



PIPER ONE-DESIGN — This sleek little 24-footer made of the best components of the entire British marine industry has made its appearance in the Southland. A cruising model which weighs virtually

the same as the standard one shown here, and thus can be competitively raced, will probably create the most excitement among the majority of today's boat buyers.

Piper Is Thoroughbred, For Racing Or Cruising

By FRED MILLER
Register Boating Editor

The Piper One-Design appears to be one of the finest small boats to come to the South Coast — especially from Britain.

At a time when there is Soling Shields and other similar class boats burgeoning in Southland pleasure ports, a first impression of Piper has been, "Gee, no matter how good a boat it is, who needs it. . . . now?" Who knows?

First, it is considerably prettier than Soling or Shields, being more or less a scaled-down 12-meter with proportionately a little more beam. And, it sails right along with Soling in light air and heaviest winds, though not in the medium conditions.

It is a very stiff little boat, nice handling even with spinnaker up before 25-30 knots in a big following sea, and is remarkably close-winded when going to windward.

Tom McRorie of Autonetics in Anaheim discovered this little 24-ft. boat in Scotland while working there for his company as field engineer.

It was designed by David Boyd, Britain's best naval architect who has designed all of his country's America's Cup challengers since the series was renewed in 12-meters.

The basic hull is built by Halmatic, unquestionably Britain's best fiberglass builder, although the assembly and finishing is done elsewhere. The boat is sold no other way but absolutely complete, which would make it unique

in the marine industry across the globe but for the fact Hobie cats are also sold that way.

The sails are by Ratsey and Laphorn of Cowes, the world's oldest yacht sail loft. At the same stage of completion, namely, absolutely complete down to paddle and life preservers, it is no surprise that it costs 5-7 the price of Soling and nearly one-half that of Shields or a Dragon.

Piper doesn't plane, simply because it wasn't designed to. It surfs down waves as nicely as any conventional keel boat can, it isn't at all "squirrely" (hard to control) downwind like almost any meter boats are from the 5.5 on up. Up-

wind, as was found in last weekend's heavy weather off Long Beach, Piper takes the nastiest chop or the biggest groundswell with noticeable ease and impunity and gives one a distinctive feel of safety no matter how rough the conditions get.

Piper is a thoroughbred, aristocratic little boat which seems to be the answer for those who demand good class racing in a quality boat at a controlled cost.

But, for those not interested in racing, Piper has two things of interest for the overnight cruising man. First, there is a provision for a boom tent. But, more important, there is a "C" type Piper, which is simply a standard hull with a different deck having a small cabin and an outboard well in the afterdeck.

Below deck there are two full length berths, a galley with space for a two burner stove and a locker for the W.C.

Through careful effort, the "C" type Piper weighs within a few pounds of the standard boat and is thus a true racer-cruiser.

McRorie is justifiably enthusiastic about this fine little boat and would like to see it become as popular in Southland waters as it is in the British Isles and North Sea area.

Piper will be part of the British trade mission display at the SCMA sailboat show starting today at the Long Beach Arena.

Who needs the Piper? No telling how many!

PIPER

PRICE \$5995. PLUS SALES TAX INCLUDES

YACHT, FULLY RACE EQUIPED WITH:

1. DACRON RACING SAILS BY JECKELLS, INCLUDING
MAIN, WORKING JIB, GENOA AND SPINNAKER
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PIPER

HORIZON ENTERPRISES, 12421 Jerome Street, Garden Grove, California 92641
ALEXANDER ROBERTSON & SONS, Sandbank, Argyll, Scotland

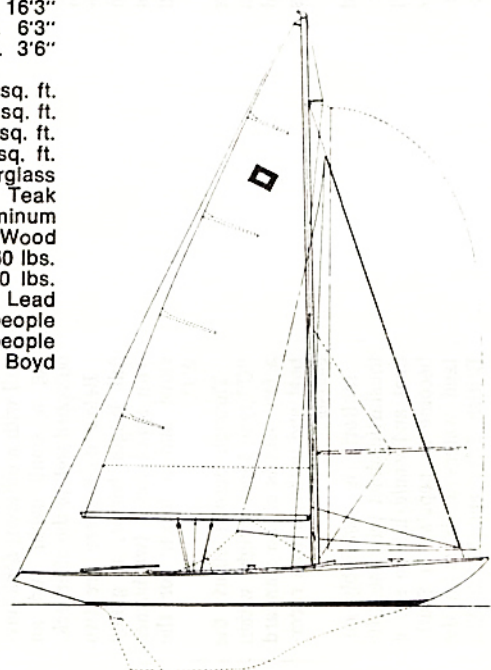
Ph. (714) 539-8168

This sleek 24-foot keel yacht is designed to have the characteristics of the international meter classes for which her designer is famous. She is made of the finest components and

