

PILOTHOUSE RANGE

ORKNEY
BUILT TO LAST



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The Pilot House range from Orkney is renowned for its seaworthiness and durability, offering classic Nelson styling with its distinctive work boat looks. Equally as popular with the discerning cruiser as it is with those looking for a boat that will provide a reliable workhorse for either serious Sea Angling or Commercial application.



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.



Following several successful model variants launched in the interim, a new collaboration between Orkney Boats and Arthur Mursell of TT Boat Designs was formed in the early 90s. TT Boat Designs is renowned for many of the Nelson designs that you see today being used as pilot craft and workboats around the world. This successful collaboration brought Orkney's design ideas into the 21st Century with more modern hull designs which has shaped the Orkney range to this day.

1990s

**IN THE EARLY
1990S**



The Day Angler 21 and 23 were the first models to be developed in conjunction with TT Designs, created in response to the commercial beach boat fisherman who found the Fastliner 19 a little too small. Although originally intended as an open workboat it was soon adapted to allow for a wheelhouse version, proving popular with operators such as HM Coastguard and Harbour Authorities and marking the first of many Pilothouse models by Orkney.

1991

**LARGER BOATS
INTRODUCED
DAY ANGLER 21 & 23**



Following on from the 21 and 23 it was a natural progression for this range to develop a smaller wheelhouse model which could be easily trailed and moved around the country to explore new fishing grounds. The success of the Dayangler 19+ was hugely underestimated with a projected annual build of 20 boats.

1994-5

**DAY ANGLER 19+
HUGE SUCCESS**



Orkney chose London Earls Court Boatshow for this new models international debut and 17 orders were placed at the show followed by another 15 at a subsequent demonstration weekend. Original estimates were way off and Orkney was soon building two of these boats a week which continued for most of its production run.

1995

**DAY ANGLER 19+
LAUNCHED
AT LONDON EARLS
COURT BOATSHOW**



For the customer who wished to go boating in more luxury the Orkadian 20 & 23 offered just that with a more refined fit out and finish. That said, HM Coastguard ordered two Orkadian 23's as patrol boats and these remained in constant use in Scotland and the South Coast for over 10 years. So popular was this range that they can even be found as far south as the Falkland Islands.

1995

ORKADIAN 20 & 23

*20 YEAR PROJECT PARTNERING
WITH ARCHITECT ARTHUR MURSELL*

The design partnership and 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.





**NEW DESIGN PARTNERSHIP
WITH FISH COMPOSITES**

In addition to a long standing and successful relationship with Arthur Mursell, Orkney also work closely with FISH Composites on the future development of the Orkney marque. FISH are an innovative group of designers and naval architects, specialising in all aspects of production boat design, from initial concept and layout through to implementation of the final product.



The Orkadian's and Day Anglers were really the inspiration and basis for the new Pilothouse 24. This exciting new model went on to form a cornerstone of Orkneys product line up until 2014, becoming a great success with recreational Anglers and day boaters alike. Quickly gaining a reputation for it's seaworthiness and performance.



Developed from the Day Angler 19+ the Pilothouse 20 built on the success of this model offering a easily trailable and manageable size boat with the same distinctive attributes and now in its fourth generation continues in build to this day.



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 accomodation along with a larger galley and raised dinnette allowing for extended cruising.



Orkney continued to expand its range of Pilothouse models to offer better cruising capability with a newly uplifted Valiant cruising version of the Pilothouse 20 model.



The success and popularity of both Pilothouse 20 & 27 soon highlighted a need for Orkney to develop a worthy successor to the long standing and popular Pilothouse 24.

Development of the new 25 and its sleeker more modern styling proved to be instantly popular and marked a new era for the Orkney Pilothouse range. Whilst keeping the traditional Orkney lines and the Nelson design principles.



Ever changing trends in the market and new design concepts and production techniques meant that Orkney needed to continue to adapt and evolve to remain a leading and innovative manufacturer.

In doing so Orkney and TT Boats Designs formed an exciting new partnership with Fish Composites, a dynamic naval architectural and design company whose extensive knowledge in design and production methods, experience in both the marine and commercial fields brought a new level of efficiency and quality of build to the Orkney range.

1998

PILOTHOUSE 24 LAUNCHED

2002

SMALLER SISTER SHIP LAUNCHED
PILOTHOUSE 20

2012

FLAGSHIP PILOTHOUSE 27 LAUNCHED

2014

PILOTHOUSE 20 MK111

2017

NEW PILOTHOUSE 25

2019

PARTNERSHIP WITH FISH COMPOSITES

ORKNEY
BUILT TO LAST

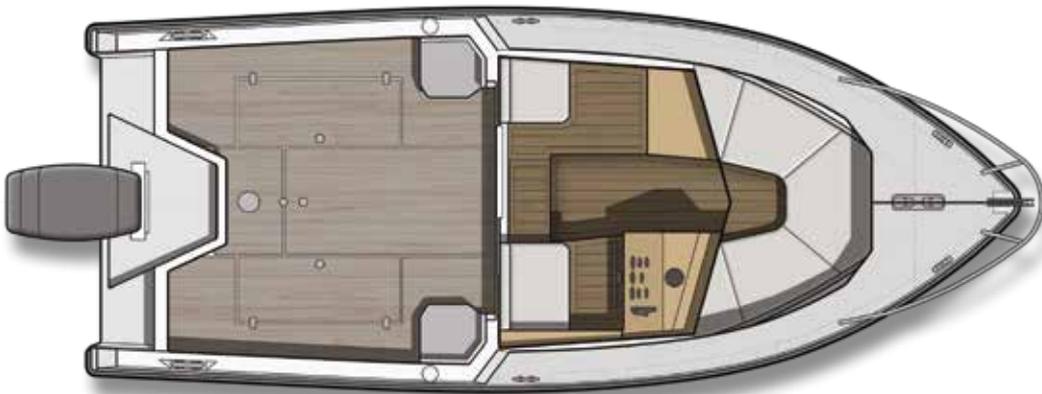


<i>LOA</i>	<i>19'6"</i>	<i>5.95m</i>
<i>Beam</i>	<i>7'10"</i>	<i>2.4m</i>
<i>Hull Weight</i>	<i>2030 lbs</i>	<i>925 kg</i>

