

ORKNEY

BUILT TO LAST



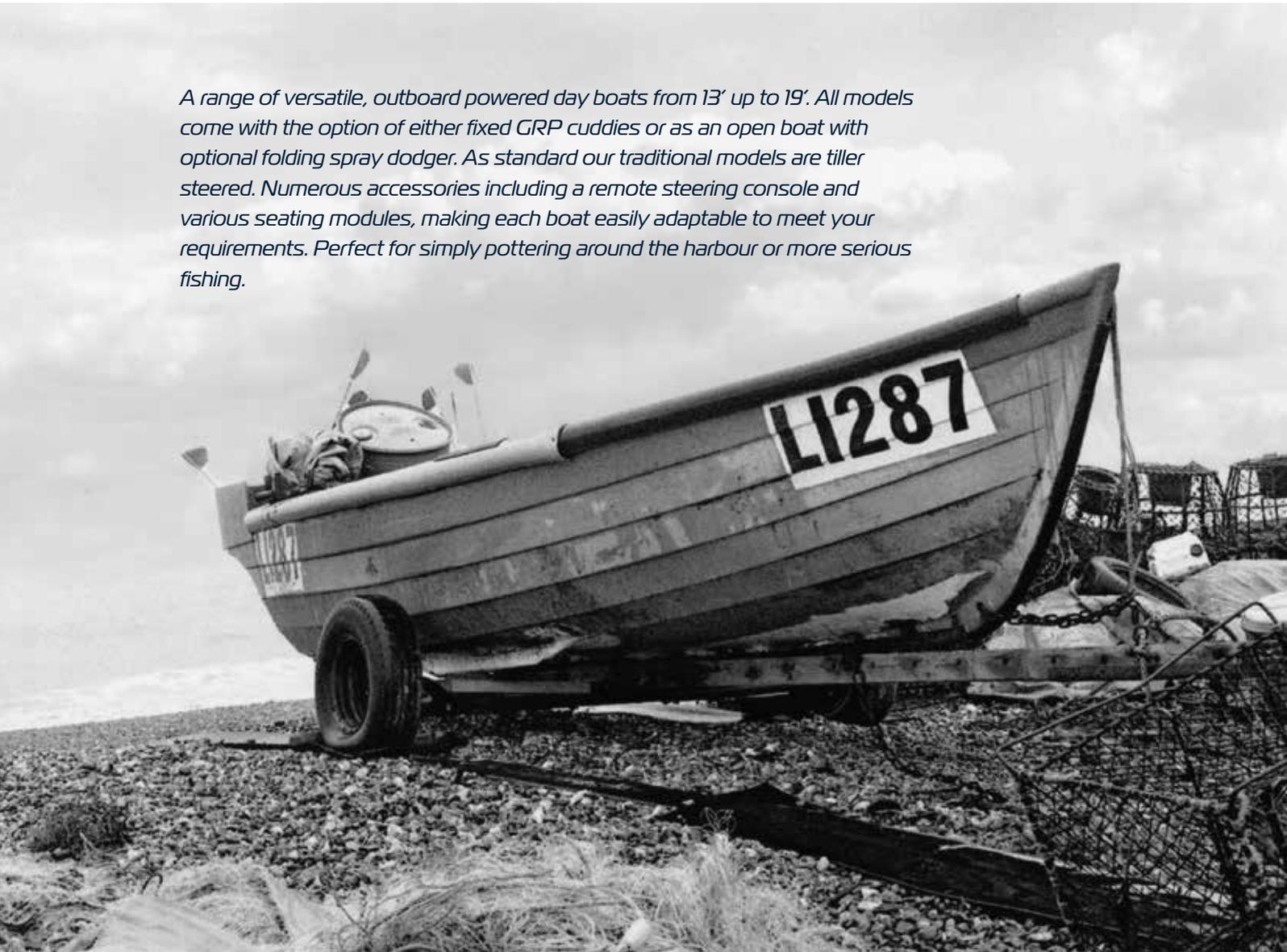
"The simple, practical layout provided a safe environment for our young children and it was comfortable and roomy enough for days afloat with friends aboard too."

Rob Peake, Editor - Motor Boats Monthly Magazine

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A range of versatile, outboard powered day boats from 13' up to 19'. All models come with the option of either fixed GRP cuddies or as an open boat with optional folding spray dodger. As standard our traditional models are tiller steered. Numerous accessories including a remote steering console and various seating modules, making each boat easily adaptable to meet your requirements. Perfect for simply pottering around the harbour or more serious fishing.





OUR STORY SO FAR...

Orkney Boats have been established since 1973 with the design of our first model based on early beach launched fishing boats from the Orkney Isles - hence the name.

Since then, the company has gone from strength to strength as the range has evolved and grown to deliver extended capability as well as to cater for a growing customer base as the Orkney brand became popular with fisherman and commercial operators, as well as cruisers and families alike.

Here's our story of how Orkney came to be the brand it is today.



1973

THE START OF SOMETHING SPECIAL

Orkney launched its first model the renowned Longliner 16 which became an instant success and has remained popular to this day. Now in its 4th generation, well over 3000 boats have been produced and this model remains a core product in the range.



1974

PRODUCT LAUNCH

Orkney chose the Southampton Boat show in Mayflower park to showcase their new range of boats for the first time and have attended every Southampton Boatshow since.



Our next model launched with an equally impressive reaction to the Longliner as not only a recreational small fishing boat but also with commercial operators and hire boat fleets. Even today if you were to row around either Battersea or Hyde Park then you have most probably been onboard an Orkney Spinner. Later on a sailing version of the Spinner was introduced as the Orkney Skua.

1975

THE SPINNER & SKUA



With Longliner no. 1850 rolling off the production line, customers wanted to go further afield from their normal fishing grounds and in order to achieve this they required faster boats. The Fastliner 16 incorporated improved performance with the option of having an enclosed cuddy whilst retaining many key features that made the Longliner so popular. By the end of its production run in 1987 Orkney had manufactured in excess of 6,250 boats in total and had paved the way for generations of boats to come.

