

'PIPER' ONE DESIGN

The three man, sit in keel boat.
Produced by Robertson's of Sandbank,
Argyll, Scotland.



The Piper One Design is a day-racing sloop suitable for a crew of three. She is built to satisfy a traditional demand but with a modern hull shape and built in glass fibre. One of our reasons for producing Piper was that we believed there was a need for a new class to replace some of the many local one design classes, many of which were built in the 1920s or before and are now proving very costly to maintain.

Their performance is such that they are constantly compared with boats two to three feet longer on the waterline and their pace for their size is remarkable. The Piper has generous sail area and the wetted surface to

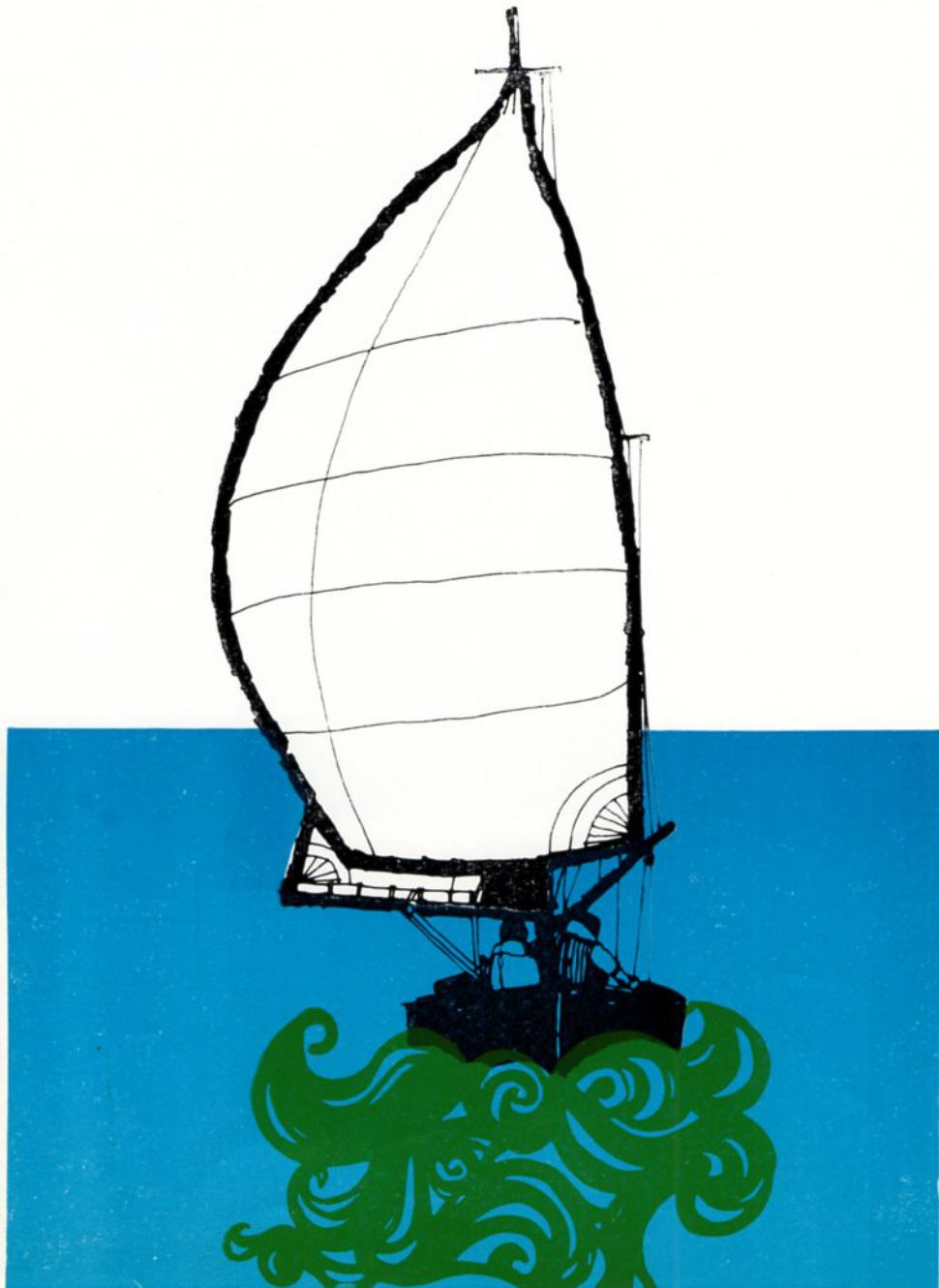
sail area ratio is such that in light weather they are lively and slippery. On the other hand their heavy displacement enables them to stand up to their sail in fresh and strong winds where their fine entry eliminates pounding and they also remain steady and controllable when pressed hard down wind. The heavy lead keel gives power to go to windward without athletic antics from the crew and they are one of the very few truly 'sit-in' keelboats on the market today. This also means that Piper is very suitable for the family man as an additional youngster on a light day or their lack of beef on a heavy day has a very small proportional