constructed to Lloyd's requirements. *Piper* performs well in both heavy and light weather. This fine yacht is delivered fully race equipped with many extras and in your choice of colors. A two berth cruising version is also available.



L.O.A. 24'5"
L.W.L. 16'3"
Beam 6'3"
Draft 3'6"
Sail Area
Mn 150 sq. ft.
Genoa 112 sq. ft.
Jib 70 sq. ft.
Spinnaker .. 325 sq. ft.
Hull Fiberglass
Trim Teak
Mast Aluminum
Boom Wood
Displacement . 3560 lbs.
Ballast 2100 lbs.
Material Lead
Racing Crew .. 3 people
Crew Cap. ... 6 people
Designer .. David Boyd



British Boat Ideal for New Race Class

By **ALMON LOCKABEY**

Boating Editor

As a general rule, this reporter isn't one who feels the need or desire to test sail new boats that come on the market.

We prefer to leave that to the so-called experts and report the results.

But there comes a time when one sees a boat of such beauty of lines and construction that the desire is strong to get one's hands on the tiller.

SUCH A BOAT was the Piper Day Sailor that we saw in a recent boat show.

The young man in charge of the exhibit enthusiastically explained that the sleek day-sailer was designed by David Boyd, the famed naval architect who designed all of Great Britain's 12-meter challengers for the America's Cup plus a goodly number of 6 and 5.5 meters. The boat was manufactured by Halmatic of England.

"Would y'all like to sail her sometime?" asked Tom McCrorie in an Arkansas drawl that belied his connection with the British product.

We all would, we assured him, harking back to our native Texan drawl. But the opportunity did not come until several months and numerous phone calls later.

Our first sail in the Piper was on a breezy day last winter. We really didn't know how breezy until we poked the Piper's bow out into the North Lido Channel where the westerly whistled up to better than 20 knots, compared to the 15 in the South Lido Channel where the boat was berthed.

it wasn't long until we were both soaking wet. Tom had wisely chosen to hang up the working jib rather than the genoa.

We took the boat up the channel on the wind with a full main. The boat was remarkably stiff — no weather helm. It was in the beat back up the south channel, short tacking all the way, that the boat showed her great stability and smooth handling.

"You reckon you'd like to try it again when the weather is a little calmer?" asked Tom, half apologizing for the wind.

We reckoned we would.

The second test sail in the sleek 24-footer was in a mild 8-10 knot breeze. This time we used the genoa and readied the spinnaker for some down wind work.

THE 3,560 POUND boat accelerated well in the light airs and was very close-winded. Again, the ease of handling was something to write home about. Look, ma, fingertip control.

We kept our eyes peeled for boats of comparable size to "brush" with. Our chance came with a Shields-30 and the little Piper easily held her own.

Just what is the Piper? Her vital statistics read like this: 24 ft. 5 in. overall, 16 ft. 3 in. waterline, 6 ft. 3 in. beam, 3 ft. 6 in. draft; sail area 150 square feet in the main, 112 feet in the genny and 70 feet in the jib. The spinnaker measures 325 square feet.

The trim hull is of fiberglass with teak trim. Mast is aluminum with wood boom.

For day sailing she will handle six persons with ease — racing would require a skipper and crew of two.

AND THE PRICE? McCrorie, who is West Coast distributor of the boat under the firm name of Horizon Enterprises, says he can deliver one for **\$5,990**, including sails and equipped for racing.

McCrorie discovered the boat when he was in the service in Scotland. His aim is to get enough of them in this area to form a racing class.

In this reporter's opinion, she would make a great one-design racing class, comparable to such modern classes as the Soling, Shields and others of that type. It might even be a good switch

for Rhodes-33 and PC sailors looking for a chance to get out of those dying classes.