1980

FASTLINER 16 READY FOR TAKE OFF



The introduction of the Fastliner 19, closely followed by the Strikeliner 16+ really was a quantum leap from the Orkneys of old and included many of the latest ideas and requests that previous Orkney owners had suggested. This included the first real introduction of wheel steering as standard on models, something of a rarity at the time and reflecting Orkneys forward thinking approach to continued development of the range.

1984

NEXT LEAP IN DESIGN & INNOVATION



The Coastliner 14 started to roll off the production line and created a name for itself as a boat that you could take home and keep on your drive or in your garage as well as go out to sea in and remain confident in its capabilities. Proof of this timeless design is that it has continued in production to this day, largely unchanged with over 1200 built so far.

1988

TIMELESS DESIGN



The newly formed collaboration between Orkney and naval architect Arthur Mursell of TT boat designs was formed in the early 1990's which brought Orkney designs into the 21st century. An extremely successful partnership which continues to this day. TT Boat designs is renowned for many of the Nelson designs that you see, often used as Pilot craft, work boats and launches around the world.

1990

TT BOAT DESIGNS AND ORKNEY FORM NEW PARTNERSHIP



The new 590TT & 520 were faster, easier to launch and incorporated many new features in design and finish and were also able to get the best from the latest four stroke engine technology. These models were very much the precursor to our current Series II range tenders on Superyachts where a semi bespoke option was often required.

The Vanguard is nowadays available as a Sport package upgrade on our Series II range.

1997-8

NEW PERFORMANCE RANGE

Combining optimum performance and luxurious styling, the Vanguard marque was built alongside the Series II range as a motor launch day boat. Offered in two versions, the Vanguard 190 & Vanguard 170, they soon became popular as a harbour launch and family day sport boat as well as tenders on Superyachts where a semi bespoke option was often required.

2004-5

LEADING THE WAY

As customer expectations and demand continued to grow for a better appointed cruiser with increased range saw the introduction of the Pilothouse 27 which offered much improved accommodation along with a larger galley and raised dinnette allowing for extended cruising.

2007/8/9

INNOVATIVE NEW DESIGN

40 years on and 3,500 boats later, it was finally time to say goodbye to the original Longliner 16 - our founding model. The challenge was set to find a worthy successor to this iconic design. With the market still in full spin after the 2008 Global financial crisis, we went back to our roots to develop an affordable boat, one that would offer improved performance with a small, lightweight engine for good fuel economy and to fit an unbraked trailer.

2013

IT'S COME A LONG WAY

2017 has seen a further two new models introduced to the Traditional range, the evolution of the Coastliner 14 and Fastliner 19 designs. Both models are built in a similar way to the Longliner 16 and follow the same principle a standard open boat layout which can be easily adapted with several different seating and steering configuration to suit all requirements, including tiller steer, side steering console and on the Fastliner 19 a Centre console option configurations.

2017

TODAY

With well over 13,000 boats built, Orkneys forward thinking approach to a continuous development programme keeps them at the forefront of design and innovation to this day. All the time looking to build on their enviable reputation for build quality, seaworthiness and a timeless design. Why not become part of our history and contact us now to find which model Orkney would best meet your requirements.

2017 onwards

THE FUTURE

ORKNEY SPINNER 13



- *Easy to row & manoeuvre*
- *Economical to run*
- *Light & easy to handle on and off the beach*
- *Easy to launch & recover by trailer*



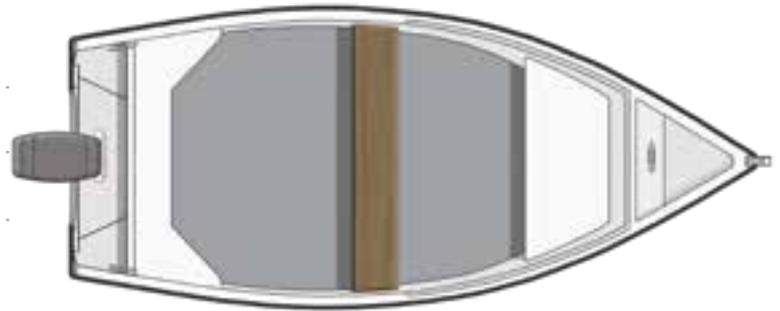
TRADITIONAL

The Spinner 13 features the stability and strength that has made this boat a favourite with hire fleet operators and families alike. It provides a sturdy & reliable tender for simply getting out on the water in and around the harbour whilst being easy to row and manoeuvre and light enough to handle on and off the beach. It is also sturdy enough to cope well in a seaway, the Spinner will inspire confidence. Performance under power is excellent even with modest sized outboards. Whether it be for fishing, exploring or simply just pottering on a loch or estuary, the Spinner 13 is hard to beat as the ideal tender.

CONSTRUCTION

Standard boat is built in hand laminated GRP with hull and deck wet bonded. Built in buoyancy is incorporated. An anchor well is forward with stowage under. A hardwood centre thwart and a moulded aft thwart is standard. Internal trim fitted to underside edge of deck. Inner and outer transom plates with alloy capping. A tough all round PVC fender is fitted with stainless steel end caps. Hardware includes stainless steel mooring cleats and bow roller, galvanized rowlocks, stainless steel winch eye and keel band.