effect on the total displacement. The construction to Lloyds' requirements allows substantial scantlings which will not deteriorate or go out of shape and it is the aim that boats built ten years from now should be able to race on level terms with this year's models.

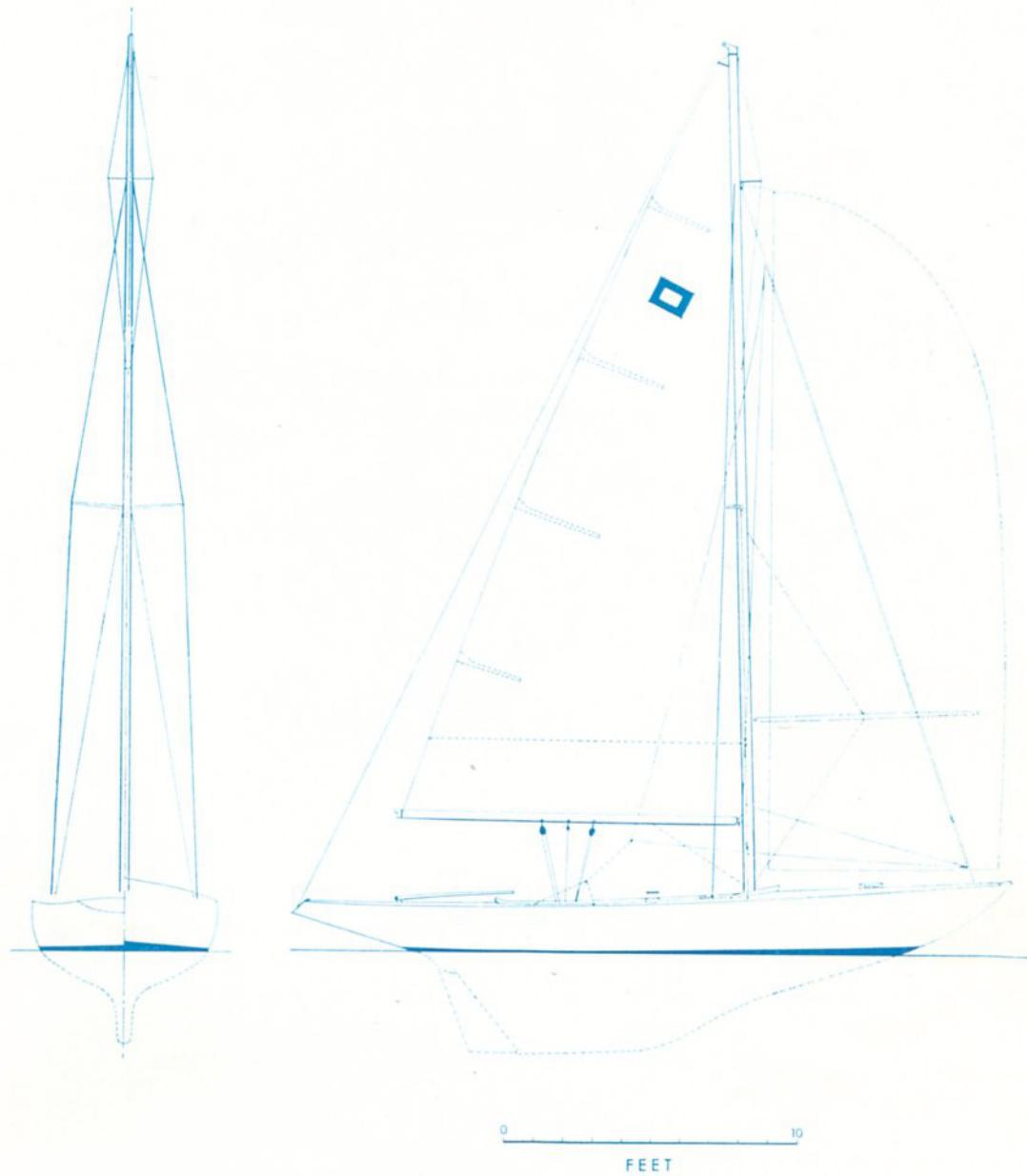
In addition the class rules are framed to keep down expense and to maintain strict uniformity in hull, spars and equipment but to encourage inexpensive alterations to sheeting and rigging to obtain optimum performance. Replacement of sails is also controlled.