Max HP *Maximum 80hp Long shaft outboard*
130 hp Inboard Diesel Sterndrive
option available

Design Speed *Max design speed 23 knots*
Optimum design speed 15 knots

Performance Indicator *30 hp 12 knots*
60 hp 18 knots
80 hp 23 knots



PILOTHOUSE 20

“The Pilot House 20 still offers those traditional Orkney characteristics such as vice free handling, stability at rest, easy motion whilst drifting or at anchor and the ability to perform well with relatively small engines.”

ORKNEY
BUILT TO LAST



Lockable wheelhouse with excellent all-round visibility

Spacious self draining cockpit

Safe high cockpit coamings & wide side decks

Spacious cabin with plenty of storage

Outboard or Diesel stern drive options

PILOTHOUSE 20

Originally developed from the highly regarded Day Angler 19+, the Pilot House 20 is now in its Fourth generation and continues to be a popular size model in the range with both Cruisers and Fishermen alike.

With a generous beam along the waterline spray chines it offers good stability without a significant increase in wetted surface. The hull features a reasonably deep forefoot with fine forward sections and pronounced flare developing into a moderate V aft. The resulting shape, combined with a moderate beam/length ratio, results in a dry, comfortable ride in rough seas.

The fully moulded cockpit has safe high coamings and is self draining with useful stowage under hinged lids. Wide side decks with practical 'angled-in' toe rails and pilot style coach roof handrails make going forward to the foredeck simple and secure.

The wheelhouse offers commanding all round views from a forward facing Helm and Co Pilot seat.

ORKNEY

BUILT TO LAST

CONSTRUCTION

Hull, deck and ancillary mouldings are constructed in hand lay-up GRP. Isophthalic resin is used in the hull which is stiffened below the waterline by bonded-in bulkheads and longitudinal stringers. The cabin and cockpit are formed by GRP modules which are bonded into the hull to increase rigidity. One piece deck moulding utilises complex core stiffening and is both bonded and mechanically fastened to the hull.

STANDARD COLOURS

Orkney Oxford Blue Hull

Orkney Silver Grey topsides & superstructure

Boot top stripe in White

STANDARD EQUIPMENT DECK EQUIPMENT

Stainless steel bow roller

Bow & stern mooring cleats

Stainless steel handrails from wheelhouse to cabin top

Stainless steel bulkhead grab handles

Opening hatch on forward coachroof

Heavy duty all round PVC 'D' section fendering with

stainless steel end caps

COCKPIT

Constructed in GRP with moulded-in non-slip surface to walking areas

Full self draining through transom scuppers

Inspection hatch giving access to bilge

Moulded steps/seats to side decks incorporated lidded lockers

Under floor fuel tank locker with gas strut assisted lockable lid

Stowage lockers with hinged lids

Outboard well to suit single outboard

Pictures left from top to bottom:

Black frame and tinted slide opening windows - see Valiant option

Premium 'Valiant' interior

Optional Synthetic Teak effect cockpit sole

Pictures right from top to bottom:

Optional stainless side rail and rod stowage racks

Corian type foldout galley with Combi sink and

single gas burner option

Diesel inboard sterndrive option



PILOTHOUSE 20

ACCOMMODATION WHEELHOUSE

Lockable GRP alloy framed bulkhead cabin door with window
Alloy framed toughened glass windows all round
Helm station to Starboard
Fire extinguisher stowage
Co-pilot seat to Port with stowage under
Step to cockpit with battery stowage under
Helmsman's seat with stowage under

FORWARD ACCOMMODATION

Vinyl upholstered base cushions to berth and seating area forward with storage under
Area with hinged lid ahead of steering console to take optional toilet

OUTBOARD ENGINE VERSION

Wheel steering fitted to console with push/pull type cable to suit through pivot tube outboard engines. Maximum engine horsepower 80hp

DIESEL STERNDRIVE VERSION

MerCruiser QSD2.0 4cyl 2.0 litre turbocharged 130hp diesel engine
Sound deadened engine compartment with hinged lid
Integrated Stainless steel fuel tank approx 30 gallons/136 litres
with in-line prefilter electric fuel contents gauge
Heavy duty battery with isolator switch wired to both engine and switch panel in wheelhouse

ENGINEERING

Windscreen wiper for helmsman only
5-gang electric switch panel
Fitted manual bilge pump

LOOSE EQUIPMENT

Manual fire extinguisher



VALIANT PACKAGE

The Pilot House Valiant package offers the highest specification available in the Orkney Range with premium fittings. It combines Orkney's trademark features with that extra touch of luxury and style for those looking to cruise a little further with the extra comforts that this boat has to offer.