LOA	13'0"	3.96m
Beam	5'5"	1.65m
Hull Weight	250 lbs	114 kg
Max HP	Maximum 8 hp with Tiller steering - Long shaft	
Design Speed	Max design speed 8 knots Optimum design speed 6 knots	
Performance Indicator	4 hp	5 knots
	6 hp	6.5 knots
	8 hp	7.5 knots



Suits up to 8hp longshaft engine



Hardwood centre thwart provides comfortable rowing position



Elegant bronze fittings and teak effect fendering as per optional custom package

ORKNEY COASTLINER 14



- *Safe and seaworthy*
- *Tough high strength, low weight construction*
- *Up to 20 knot performance*
- *Easy to launch, recover and tow*



Optional forward seating position with added protection from the elements



Large cuddy windows with good visibility at low speeds and underway

TRADITIONAL

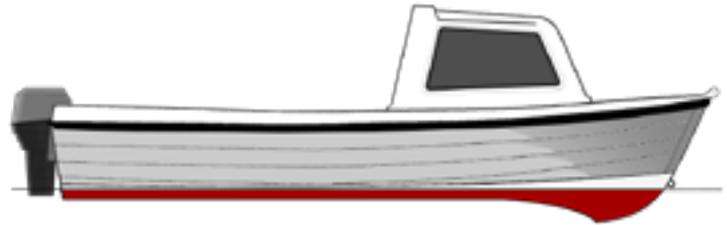
The Orkney Coastliner is a perfect choice for those looking for a proper little sea boat that is light enough to launch, recover easily and fits in a garage.

The relatively high freeboard and wide beam gives a deep secure cockpit and plenty of stability. Tough and rigid construction is achieved by utilising the buoyancy chambers as part of the structure. The resulting low weight enables the Orkney Coastliner to plane with as little as 15hp. Whether it be serious fishing or family pleasure trips, the Coastliner is the clear choice of 14 foot tenders.

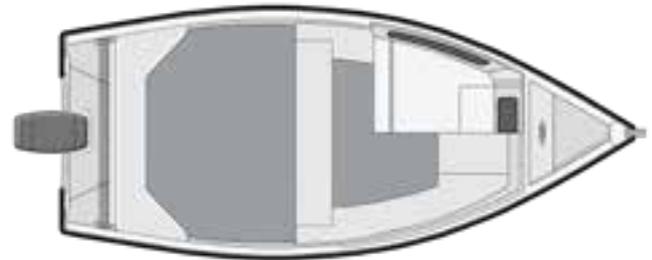
LOA	14'4"	4.37m
Beam	5'8"	1.73m
Hull Weight	440 lbs	200 kg
Max HP	Maximum 20 hp - Long shaft Tiller steer model maximum 15 hp long shaft	
Design Speed	Max design speed 22 knots Optimum design speed 14 knots	
Performance Indicator	6 hp	8.5 knots
	15 hp	14 knots
	20 hp	22 knots

CONSTRUCTION

Standard boat is built in hand laminated GRP. Built in buoyancy is incorporated and the hull and deck are wet bonded. The anchor well is forward with stowage under. A moulded forward U shaped seat, centre thwart and aft thwart with fuel tank storage underneath is standard. Inner and outer transom plates with alloy capping. A tough all round PVC fender is fitted with stainless steel end caps. Hardware includes anodised alloy mooring cleats and bow roller, galvanized rowlocks, stainless steel winch eye and keel band.



Various different layout configurations are available on this model.



Plan with optional cuddy
Standard layout (Tiller steer version)



Light enough to launch and recover and fits in a garage



Easy access to Bow and anchor locker via opening cuddy



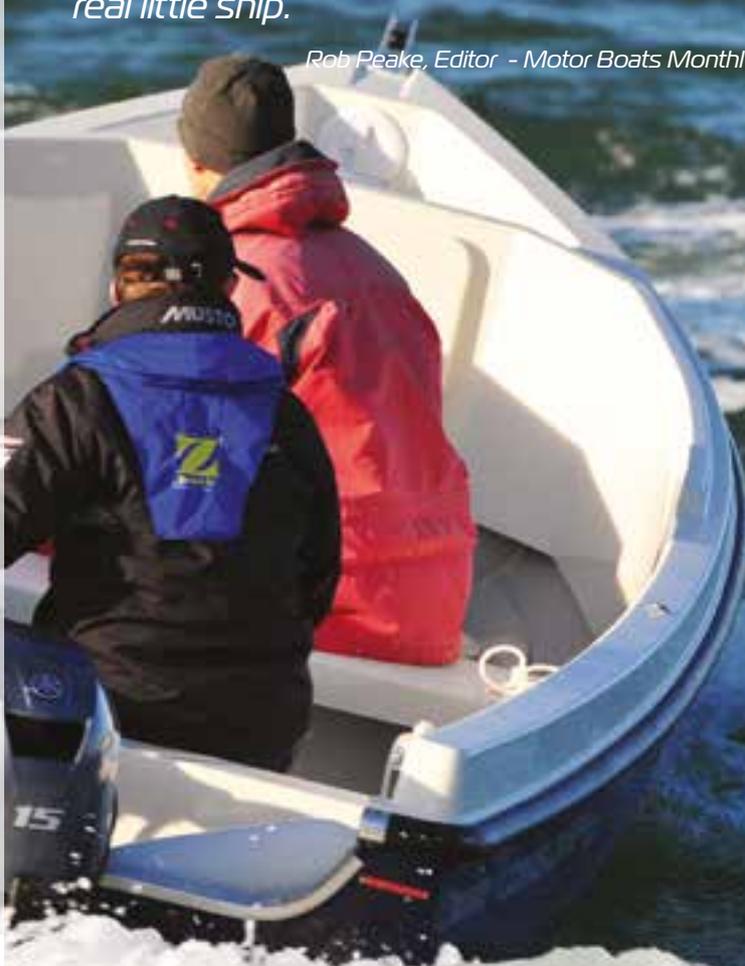
Standard aft thwart over integral buoyancy tanks

ORKNEY **LONGLINER 16**

- Excellent performance with small outboard
- Long keel for comfortable drifting
- Economical to run
- Easy to launch & recover
- Easy towing behind small family car on un-braked trailer
- Tiller steered
- Various different layout configurations are available on this model

"The smart blue hull, which won admiring glances from all kinds of boaters, was forgiving in close quarters situations and at planing speeds in choppy conditions. We knew we were aboard a real little ship."