ALL ABOUT 'PIPER'

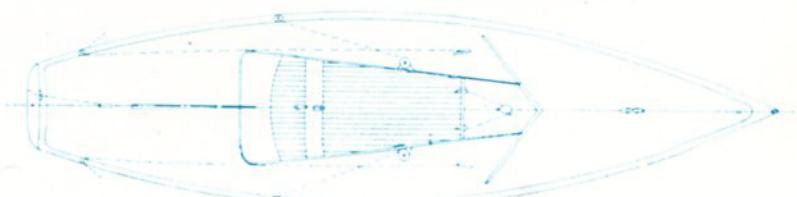


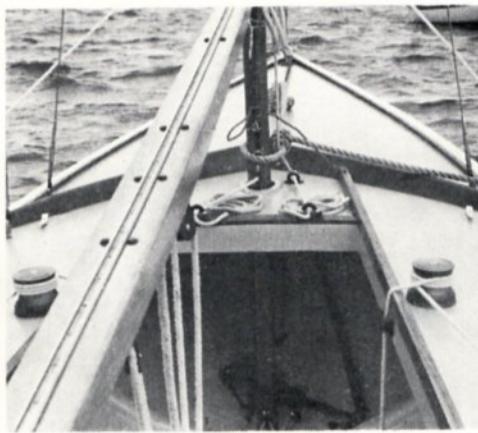
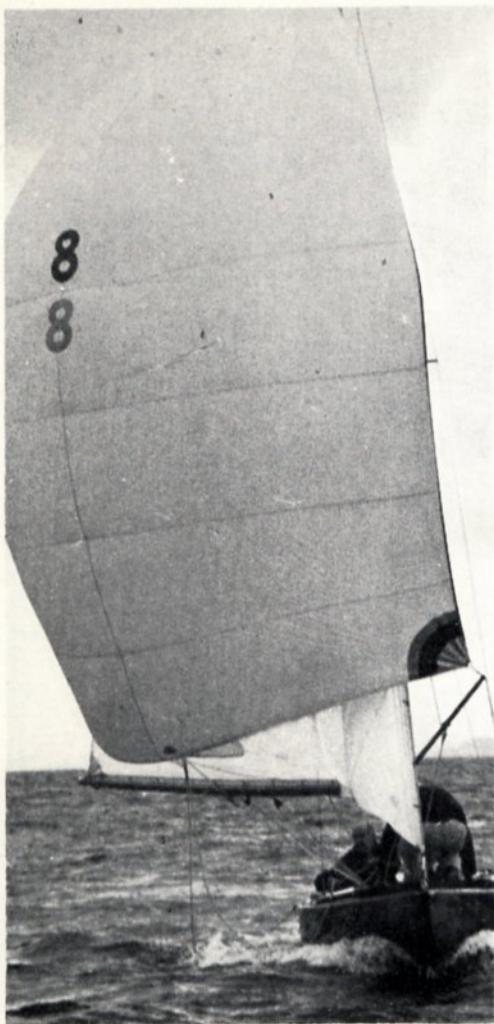
Technical