In addition to standard specification:

- *Valiant Dark Navy Blue hull*
- *Black frame and tinted window package including opening side windows in wheelhouse*
- *Stainless steel pulpit*
- *Deck hardware package comprising stainless steel mid ship cleats, fender eyes & fair leads on foredeck*
- *Compass at helm position*
- *Navigation lights*
- *Cabin lighting throughout*
- *8 gang switch panel with 12v socket in lieu of standard*
- *Windscreen wiper for co pilot*
- *Deluxe galley under forward folding co pilot seat comprising combination single burner gas stove & stainless steel sink unit with hinged glass cover & corian style galley worktop*
- *Premium upholstery with choice of colours from selected range*
- *Upholstered headliner panels in wheelhouse*
- *Partial bulkhead ahead of co pilot seat & galley*
- *Sea toilet and holding tank to Starboard ahead of helm console with privacy curtain*
- *Teak & ebony laminate flooring with non slip surface fitted to cabin & wheelhouse sole*
- *Light Oak faced cabin table & double berth conversion with infill cushion*
- *Water tank & 12v water pump (cold water only)*



PILOTHOUSE 20



DAY ANGLER PACKAGE

The Pilot House 20 Day Angler package offers all the essential items for those looking to properly equip the boat for serious sea fishing.

The Pilot House 20 can lend itself perfectly to the job combining surefooted handling and workmanlike practicality in a boat that is easy to tow and launch.

In addition to standard specification

- *Portable gas stove on special GRP moulded base situated beneath co pilot seat cushion*
- *Red and white cabin light*
- *Compass at helm position*
- *Navigation lights*
- *12v salt water deck wash pump in cockpit, comprising a seawater inlet, pressure pump, spray nozzle and switch*
- *Stainless steel side rails on cockpit coamings*
- *Stainless steel rod holders in cockpit coamings*
- *Rod racks in cockpit*
- *Live bait well under Port side cockpit seat lid with 12v aerator pump*

ORKNEY
BUILT TO LAST



LOA	24'8"	7.6m
Beam	9'2"	2.8m
Hull Weight	6834 lbs	3100 kg

Max HP

Single diesel Sterndrive up to 250hp
 Twin diesel Sterndrive up to 300hp
 Outboard version up to 200hp (single)
 Outboard version up to 230hp (twin)

Design Speed

Max design speed 27 knots
 Optimum design speed 17 knots

Performance Indicator

170 hp	23 knots
220 hp	25 knots
250 hp	27 knots
300 hp (twin)	27 knots



PILOTHOUSE 25

" This is a boat that looks, feels and is indeed a quality product."

Nick Burnham, Practical Boat Owner magazine

ORKNEY
BUILT TO LAST



Sleek lines and elegant interior

Modified V hull for dry comfortable ride

Lockable wheelhouse with excellent visibility

Big self draining cockpit with safe high coamings

Wide safe side decks

Spacious sea going cabin with galley

Separate toilet compartment

Ample stowage space on deck & below

Diesel sterndrive for economy & smooth running

Single or twin outboard version for optimum performance and versatility

RCD category B

Up to 27 Knots performance & 250 nm+ range

PILOTHOUSE 25

The Pilot House 25 model adopts the same long standing principles that Orkney Boats have been so well renowned for over the years, including a robust seaworthy design with uncompromised sea keeping skills. Whether the boat is to be used for serious passage making or simply for coastal cruising the Orkney Pilot House 25 has this versatility.

Like her sister ship the Orkney Pilothouse 27, the new 25 has been developed to comply with RCD category B and to be capable of meeting MCA commercial craft requirements with little modification.

The wide beamed hull features convex panels with fine sections forward developing into a moderate dead rise V aft: This results in a boat that is easy to drive & stable in following seas. Even in more difficult conditions the Orkney 25 will remain comfortable and safely get you home. With a range of different engine options up to 300hp the emphasis has, much like with previous models, been on ensuring good all round performance whilst keeping the boat economical to run.

The elegantly styled wheelhouse combines the traditional Orkney 'work boat' image with a sleek and modern profile on the water. Flush recessed toughened glass windows give a commanding view from the safety & comfort of the helm and co pilot seat.

Going forward the cabin includes a comfortable seating area which can easily be converted into a double berth. The cabin boasts a well appointed galley area to Port and separate toilet compartment on the Starboard side. Storage space is provided under the seating.

On deck the spacious cockpit features useful locker space, safe high coamings all around and large scuppers to ensure rapid self draining. There is easy access to the side decks with a moulded step on each side providing additional useful storage within. Kept entirely beneath cockpit sole level, a large full width hatch opens to give good access to the engine bay and auxiliary engineering space.

The outboard version allows dedicated engineering space with improved on deck stowage in addition to moulded cockpit seating aft and access from astern via a moulded outboard well and step leading to partial bathing platform.

ORKNEY

BUILT TO LAST

CONSTRUCTION

Hull, deck and ancillary mouldings are constructed in heavy duty hand lay up GRP. The outer layer of the hull is laid up with Isophthalic resin. Subsequent layers are reinforced with chopped strand mat and woven rovings used in combination, the thickness increasing in critical vulnerable areas. Above the waterline stiffening is provided by a full length foam core panel and below the waterline by bonded-in bulkheads and longitudinal stringers. Additional stiffening is provided by a glassed-in module in the cabin. The one-piece deck moulding is a sandwich type construction using foam core in the walking areas with stress areas, such as cleat positions, reinforced with plywood infill. Bulkheads are glassed in and the entire deck is both bonded and mechanically fastened to the hull.