Rob Peake, Editor - Motor Boats Monthly Magazine



TRADITIONAL

The Longliner 2 design is a true classic, equally popular with those looking for a family harbour launch as it is with those looking for a desirable and robust fishing boat.

The Longliner 2 is the first choice for keen fisherman who appreciate the great sea keeping characteristics and long keel, enabling comfortable drifting and for it to lie well at anchor. Yet it still remains remarkably easy to beach, launch and retrieve singlehandedly.

The Longliner 2 comes with both canopy and cuddy options with the added benefit of optional seating configurations tailored to your exact requirements.

CONSTRUCTION

Standard boat is built in hand laminated GRP, the hull incorporating woven reinforcement areas and is stiffened below the waterline by a bonded in GRP backbone. Built in buoyancy is incorporated and the hull and deck are bonded resulting in a high strength to weight ratio structure.

An anchor well is forward with stowage under. A moulded aft thwart with fuel tank storage underneath is standard. Inner and outer transom plates with alloy capping. A tough all round PVC fender is fitted with stainless steel end caps.

Hardware includes stainless steel mooring cleats and bow roller, stainless steel winch eye and keel band.



Moulded aft thwart with integral buoyancy under and space



Anchor well with stowage locker beneath



Keel band as standard for beaching

LOA	16'0"	4.88m
Beam	6'0"	1.83m
Hull Weight	600 lbs	270 kg

Max HP	Maximum 25 hp - Long shaft Tiller steer model available maximum 15 hp Long shaft	
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Design Speed	Max design speed 22 knots Optimum design speed 14 knots	
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Performance Indicator	6 hp	8.5 knots
	15 hp	14 knots
	25 hp	22 knots



Standard layout (Tiller steer version)



Plan showing optional components inc. seating and steering
Various different layout configurations are available on this model.



ORKNEY FASTLINER 19

- *Easily adaptable layout*
- *Spacious open plan self-draining cockpit as standard*
- *28" interior freeboard makes a safe and secure cockpit*
- *26 knot performance*
- *Economical to run*
- *Tiller and remote steer options*
- *Centre or side mounted console options available*



TRADITIONAL

The Fastliner 19 is an ideal harbour launch for the family, meanwhile equally as comfortable running offshore in more challenging conditions. An easily driven hull ensures excellent performance and economy with modest sized outboard engines, adopting the same longstanding principles that Orkney have become renowned for over the years, namely a robust, seaworthy design with uncompromised sea keeping ability. Like her smaller sister the Longliner 16, this model is easily customisable with a wide choice of different seating configurations tailored to meet your exact requirements, and available with either a fixed GRP cuddy for ultimate protection from the elements or an easily foldable spray dodger for more occasional use and protection from the occasional shower or when running offshore.

This model comes with the choice of either a centre console and seat box for a commanding helm position and good all round access alternatively a more conventional side mounted steering console can be fitted to maximise space and accessibility around the cockpit.

CONSTRUCTION

Standard boat in hand laid laminated GRP. Isophthalic resin is used in the hull which is stiffened below the waterline with a GRP girder system. The main under floor areas are foam filled and the hull and deck are bonded resulting in a high strength to weight ratio structure. The cockpit is self-draining with a 28" interior freeboard. Built in buoyancy is incorporated beneath forward and aft seating. An anchor well is forward with storage under and a moulded aft thwart with fuel tank and battery storage underneath is standard. Deck hardware includes bow and stern mooring cleats, bow roller and a stainless steel winch eye. A heavy duty all round PVC fender is fitted with stainless steel end caps. Fitted manual bilge pump & access inspection hatch to bilge.



Optional cuddy offers protection with clear vision

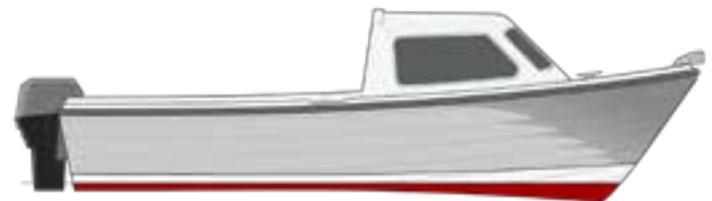


Seating options for comfortable seation position & storage



Centre console option available

LOA	19'5"	5.92m
Beam	7'5"	2.26m
Max HP	Maximum 80 hp Long shaft outboard 50hp Tiller steer version	
Displacement	670kgs	1500lbs
Design Speed	Max design speed 26 knots Optimum design speed 18 knots	
Performance Indicator	30 hp	12 knots
	60 hp	23 knots
	80 hp	26 knots



Fastliner 19 profile with optional cuddy



Fastliner 19 standard layout with optional cuddy

ORKNEY DORY 424

- *Timeless, classic design*
- *Easy to tow, launch and recover*
- *Great performance for watersports*
- *Plenty of space on open plan deck*
- *Low freeboard*



TENDER

All 424 models have the following items as standard equipment:

- *Stainless steel bow eye*
- *Stainless steel bow and stern mooring cleats*
- *Inner and outer transom plates with alloy capping*
- *Heavy duty fendering with stainless steel end caps*
- *Quick release transom drain*
- *GRP thwarts*
- *Forward seat locker with hinged lid*
- *Suitable for tiller steered long shaft outboard engines up to 20hp*

SPORT

In addition to Tender model specification:

- *GRP side mounted steering console & full width helmsman's seat (in lieu of standard thwarts)*
- *Hinged GRP seat lid & split backrest incorporating fuel tank, battery and kit stowage within*
- *Stainless steel steering wheel with mechanical through pivot steering*
- *Suitable for long shaft outboard engines up to 30hp*

CUSTOM

In addition to Sport model specification:

- *Wrap around stainless steel grab handle on console*
- *Stainless steel side rails*
- *Detachable upholstery on forward and helmsman's seat with upholstered backrest cushions*

TRADITIONAL

The Orkney Dory really is a timeless classic. Now offered in three different versions Tender, Sport and Custom. Orkney Dories are used by Harbour and River Authorities, Police, Rescue Organisations, Sailing Clubs and many other commercial users. Our wealth of experience in dealing with these applications ensure that our boats are tough, durable and supremely seaworthy.

