet. There are two full length berths and forward of them is ample stowage space for sails and gear.

A great deal of careful thought has gone into the detailed design of this craft, and it is confidently presented to the Yacht Clubs of this country for serious consideration as a club One Design Class.

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L.O.A. 24'-0 1/2"
 BEAM 6'-3"
 L.W.L. 16'-3"
 DRAUGHT 3'-5 1/2"
 DISPL. 3,560 lb.
 SAIL Δ 250 #



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