STANDARD COLOURS

Orkney Dark Navy Blue Hull
Orkney Silver Grey topsides & superstructure
Boot top stripe in White
Antifoul Red

STANDARD EQUIPMENT DECK EQUIPMENT

Heavy duty stainless steel bow roller
Fender eyelets
Bow, midship & stern mooring cleats
Stainless steel handrails on wheelhouse and forward coachroof
Stainless steel pulpit rail on the bow
Opening hatch to forward coach roof
Optional sliding hatch to wheelhouse roof

COCKPIT

Constructed in GRP with moulded-in non-slip surface
Fully self draining through scuppers
A full width engine hatch with gas strut stays to lid giving good access to the engine bay or a dedicated engineering space for the outboard configuration

STERNDRIVE VERSION

Moulded steps forward to side decks with stowage under for gas bottle to Port and general stowage to Starboard

OUTBOARD VERSION

Outboard well to suit single or twin outboard engines with access from stern via steps to partial boarding platform



PILOTHOUSE 25

ACCOMMODATION WHEELHOUSE

- Steering console to Starboard & helmsmans seat
- Co-pilot seat to Port with stowage under
- Lockable alloy framed bulkhead cabin door
- Flush recessed & hidden alloy framed toughened glass tinted windows all round
- Step down to forward cabin area
- Fire extinguisher stowage within co pilot seat box

FORWARD ACCOMMODATION

- Two berth cabin with stowage under berths and shelves behind
- Opening hatch gives access to the foredeck
- 2 Fixed ports in coamings

GALLEY

- Stainless steel sink with pressured cold water
- Single burner stove
- Cupboard under sink
- Opening port in coaming

HEAD

- Enclosed toilet compartment with chemical toilet & basin
- Sink and cold water tap
- Opening port in coaming

ENGINE - STERN DRIVE VERSION

- MerCruiser QSD 2.0 4cyl 2.0 litre turbocharged 170hp diesel engine as standard. Other engine options available
- Sound deadening in the engine compartment with a hinged lid and gas struts for easy service access, plus access to the aft bilge and automatic bilge pump

ENGINE - OUTBOARD VERSION

- Equipped with hydraulic steering leading aft to moulded OB well suitable for single or twin outboards up to single (250hp) or twin (2 x 115hp). Fourstroke outboard engines

Pictures left from top to bottom:

- Excellent all round access to a large engine compartment and engineering space
- Premium upholstery and Deluxe well appointed galley

Pictures right from top to bottom:

- Commanding helm position with panoramic 'all round' visibility and large console for instruments
- Optional synthetic Teak effect deck & integrated fold down transom boarding platform - available with stern drive only
- Valiant helm and co pilot seats



ENGINEERING

2 x 12v automatic bilge pumps, one in the engine bay and one midships

Automatic fire extinguisher in engine compartment

Windscreen wiper for helmsman

Single fuel tank in stainless steel, approx 80 gallons (365 litres) capacity with in-line pre-filters and electric fuel gauge

Optional trim tabs with gauge available

ELECTRICAL

12v Navigation lights

Circuit breaker switch panel at helm console

Lights in cabin and wheelhouse

Compass

2x heavy duty 12v batteries fitted with Isolator/changeover switch

Exterior LED lighting down in cockpit wheelhouse overhang

LOOSE EQUIPMENT

Manual fire extinguisher.

Ensign staff and socket

COMMISSIONING

Boat commissioned & delivery afloat in Chichester

Harbour. Delivery to other destinations can be arranged, please ask for further information



PILOTHOUSE 25



VALIANT PACKAGE

In addition to standard specification:

- *Valiant Dark Navy blue hull as standard or choice of other colours from selected range*
- *Stanchions & guard wires*
- *Cockpit handrails*
- *12v anchor windlass c/w anchor & chain*
- *Premium upholstery with choice of colours from selected range including Valiant helm & co-pilot seat upgrade*
- *Teak & Ivory laminate flooring with non slip surface fitted to cabin & wheelhouse sole*
- *Light oak faced cabin table & double berth conversion with infill cushion*
- *Sea toilet & holding tank in lieu of chemical toilet provided as standard*
- *Hot water calorifier system and shower within head compartment*
- *Deluxe galley package comprising upgrade to Corian type worktop, gas stove & front opening 12v refridgerator*
- *Light oak veneer trim to galley cupboard unit*

DAY ANGLER PACKAGE

In addition to standard specification

- *12v salt water deck wash pump in cockpit, comprising a Seawater inlet, pressure pump, spray nozzle and switch*
- *Stainless steel side rails on cockpit coamings*
- *Stainless steel rod holders in cockpit coamings*
- *Rod racks in cockpit*
- *Bait prep station in cockpit incorporating sink, chopping board, tackle drawer & storage cupboard and live bait well with 12v aerator pump within*

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PILOTHOUSE 25

"We are delighted to be involved with the development of Orkney's range of boats. Orkney have a renowned history for sea kindly and versatile craft; we are looking forward to the challenge of designing the next generation of boats, whilst maintaining the core values of this established brand."

Peter Murphy, Fish Composites



ORKNEY

BUILT TO LAST

NEW DEVELOPMENTS IN DESIGN, STYLE, SIZE, WEIGHT AND POWER

Four Stroke outboard engine technology continues to advance at an increasing rate leading to a growing popularity in the larger 25 to 35 ft motor sector moving more towards outboard powered designs rather than conventional inboard shaft or stern drive engines.