After sailing her in heavy and light weather, we agree with the designer.

"This is not just another boat. Our intent was to reproduce in her the endearing characteristics of the international meter classes which have given such exhilarating sailing and excellent racing."

Make no mistakes. The Piper is unlike other high performance boats such as Ian Proctor's Tempest — the latest entry in the Olympic group. The Piper will not plane. She wasn't designed to plane.

BUT SHE WILL never be dull to sail. She has more sail area than the Olympic Dragon and has the beam weight to carry it.

Besides the day-sailer, there is a new Piper C on the market with a small cuddy designed for the sailor who likes to get in a little offshore work in reasonable comfort.

So if you are looking for a new "yacht", we'd suggest getting in touch with Tom McCrorie at Horizon Enterprises, 12421 Jerome St., Garden Grove. You can call him at (714) 539-8168.

He just might give y'all a ride in a great little boat.



NEW DAY SAILER — The British designed and built 24-foot Piper proved easy to handle in heavy and light airs in Newport Harbor. The sleek fiberglass yacht is imported here by Tom McCrorie of Horizon Enterprises, Garden Grove.

DAILY PILOT

★ ★ ★ 10¢ ★ ★ ★

WEDNESDAY AFTERNOON, JULY 1, 1964

PIPER

We make no excuses in presenting this new design when there are already so many classes in existence.

This is not just another boat. She is the work of one of Britain's leading yacht designers, David Boyd of International 12 metre, 6 metre and 5.5 metre fame, and is his idea of a small keel boat which a crew can sail "in" rather than "on". The designer's intention has been to reproduce in her the endearing characteristics of the International Metre Classes which, in the past, have given such exhilarating sailing and excellent racing.

In this respect the concept of the Piper is entirely different from Ian Proctor's brilliant "Tempest". "Piper" will not plane, but she will not be dull to sail, for she has more sail area than a "Dragon" and has the beam and the weight in her keel to carry it. She is for the man who rejoices in the "feel" and perfect manners of a thoroughbred yacht.

Those who sailed her soon found that she had an almost incredible ability to windward for a boat of her size, her large sail area coupled with generous beam and displacement giving her tremendous power. Thanks to her sea-kindly lines she did not slam like a Dragon in a seaway; she was stiff and surprisingly dry, and at no time was it found necessary to sit her out. With reefed main and working jib she gave a splendid display in a genuine Force 8. In light airs she could "ghost" in an uncanny manner, and she soon earned a reputation for being a "very slippery wee boat" in all weathers. During her first season she won a large number of prizes in spite of a handicap, which was gradually whittled down as her successes increased.

Although the ability to outsail many of her larger rivals is naturally very satisfying to us, in our development of the boat we have constantly reminded ourselves that the primary object of the "Piper" class is to give good class racing in quality boats at controlled cost, and we have, therefore, excluded fittings which add expense and contribute little to performance. In the class rules we have eliminated running backstays - although we know that a "Piper" would be slightly faster with them, we have proved that the class does not need them, and the crews union support this move! We are satisfied that the boat is equipped with carefully selected fittings which are sited to make crewing a pleasure; there is enough interesting equipment to keep the expert engrossed, while the novice will not be bewildered.

All racing boats have days off duty, and "Piper" will also answer the need for a safe day boat, with her cockpit large enough to accommodate the family in security. With the provisions of a boom tent, cruising will be within her capabilities.

We are delighted with this new yacht, designed free from all rule restrictions, and are pleasantly embarrassed by the enthusiasm that has greeted her arrival. Enquiries are being received from home and abroad. In fact, it was a Frenchman who gave us the word which we think aptly describes her - "Aristocratique".

HORIZON ENTERPRISES
12421 Jerome Street
Garden Grove, Cal. 92641
Ph. (714) 539-8168



The 24' PIPER is a thoroughbred which provides the best in racing and cruising.

Sea Trial...

THE 24' PIPER ONE DESIGN

by PETE EUNSON

Personally I sail a 28' ketch but I can like and admire a smart racing craft. I found the Piper One-Design to be one of the most appealing boats on the West Coast today. Not only do I admire her smart appearance but her sailing quality as well.