The time proven Dory hull design is renowned for superior stability, outstanding handling and shallow draft combined with huge reserves of built in foam buoyancy for ultimate safety.

Whether you are looking for a ski boat, work boat, rescue launch or a boat for pure uncomplicated fun, the Orkney Dory will fit the bill to perfection.

CONSTRUCTION

Hull, deck and ancillary mouldings are constructed in hand lay-up GRP. The hull is stiffened by a GRP girder frame which is bonded in as part of the laminating process. Woven rovings and other high strength materials are used in high stress areas to further enhance rigidity. The deck is bonded to the hull and girder frame prior to foam being injected into the gunwale and outer cavities creating a strong and rigid monocoque.



Easy to launch and recover on multi roller trailer



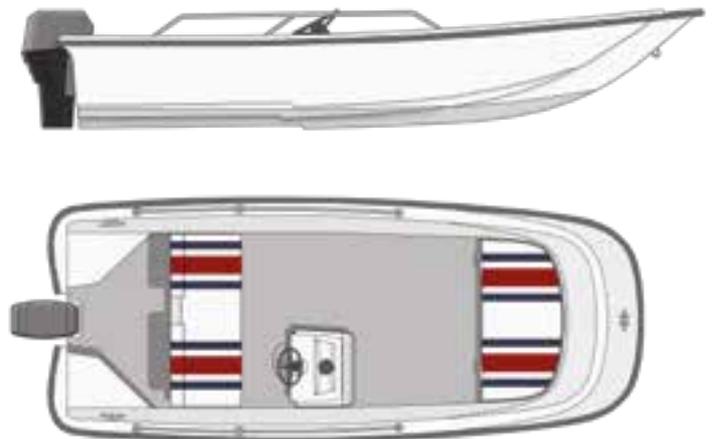
Excellent performance from planing cathedral hull



Upholstery, side rails and console grab rail standard on custom version

LOA	14'0"	4.24m
Beam	5'11"	1.8m
Hull Weight	556 lbs	252 kg*
Max HP	Maximum 30 hp long shaft Tiller steered - Maximum 20 hp	
Design Speed	Max design speed 28 knots Optimum design speed 18 knots	
Performance Indicator	10 hp	9 knots*
	25 hp	17 knots*
	30 hp	28 knots

* Refers to Tender model



Optional Custom layout shown

SERIES 452

- Tough and seaworthy design
- Easy to tow and launch
- Self draining cockpit (when underway)
- GRP side mounted console fitted with push pull wheel steering
- 26" interior freeboard makes a safe and secure cockpit
- 23 knot performance

"It is obvious that a huge amount of consideration had been given to the needs of the serious Sea Angler when the boat was designed."

Dave Lewis, 452 Boat test report - Sea Angler Magazine



SERIES II

Whilst compact and light enough to be towed behind a family car on an unbraked trailer in light trim*, the 452 is no lightweight when it comes to seakeeping. The Nelson influenced hull design gives sure footed handling in testing conditions.

Pronounced V in the flared forward sections ensures a soft ride and plenty of beam aft combined with moderate V make for stability under way and at rest. The monocoque deck is bonded to the hull and backbone resulting in a rigid high strength to weight structure.

There is a solid and practical steering console with stowage within and plenty of space for electronics. The aft seats provide stowage for two fuel tanks and between them there is a neat semi concealed plinth for the battery. Launching and recovery is simple and hassle free, made even easier with the optional Orkney multi roller trailer.

CONSTRUCTION

Standard boat in hand laid laminated GRP. Vinylester resin is used in the hull which is stiffened below the waterline with a GRP girder system. The main under floor areas are foam filled and the cockpit is self-draining (when underway) with a 26" interior freeboard. Stowage under the console and seat boxes. Aft seats boxes with fuel tank stowage under hinged lids. Part lidded battery stowage. Stainless steel winch eye and stemhead roller, mooring cleat and stern cleats. Tough all round PVC fender strip with stainless steel end caps. GRP side mounted console fitted with push pull wheel steering.



Safe and secure cockpit

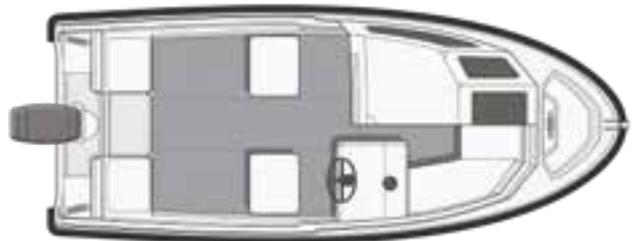
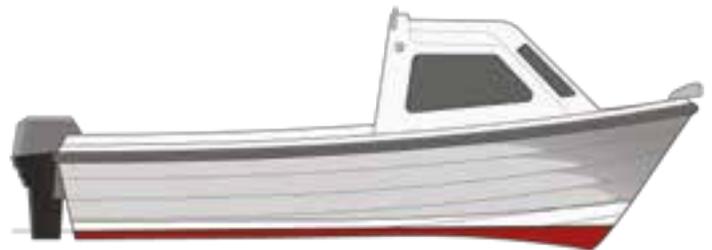