Most recent developments in design style, size, weight and power range along with improved engine management and control system technology has led to significant advances in reliability, performance and economy. Now with the added option of Diesel outboard engines on the horizon offering further choice, Orkney have responded with the development of both a single and twin outboard powered version for both their renowned Pilothouse 25 and flagship 27 model.

This latest design development offers several other key advantages including improved cockpit storage, otherwise taken up by engine space, plus additional comfortable cockpit seating and easy walk on/off access from astern.

***Preliminary details only pending finalisation of design*



PILOTHOUSE 25

“Orkney have always taken pride in its position and reputation as a market leader and intends to continue its development programme, with exciting and innovative designs planned as well as refreshing the existing model range. All this whilst still keeping to Orkney’s key principles of unquestionably seaworthy robust designs.”



The Pilothouse 25 and bigger sister the Pilothouse 27, offer the opportunity for extended passage making in a Category B offshore motor cruiser, combining excellent sea keeping characteristics with impressive performance.







LOA	24'8"	7.6m
Beam	9'2"	2.8m
Hull Weight	6834 lbs	3100 kg

Max HP	Single diesel Sterndrive up to 240hp Twin diesel Sterndrive up to 300hp	
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Design Speed	Max design speed 27 knots Optimum design speed 17 knots	
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Performance Indicator	170 hp	23 knot
	220 hp	25 knots
	240 hp	27 knots
	300hp	27 knots



PILOTHOUSE 27

"The largest boat in Orkney's range continues its tradition of solid no-nonsense craft. The Pilot House 27 is typical Orkney - smart, practical and user-friendly."

Nick Burnham, Practical Boat Owner magazine

ORKNEY
BUILT TO LAST



Classic lines & elegant interior

Modified V hull for dry comfortable ride

Lockable wheelhouse with excellent all-round visibility

Big self draining cockpit with safe high coamings

Wide safe side decks

Spacious seagoing cabin with galley

Separate toilet compartment

Ample stowage space on deck & below

RCD category B

Diesel stern drive for economy & smooth running

*Single or twin diesel stern drive
engine options available*

Up to 27 knots performance & 250 nm+ range

PILOTHOUSE 27

The Orkney Pilot House 27 has an enviable reputation for sea keeping. Developed by Orkney and Nelson designers TT Boat Designs, the hull features a generous waterline length and free board. This combined with a heavy displacement endows the 27 with a sure footedness in a seaway not found in many boats of even greater size. The open plan wheelhouse is spacious and airy with alloy framed toughened glass windows giving commanding all round visibility for the helmsman as well as superb views from the dinette and galley.

The dinette is a comfortable place to dine and relax and can easily be converted into a berth for the night. Forward of the wheelhouse and to starboard is an enclosed toilet and shower compartment with full standing headroom. Opposite and to Port is a good size hanging locker whilst forward is a spacious cabin with table and seating which converts to a double berth. The wheelhouse leads to the self-draining cockpit with safe deep coamings and a transom door leading to a full width bathing platform.

With classic lines and an elegant interior blended with a workmanlike layout, robust fittings and strong construction, the Pilot House 27 is a proper motor cruiser in the Nelson tradition.

ORKNEY

BUILT TO LAST

CONSTRUCTION

Hull, deck and ancillary mouldings are constructed in heavy duty hand lay up GRP. The outer layer of the hull is laid up with Isophthalic resin. Subsequent layers are reinforced with chopped strand mat and woven rovings used in combination, the thickness increasing in critical vulnerable areas. Above the waterline, stiffening is provided by a full length foam core panel and below the waterline by bonded-in bulk-heads and longitudinal stringers. Additional stiffening is provided by a glassed-in module in the cabin. The one-piece deck moulding is a sandwich type construction using foam core in the walking areas with stress areas, such as cleat positions, reinforced with plywood infill. Bulkheads are glassed in and the entire deck is both bonded and mechanically fastened to the hull.

STANDARD COLOURS

Orkney 'valiant' Dark Navy Blue Hull
Orkney Silver Grey topsides & superstructure
Boot top stripe in White
Antifoul Red

STANDARD EQUIPMENT DECK EQUIPMENT

Heavy duty stainless steel bow roller
Bow, mid-ship and stern mooring cleats
Stainless steel handrails on wheelhouse and forward coachroof.
Stainless steel pulpit rail on the bow with stanchions and guardwires on the side decks
Opening hatch on forward coachroof
Alloy mast incorporating navigation lights and electronic mounting points
Heavy duty all round PVC 'D' section fendering with stainless steel end caps
GRP aft bathing platform with s/s bathing ladder mounted beneath with a fender protection strip around the edge and 2 stainless steel cleats
Stainless steel transom gate leading to platform



Pictures left from top to bottom:
Wide side decks leading forward
Bathing platform as standard
Twin engine option available

PILOTHOUSE 27

COCKPIT

Constructed in GRP with moulded-in non-slip surface.