The 24' *Piper*, from the drawing board of Stephen Boyd, Britain's top twelve-meter designer, far exceeds the expected performance of a boat

that's only 13'6" on the water. *Piper* is very close winded going to weather and is capable of going through moderate chop with very little strain. I found that on a spinnaker run she is very stiff and easy to handle in a following sea. She will surf quite easily.

The boat has a very roomy and comfortable cockpit, which is more than adequate for the prescribed

three man crew. Although the *Piper* is an open boat she is remarkably dry.

Piper's standard equipment is of the highest quality. Halamatic, Britain's finest fiberglass builder, manufactures her hull. She has an aluminum mast by Ian Proctor and sails are provided by Ratsey and Lapthorn of Cowes, the world's oldest yacht sail loft. The boat is delivered on the West Coast fully race equipped.

Very strict class rules make it possible to race the *Piper* competitively without depleting one's bank account. These rules were formed to maintain uniformity in the entire rig, and so doing, reduce expenses. Sail replacement is also controlled.

There is yet another development on this hull which the builder calls the "C" type. The "C" type is for those who want to cruise as well as race. A small cabin has been added with two full length berths below, a galley with space for a 2-burner stove, and a locker for the head. With careful planning the "C" type remains within a few pounds of the one design version thus providing the best of both worlds.

All-in-all, I feel, the *Piper* provides something for everyone. She is truly a fine boat and would make any skipper proud.



IRISH YACHTING & MOTORBOATING

Some Comments

Dr. Jimmy Mooney, Irish Olympic helmsman and twice winner of the Edinburgh Cup for Dragons, test sailed the *Piper Sanderling* and had this to say:

"The only occasion I sailed *Sanderling* was in a Saturday D.B.S.C. Class II race with the wind force 4 gusting 5. I found her to be a rather typical, highly-bred, shapely boat, the type we have come to expect from the Clyde area where, thank goodness, beauty can still be most successfully combined with performance.

For a 16ft. 3in. L.W.L. boat she far exceeded my expectations as regards performance, beating rather easily the whole of the D.B.S.C. Class II fleet for which she was not eligible as she was not over the required 20ft. L.W.L. We carried the full mainsail and genoa and on the wind were spilling nearly the whole mainsail at times, yet throughout she behaved and balanced beautifully and was a joy to sail and seemingly easy on the crew.

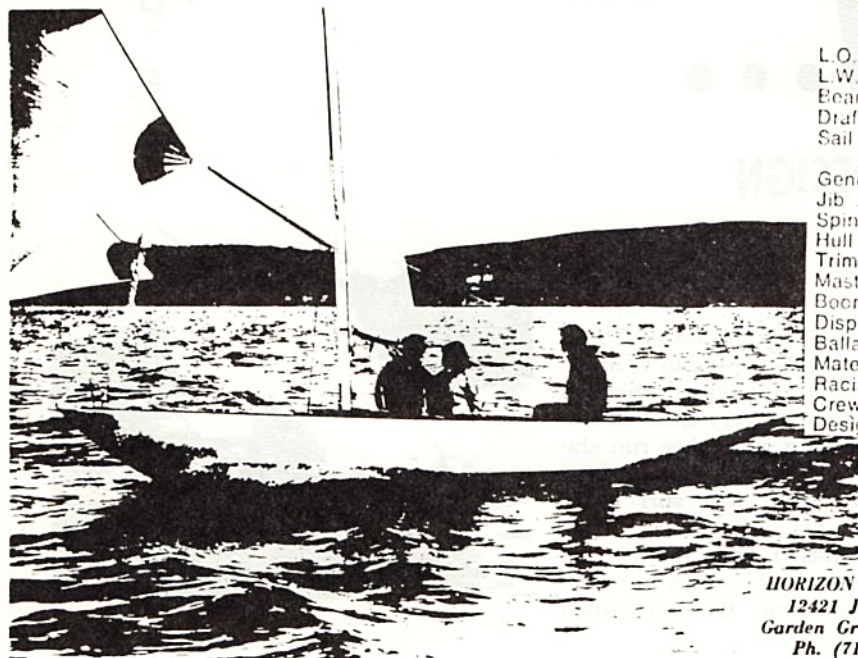
The only faults I could find were due mainly to the hurried exit she made from the Clyde — the mast was only delivered as she left. Unfortunately, the back stay was wired up hard instead of having the ordinary purchase so that it was impossible to let it go to harden up the jib halyard which was of rope. The mainsheet cleating arrangement was also poor, being a last-minute arrangement. Mr. Buchanan who sailed with us said his boat and most others were fitted differently, some in fact having a sliding track mainsheet arrangement across the beam which is already there. This of itself would be a decided improvement considering the bendy mast and most bendy boom.