Ample storage within seat box and aft lockers



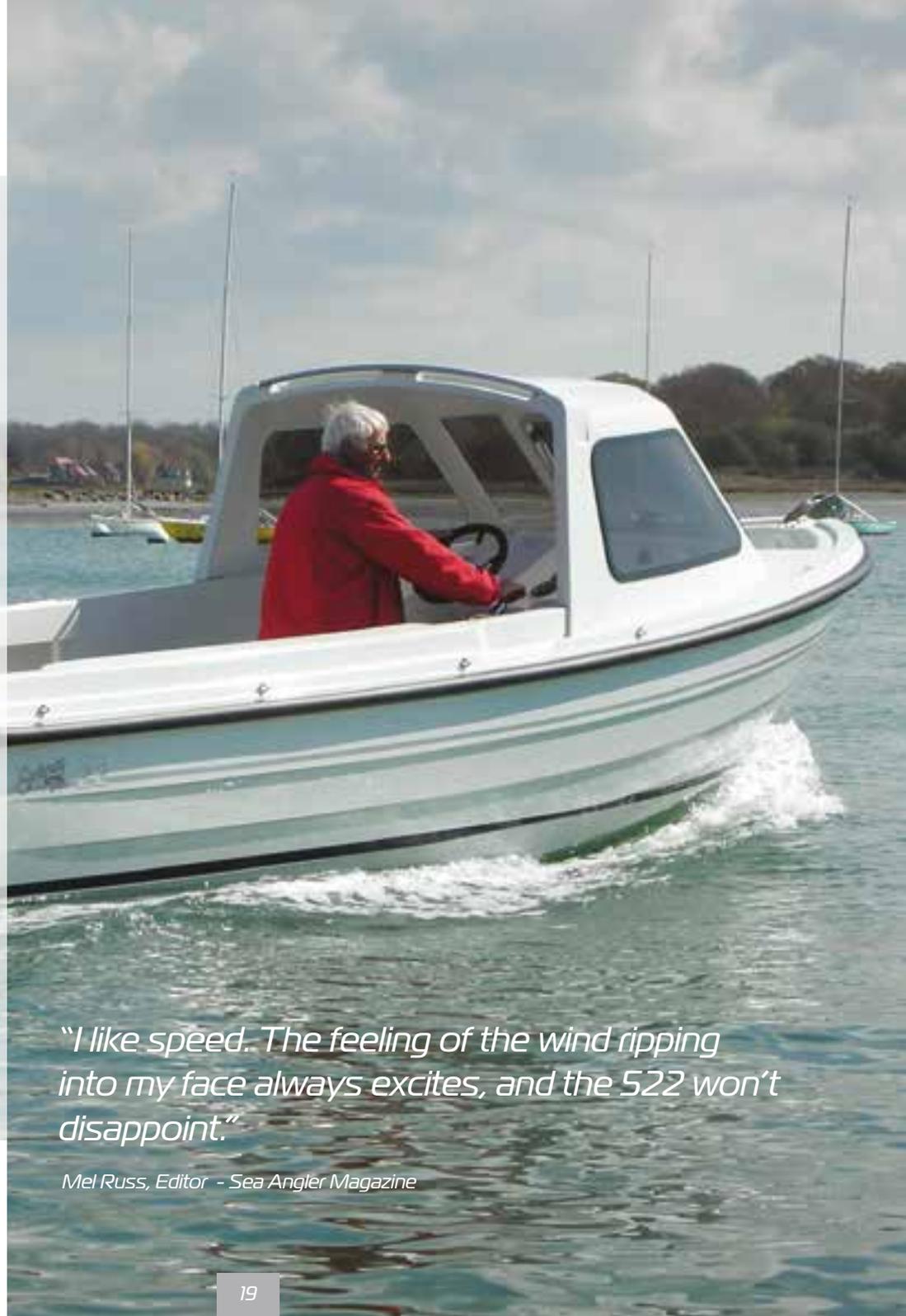
Optional cuddy provides good shelter forward

LOA	14'10"	4.52m
Beam	6'0"	1.83m
Hull Weight	805 lbs	365 kg
Max HP	Maximum 30 hp Long shaft	
Design Speed	Max design speed 23 knots Optimum design speed 16 knots	
Performance Indicator	15 hp	10 knots
	20 hp	18 knots
	30 hp	23 knots



SERIES 522

- *Tough and seaworthy design*
- *Self draining cockpit*
- *Easy to tow and easy to launch*
- *GRP side mounted console fitted with no feedback push pull wheel steering*
- *26" interior freeboard makes a safe and secure cockpit*
- *26 knot performance*



"I like speed. The feeling of the wind ripping into my face always excites, and the 522 won't disappoint."

Mel Russ, Editor - Sea Angler Magazine



SERIES II

The 522 is the perfect choice for those seeking a boat that is tough, safe and versatile. The easily driven hull lines ensure good performance and excellent economy with modest sized outboards, whilst the deep forefoot and modified V sections give a dry and comfortable ride in a seaway.

The deep self draining cockpit and stable hull form inspire confidence when cruising offshore as do the solid sensibly sized deck fittings and moulded in non slip surfaces. Other features include no feedback steering, underfloor vented fuel locker with a gas strutted lid, battery stowage with hinged lid and inset coamings combined with 26" interior freeboard plus plenty of uncluttered cockpit space.

Overall dimensions are compact enough to make the 522 simple to park on the drive or in the garden. With the optional Orkney multi roller trailer, launching and recovery is a simple single handed operation. With speeds of up to 26 knots and superb sea keeping characteristics the 522 is hard to beat.

CONSTRUCTION

Standard boat in hand laid laminated GRP. Vinyl ester resin is used in the hull which is stiffened below the waterline with a GRP girder system. The main under floor areas are foam filled and the cockpit is self-draining with a 26" interior freeboard. Stowage under the console and seat boxes. Under deck vented fuel tank locker and separate battery locker. Stainless steel winch eye and sternhead roller, mooring cleat and stern cleats. Tough all round PVC fender strip with stainless steel end caps. Fitted manual bilge pump. GRP side mounted console fitted with no feedback push pull wheel steering.