Fully self draining through scuppers

A full width engine hatch with gas strut stays to lid giving good access to the engine bay

Moulded steps forward to side decks with stowage under for gas bottle to Port and general stowage to Starboard

Opening transom door for access onto aft bathing platform

Access hatch to engineering space and lazzerette locker

ACCOMMODATION WHEELHOUSE

Helm station to Port ahead of galley with suspension 'Pilot' seat

Raised dinette to Starboard converts to berth (option of double berth) with stowage under seats

Heavy duty alloy framed hinged bulkhead door

Alloy framed toughened glass tinted windows all round

Flush recessed & hidden

Slide opening side windows

Teak & Holly striped cabin sole with access traps to water pump and domestic services

Steps down to forward cabin

FORWARD ACCOMMODATION

Premium upholstered two berth cabin with stowage under berths and shelves behind

A table with infill cushion converts the V berth to a double

Opening hatch gives access to the foredeck

Forward of the helm station is a hanging locker on Port side

Fixed ports in coamings

GALLEY

Sink with pressured cold tap

2 burner gas stove and grill

Cupboard under sink

12v refrigerator stainless front opening

Galley that comprises of cupboards & drawer storage



Pictures right from top to bottom:

Enclosed toilet and shower compartment, Elevated helm station forward of Galley

Raised dinette to Starboard converts to berth



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HEAD

Enclosed toilet compartment comprising sea toilet & basin
Stainless steel sink with cold water tap and pull out shower faucet opening port in coaming

ENGINE

Several engine options are available (see price list for details)
Single engine versions are fitted with a single fuel tank
Twin engine versions can be fitted with twin tanks with separate independent systems, filtration and contents gauges
Sound deadening in the engine compartment with a hinged lid and gas struts for easy service access

ELECTRICAL

12v Navigation lights
Circuit breaker switch panel
Lights in cabin and wheelhouse
Compass
2 x heavy duty 12v batteries fitted with isolator/changeover switch

LOOSE EQUIPMENT

Ensign staff and socket. Anchor, chain and warp.
Manual fire extinguisher

ENGINEERING

2 x 12v automatic bilge pumps, one in the engine bay and one midships
Automatic fire extinguisher in engine compartment
Windscreen wiper for helmsman
Single fuel tank in stainless steel, approx 80 gallons (365 litres)
(twin tanks is 2 x 50 gallons - total 454 litres) capacity with in-line pre-filters and electric fuel gauge
Holding tank with divert valve & gauge

COMMISSIONING

Boat commissioned & delivery afloat in Chichester Harbour.
Delivery to other destinations can be arranged, please ask for further details.



PILOTHOUSE 27



IMPROVED PERFORMANCE & EFFICIENCY:

A stern drive engine boat is known for more speed and boat trim ability while being a more efficient propulsion system compared to shaft drives because:-

- *The propeller on a Stern drive can be adjusted to the correct angle of water flow as opposed to often a more acute angle resulting in making the engine work much harder.*
- *Trimming down allows quicker acceleration.*
- *This normally means a larger horsepower engine is required on a shaft driven boat to compensate for loss of efficiency to achieve the required performance.*
- *This is all the more so on smaller boats in 20-30ft range where inboard engines have to run steeper shaft angles due to the space available.*
- *Greater fuel economy. The need for a smaller engine on a stern drive and an improved performance means improved range and lower emissions.*

EXCELLENT LOW SPEED MANOEUVRABILITY:

Shaft driven boats go one direction in reverse no matter what the position of the wheel. With a stern drive boat, reverse and forward thrust is directional.

It's true that Stern drive's can, at times, have higher maintenance requirements than inboards. However sterndrive motors offer better access and any additional service cost on the leg is more than outweighed by fuel savings and lower initial capital outlay on a smaller engine.



STERN DRIVE vs SHAFT DRIVE

THE BENEFITS OF A STERN DRIVE ENGINE



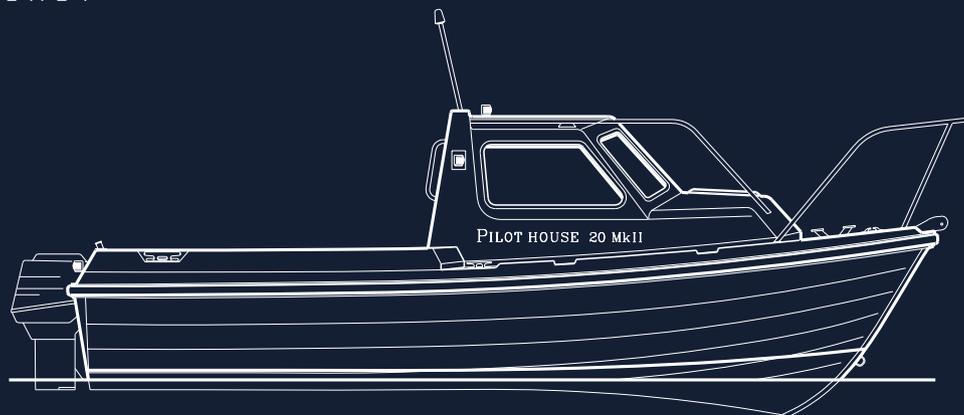
CONVENIENCE:

Sterndrive's provide the boat with a versatile range of trim with a tilt mechanism enabling:-

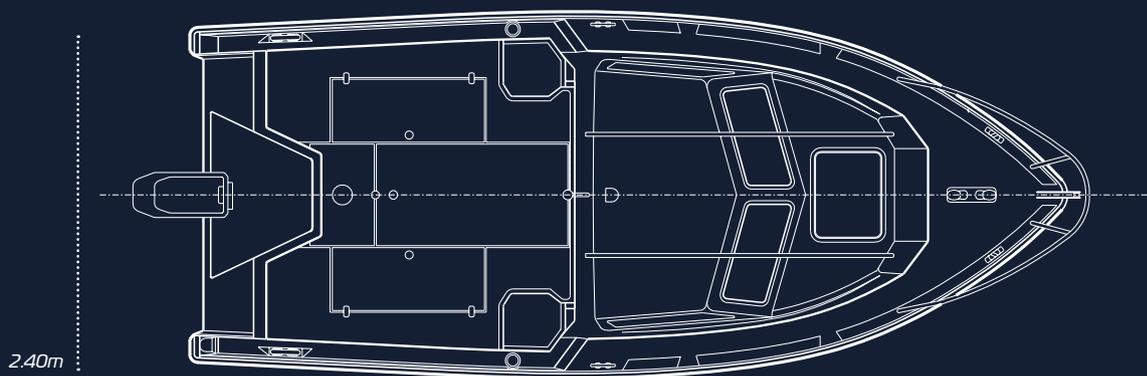
- *Better adjustment of the running angle allowing for smoother rides when trimmed up.*
- *Ability to run in shallower water with drive leg tilted, avoiding risk of damage to propeller/rudder/p.brackets and shaft which can all be very costly to repair.*
- *Ability to dry the boat out (with some drive legs) due to a full tilt up facility.*
- *The leg can be raised/tilted upwards for easier access to release lobster pots/nets/rope/plastic bags etc which may become entangled in the prop.*