I liked particularly the spacious cockpit which was extremely dry considering the lumpy sea, probably thanks to the sea kindness of the hull shape. I liked also the uncluttered inside with the oiled teak trappings so that there is no upkeep necessary on the boat at all except to oil the teak once or twice a season.

Some people remarked on the absence of crew seats; however, I find this a great blessing from the helmsman's point of view as one hates to bully a crew to sit half on or more probably just forward or aft of a seat which only once in a while is in the right place as regards fore and aft trim which is all important.

The absence of runners was noticeable and made gybing very easy.

To sum up: A really excellent, good-looking, mannerly, day racer that one would be proud to own. Being a rather conventional heavy displacement boat (she has 1 ton of lead in her keel) and seemingly most substantially built, she seems (unlike many other fibreglass small yachts) that she will last for ever with very little maintenance indeed. The price unfortunately is high by Irish standards, due I should think to that 1 ton of lead in the keel. Otherwise the boat is very hard to fault indeed."



L.O.A.	24'5"
L.W.L.	16'3"
Beam	6'3"
Draft	3'6"
Sail Area	
Mn	150 sq. ft.
Genoa	112 sq. ft.
Jib	70 sq. ft.
Spinnaker	325 sq. ft.
Hull	Fiberglass
Trim	Teak
Mast	Aluminum
Boom	Wood
Displacement	3560 lbs.
Ballast	2100 lbs.
Material	Lead
Racing Crew	3 people
Crew Cap.	6 people
Designer	David Boyd

FOR the man who wants heavier displacement and no maintenance problems there is another thoroughbred, this time from the Clyde—the g.r.p. *Piper*.

The *Piper* is from a distinguished stable being designed by David Boyd of 12 metre fame and the boat reflects this very strongly in her lines which were the subject of enthusiastic comment by all who have seen her ashore and afloat.

A one design built to Lloyds Survey she has an exceptionally strong hull. Her builders, Alexander, Robertson & Son of Sandbank (Argyll), are not the sort to take chances with their reputation for fine yachts and they promise that *Piper* No. 100 will race on equal terms with *Piper* No. 1 and a glance at the construction bears them out.

The cockpit, which is deep enough for camping, makes generous use of teak trim including the floor-boards and there is an efficient bilge pump, but no built-in buoyancy.

In action, *Piper*, with her heavy lead keel of 2,100 lbs., encapsulated in the hull moulding, is sea kindly and nicely balanced with characteristics strongly reminiscent of the Howth 17 footer.

Spinnaker handling is simple and the boat is dead steady on the run and in a quivering sea.

On the beat, in a stiff breeze, *Piper* went through the tidal chop outside Dún Laoghaire Harbour without being stopped, although with rather less ease than the accompanying Dragon. She behaved well and was satisfactorily close-winded even with a small working jib of 70 sq. ft. In these conditions, and also in light airs, she left behind the Glens sailing nearby.

The *Piper* can be trailed by road on a four-wheel trailer. Craning off this into the water and stepping the mast took less than 20 mins. Maintenance should be negligible and to judge by damage done to other g.r.p. boats even *major* hull repairs are relatively simple, quick and inexpensive.

Piper one design class

Mr. Frank Lemass, former Olympic Dragon class skipper, also sailed the *Piper* and the *Ajax* and had this to say:

"The *Piper* design of David Boyd is conceived on the idea of providing a small keel boat which a crew can sail 'in' rather than 'on'.

She is designed on classical lines with a sheer pleasing to the eye but showing her up-to-dateness with reverse counter.

In sail she was most responsive to the tiller which was extremely light to handle and delightfully balanced.

With a lead keel of almost 1 ton weight and the relatively short water line she performed better with a weight of wind than in light airs.

For her size and despite her weight she moved along quite well and is capable of pointing high.

She is comfortable and reasonably dry.

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