Optional aft quarter seats and rails



Optional stylish cuddy providing all round visibility and good shelter



Spacious console with room for optional instruments

LOA	17'1"	5.2m
Beam	6'7"	2m
Hull Weight	1200 lbs	545 kg
Max HP	Maximum 60 hp Long shaft	
Design Speed	Max design speed 26 knots Optimum design speed 17 knots	
Performance Indicator	20 hp	11 knots
	40 hp	20 knots
	60 hp	26 knots



VANGUARD 522

VANGUARD PACKAGE AVAILABLE, PLEASE SEE OPTIONS OVERLEAF.

SERIES 592

“The Orkney 592 adds up to a very complete package with practicality, high build quality and handling that together produce

Simon Everett - Boat Fishing Monthly Magazine

- *Combines big boat sea keeping with comfort*
- *Spacious, self draining cockpit with plenty of stowage space*
- *GRP side mounted console fitted with no feedback push pull steering*
- *28" interior freeboard makes a safe and secure cockpit*
- *27 knot performance*



SERIES II

Big and powerful, the 592 is designed to run offshore in comfort. The Nelson heritage becomes apparent in the way the hull handles rough water with ease whilst the 27" interior freeboard and self draining cockpit add to the feeling of safety and security.

There is the option of a folding dodger or GRP cuddy to keep the elements at bay. The purposeful steering console fitted with no feedback steering has plenty of space for electronics and useful stowage underneath. Elsewhere there is an abundance of locker space. Combining 27 knot performance, superb sea keeping and handling with stability both at rest and when underway the 592 is a market leader for this sized hull.

CONSTRUCTION

Standard boat in hand laid laminated GRP. Vinyl ester resin is used in the hull which is stiffened below the waterline with a GRP girder system. The main under floor areas are foam filled and the cockpit is self-draining with a 28" interior freeboard. Stowage under forward seats, console and seat boxes. Under deck vented fuel locker and separate battery locker. Stainless steel winch eye and stemhead roller, mooring cleat and stern cleats. Tough all round PVC fender with stainless steel end caps. Fitted manual bilge pump. GRP side mounted console fitted with no feedback push pull steering wheel steering.



Optional reversible helm & co pilot seats



Ample storage space within seat boxes and console



Large, safe and secure self draining cockpit showing optional GRP cuddy

LOA	19'5"	5.92m
Beam	7'5"	2.26m
Hull Weight	1650 lbs	750 kg
Max HP	Maximum 100 hp Long shaft outboard	
Design Speed	Max design speed 27 knots Optimum design speed 18 knots	
Performance Indicator	30 hp	12 knots
	60 hp	20 knots
	100 hp	27 knots



VANGUARD 592

VANGUARD PACKAGE AVAILABLE, PLEASE SEE OPTIONS OVERLEAF.



“The Vanguard marque combines classic appearance with exemplary handling and sea keeping in a wide variety of conditions. In many ways these boats echo the design philosophy of our Nelson launches, especially in quality of construction and the high specification of fittings and equipment.”

Arthur Mursell – TT Boat Designs

THE VANGUARD PACKAGE INCLUDES:

COCKPIT

- Valiant Dark Navy Blue Hull colour
- Stainless steel lockable catches to all lockers and catches
- GRP helmsman and co-pilot seating incorporating with reversible upholstered stainless steel backrest/bolster & seat bases
- Removable cushion upholstery to bowseating

- Removable aft corner seating with cushions
- Lockable dry moulded storage under port and starboard bow seating - 592 only

CONSOLE

- Bespoke Vanguard GRP moulded console with acrylic windshield
- Classic and stylish stainless steel spoked wheel and bespoke console

- Access door with lockable stainless steel catch, stainless steel grab handle
- Flush mounted cubby hole in face of console
- Bespoke dash panel with integrated 8 gang tripped illuminated switch system with provision for optional analogue engine instruments including trim gauge, voltmeter, hour meter and tachometer
- Compass



The Vanguard is beautifully appointed with businesslike and elegant features combining style and performance without compromising the many practical seamanlike features which make this a class leader.

DECK FITTINGS

- *Stainless steel fairleads in foredeck*
- *Stainless steel midships and aft mooring cleats*
- *Folding stainless steel fender eyelets, stainless steel stern rails/backrests*
- *Co-pilot grab handle with flush mounted storage bin*
- *Boarding ladder*
- *Stainless steel protective transom capping*
- *Ensign staff and stainless steel socket*

Vanguard package available as factory order option only.



TRADITIONAL

	SPI3		CL14		LL16		FL 19		DORY 424	
Length	13'0"	3.96m	14'4"	4.37	16'	4.88m	19'5"	5.92m	14'0"	4.24m
Beam	5'5"	1.65	5'8"	1.73	6'0"	1.83m	7'5"	2.26m	5'11"	1.8m
Displacement (note 1)	250lbs	114kg	440lbs	200kg	600lbs	270kg	1500lbs	670kg	556lbs	252kg
Self Draining Cockpit (note 2)	n		n		n		y		underway	
Foam Buoyancy	s		s		s		s		s	
Payload (note 3)										
Max Persons	3 4		4		5		7		5	
Max Load	327 kg		365kg		442kg		720kg		454kg	
EU RCD Category	Cat C/D		Cat C		Cat C		Cat C		Cat C	
UK RCR Category	Cat C/D		Cat C		Cat C		Cat C		Cat C	
Performance Indicator (note 4)	4hp	5kts	10hp	8.5kts	6hp	8.5 kts	30hp	12kts	10hp	9kts
	6hp	6.5kts	15hp	17kts	15hp	14kts	60hp	23kts	25hp	17kts
	8hp	7.5kts	20hp	22kts	20-25hp	17-22kts	80hp	26kts	30hp	28kts
Engine Type (note 5)	SO		SO		SO		SO		SO	
Outboard Shaft Type	Long shaft		Long shaft		Long shaft		Long shaft		Long shaft	
Recommended hp Range	4hp	6hp	15hp	20hp	15hp	20hp	50hp	80hp	20hp	30hp
Max Engine hp (note 6)	8hp		15hp tiller	20hp	15hp tiller	25hp	50hp tiller 80hp		30hp	
Optimum Design Speed (note 7)	6kts		14kts		14kts		18kts		18kts	
Max Design Speed (note 8)	8kts		22kts		22kts		26kts		28kts	
Fuel Capacity (note 9)	12.5ltrs		25ltrs		25ltrs		2 x 25ltrs		25ltrs	

Please Note: All Weights, Measurements and Performance indicators are approximate. Dimensions and weights do not include engines or accessories, except where otherwise indicated. Drawings and illustrations are not to scale and they may show boats fitted with optional equipment. For specifications and full details of accessories, please see our current price list.