INSTALLATION AND ACCESSIBILITY:

- *Since a sterndrive boat has the equipment on the back of the boat, the engine is located all the way aft and lower down this often allows more internal volume forward for stowage and accommodation than on an inboard shaft driven boat.*
- *Engines located further aft instead of inside the wheelhouse /accommodation mean less noise and vibration whilst underway.*
- *Stern drive engines often provide easier access for servicing, whereas shaft drive engines are often twin installation and fitted further outboard due to their height in the boat and space available, therefore access to the outside of each engine can often be quite restricted.*



5.95m

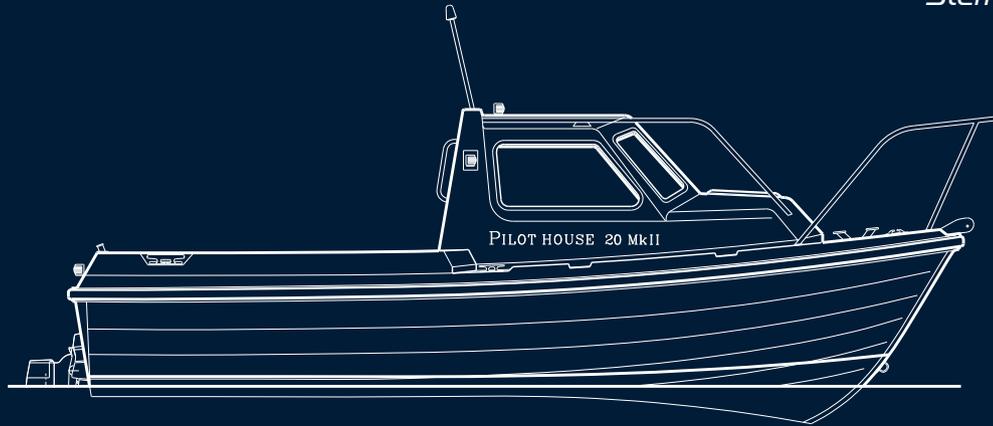


2.40m

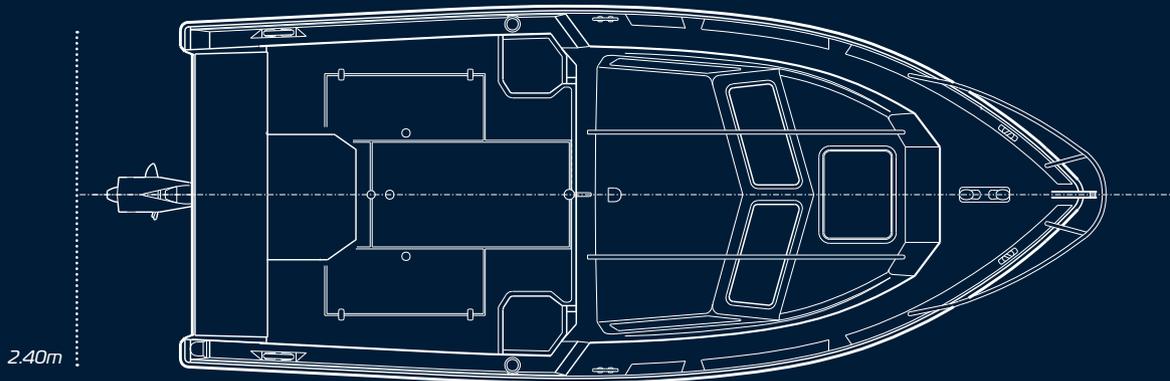
Length	19'6"	5.95m	Performance Indicator	30hp	12kts	Engine Type	Single Outboard
Beam	7'10"	2.40m		60hp	18kts	Outboard Shaft Type	Long shaft
Displacement	2030lbs	925kg		80hp	23kts	Recommended hp Range	30hp 80hp
Self Draining Cockpit	y					Max Engine hp	80hp
.....			Optimum Design Speed	15kts		
Payload			Max Design Speed	23kts		Fuel Capacity	3x25 ltrs
Max Persons	7						135 ltrs (optional)
Max Load	785kg					Water Capacity	16 ltrs (optional)
RCD Category	Cat C						