DIMENSIONS

Length overall	24 ft. 5 in.	7.44 m.
Length waterline	16 ft. 3 in.	4.95 m.
Beam	6 ft 3 in.	1.90 m.
Draft	3 ft. 6 in.	1.06 m.
Displacement	3560 lbs. (including lead keel)	1613 kilos
	2100 lbs.	951 kilos
Sail Areas—		
Mainsail	150 sq. ft.	13.92 sq. m.
Genoa	112 sq. ft.	10.39 sq. m.
Working jib	70 sq. ft.	6.49 sq. m.
Spinnaker	325 sq. ft.	30.16 sq. m.





SPECIFICATION

HULL

One piece moulding, polyester resin reinforced with woven roving and chopped strand mat, colour impregnated, moulded by Lloyds approved builders.

DECK

One piece moulding of sandwich construction combining lightness with strength. Deck is bonded to hull and both are suitably reinforced in way of all fittings.

BALLAST

Lead, completely encapsulated inside hull moulding. No keel bolts required. Lifting eyes cast into lead enable boat to be lifted with internal slings.

BULKHEADS

Marine plywood (B.S.S. 1088) glassfibre bonded to hull and deck.

SPARS

Aluminium alloy by Ian Proctor Metal Masts Ltd. with all halyards internal. Mast fittings of stainless steel.

STANDING RIGGING

Standard—Galvanised steel with Teflon splices.

Extra—1 x 19 stainless steel with Norseman end fittings and integral rigging screws.

RUNNING RIGGING

Terylene or wire where appropriate.

FITTINGS

Stemhead fitting, forestay and backstay anchorages, chainplates, rudder stock and tube all in stainless steel. Main, genoa and spinnaker sheet lead blocks in Tufnol and stainless steel.

Jam cleats fitted for mainsheet, genoa sheets, spinnaker sheets, spinnaker boom topping lift and downhaul.

Genoa sheet winches with underdeck handles.

Adjustable rudderhead/tiller fittings.

Cockpit coamings, breakwater, toerails, floorboards, helmsman's seat and bridgedeck of selected teak.

Mooring cleat, towing cleat and fairlead in gunmetal.

EQUIPMENT

Fitted bilge pump. 1 Bucket. 2 Paddles. 3 Lifejackets.

1 Anchor and warp.

4 Dacron Racing

The Builders reserve the right to alter the specification without notice.

SYNOPSIS OF CLASS RULES

The affairs of the class shall be administered by an owners' association in conjunction with the builders. The object of the class is to give strictly one design class racing at controlled cost, with enough variation to maintain interest.

No yacht may race without a valid measurement certificate.

Hull, deck, spar and standing rigging dimensions are controlled, but variation is allowed in methods of sheeting sails to allow for individual preference.

The position of the mast step, the fittings for forestay and backstay and shroud chainplates are fixed.

Only two sheet winches, of an approved type, are allowed for trimming sheets.

Specified equipment, including lifejackets, must be carried at all times.

Subject to approval by local associations, sails may only be purchased from authorised sailmakers; mainsails, may only be replaced at intervals of not less than two years, spinnakers at intervals of not less than three years. One new headsail (genoa or working jib) is allowed each season.

Sails

Alex Robertson & Sons (Yachtbuilders) Ltd.
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'PIPER'

Designed & printed by John Lithgow, 57 Oxford Street, Glasgow, Scotland.