	452		522		592	
Length	14'10"	4.52m	17'1"	5.20m	19'5"	5.92m
Beam	6'0"	1.83m	6'7"	2.00m	7'5"	2.26m
Displacement (note 1)	805lbs	365kg	1200lbs	545kg	1650lbs	750kg
Self Draining Cockpit (note 2)	when underway		y		y	
Foam Buoyancy	s		s		s	
Payload						
Max Persons	5		6		7	
Max Load (note 3)	424kg		575kg		725kg	
EU RCD (note 4)	Cat C		Cat C		Cat C	
UK RCR (note 4)	Cat C		Cat C		Cat C	
Performance Indicator (note 5)	15hp	10kts	20hp	11kts	30hp	12kts
	20hp	18kts	40hp	20kts	60hp	20kts
	30hp	23kts	60hp	26kts	100hp	27kts
Engine Type (note 6)	SO		SO		SO	
Outboard Shaft Type	Long shaft		Long shaft		Long shaft	
Recommended hp Range	20hp	30hp	40hp	50hp	60hp	80hp
Max Engine hp (note 7)	30hp		60hp		100hp	
Optimum Design Speed (note 8)	16kts		17kts		18kts	
Max Design Speed (note 9)	23kts		26kts		27kts	
Fuel Capacity (note 10)	1x25ltrs		2x25ltrs		2x25ltrs	

NOTE 1 - Dry weight of basic boat only, excluding engine

NOTE 2 - Self draining models will self drain with light loads providing correct fore & aft trim is maintained.

NOTE 3 - Max payload is combined weight of persons, fuel and gear not including outboard engine weight.

NOTE 4 - RCD = Recreational Craft Directive (EU-CE)
RCR = Recreational Craft Regulations (RCR) 2017 (SI 737) as amended

NOTE 5 - performance indicator based on one crew plus gear but otherwise light displacement and loading conditions.

NOTE 6 - Single Outboard = SO
Single Stern Drive = SZ
Twin Stern Drive = TZ.

NOTE 7 - Tiller steer versions of performance models have reduced horse power ratings (consult your dealer or owners handbook)

NOTE 8 - Optimum speed is the likely comfortable speed in average trim and light to moderate sea conditions.

NOTE 9 - Maximum speed in smooth water with light load. Boats should not be driven above the maximum design speed particularly in rough conditions. Difficult sea states may require speed to be reduced further.

NOTE 10 - Fuel capacities are indicative only and may not be reflected by the standard specification. Capacity is calculated by size of dedicated fuel stowage compartments.

ORKNEY
BUILT TO LAST







KEY FEATURES



**STABLE FISHING
PLATFORM**



ECONOMICAL



**EASY TO TOW
EASY TO LAUNCH**



SAFETY AT SEA



WATER SPORTS



**FAMILY &
CRUISING**

WORK BOATS & SPECIALS

Our standard designs are intended for leisure use only and may not be suitable for commercial, intensive or continuous hard use without some modifications being made. We can build specialised workboats on most of our hulls. To ensure you get the right boat for the job please consult us directly, or your local Orkney dealership, for advice regarding the suitability for your application where we will be happy to assist you.

SPEEDS

Our boats are designed to perform well with relatively small engines. This is achieved by having specially designed hulls with a moderate amount of V in the sections combined with high strength to low weight construction methods.

With fairly light payloads the speeds indicated in our brochures will be delivered in smooth water using the recommended engines; with increased loads, lower speeds may result. Our boats should be driven at lower speeds in heavy trim when encountering rough conditions because higher weights and higher speeds generate disproportionately large loads on the hulls. Consequently our warranty does not cover boats using bigger engines than we recommend or boats that have been used at speeds greater than advised in our literature and/or owners manuals.

USE AND HANDLING

Boating is still largely an unregulated pastime in the UK. At Orkney Boats we strongly encourage owners to use their boats in a seamanlike manner and show full consideration to others both afloat and offshore. If you have not been boating before, or would like to brush up your knowledge on boat handling and the care and maintenance of your boat, we recommend that you consider one or more of the wide range of available courses, many of which are RYA approved. Please contact your dealer who will be able to provide details.

TERMS OF BUSINESS

A copy of our terms of business and details on warranty conditions are available on request.

Customers should note that Orkney Boats are hand built in modest volumes. Whilst great care is taken during all the building stages to ensure structural integrity, the nature of the GRP process and other techniques involved may occasionally result in minor surface blemishes crazing or minor variations in fit and finish.

These types of small imperfections have no impact on the strength or seaworthiness of our boats; they are not considered to be faults and are not covered by our warranty. Small gel blemishes can be dealt with by using the repair kit provided with each new boat and other help can be found in the Owner's Manual.

All weights, measurements and performance indicators given are approximate. Dimensions and weights do not include engines or accessories, except where otherwise indicated. Drawings and illustrations are not drawn to scale and they may show boats fitted with optional equipment. For specifications and full details of accessories, please see our current price list.

We are constantly seeking ways to improve our products and we therefore reserve the right to change specifications as necessary. This does not affect any quotation given subject to our general terms and conditions.

Prices include VAT at the current rate. If VAT rates are changed, Orkney Boats Limited will charge at the applicable rate.

E60E



*BUILT IN BRITAIN
SINCE 1973*

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