PILOTHOUSE 20

Sterndrive Version



5.95m

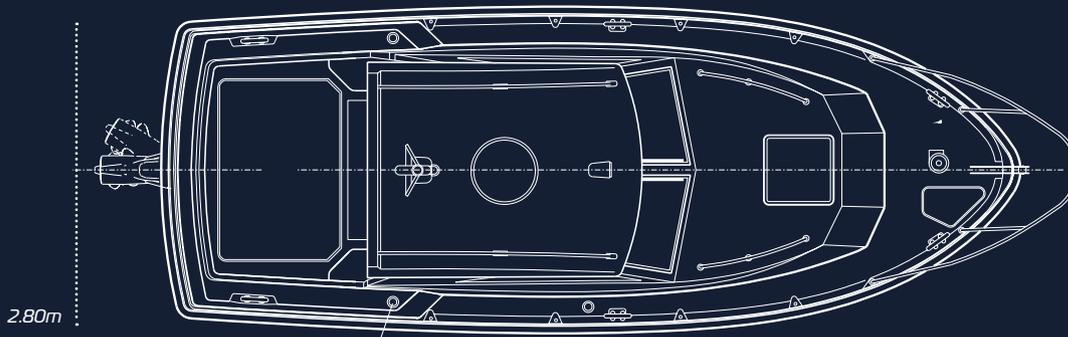


2.40m

Length	19'6"	5.95m	Performance Indicator	130hp	23kts	Engine Type	Diesel inboard sterndrive
Beam	7'10"	2.40m				Recommended hp Range	130hp
Displacement	2030lbs	925kg				Max Engine hp	130hp
Self Draining Cockpit	y		Optimum Design Speed	15kts			
			Max Design Speed	23kts			
Payload						Fuel Capacity	135ltrs
Max Persons	7					Water Capacity	16ltrs (optional)
Max Load ¹	785kg						
RCD Category	Cat C						



7.60m



2.80m

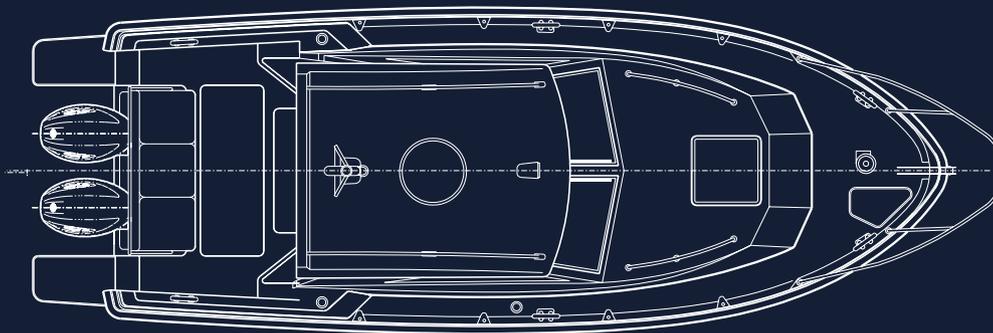
Length	24'8"	7.60m	Performance Indicator	170hp	23kts	Engine Type	Diesel inboard Sterndrive
Beam	9'2"	2.80m		220hp	25kts	Recommended hp Range	170hp 250hp
Displacement	7500lbs	3400kg		250hp	27kts	Max Engine hp	250hp (Single)
Self Draining Cockpit	y			300hp	27kts		300hp (Twin)
<hr/>							
Payload			Optimum Design Speed	17kts		Fuel Capacity	365ltrs standard (Single)
Max Persons	10		Max Design Speed	27kts			2 x 227ltrs optional (Twin)
Max Load	1400kg					Water Capacity	70ltrs
RCD Category	Cat B						

PILOTHOUSE 25

Outboard Version



7.93m



2.80m

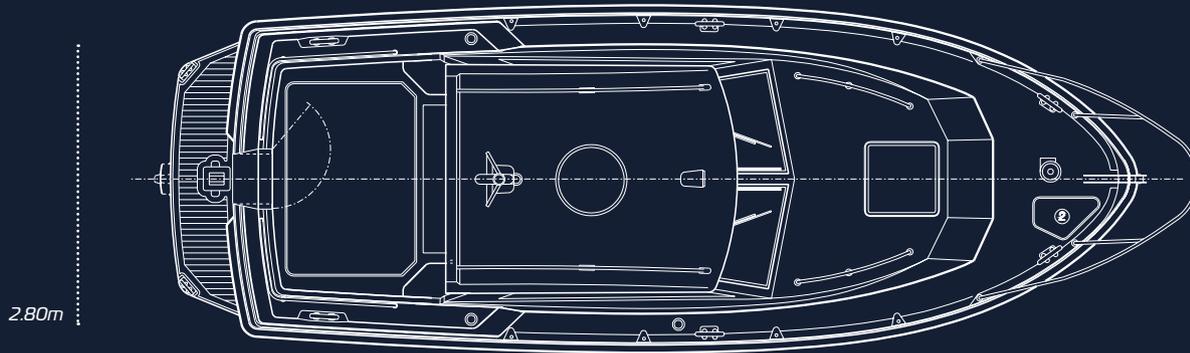
Length	24'8"	7.93m	Performance Indicator	170hp	23kts	Engine Type	Single or Twin Outboard
Beam	9'2"	2.80m		220hp	25kts	Outboard Shaft Type	Long Shaft
Displacement	7500lbs	3400kg		240hp	27kts	Recommended hp Range	200hp 230hp
Self Draining Cockpit	y					Max Engine hp	200hp (Single) 2 x 115hp (Twin)
.....			Optimum Design Speed	17kts		
Payload			Max Design Speed	27kts		Fuel Capacity	365ltrs standard (Single) 2 x 227ltrs optional (Twin)
Max Persons	10					Water Capacity	70ltrs
Max Load	1400kg						
RCD Category	Cat B						

** Preliminary details only pending final design

PILOTHOUSE 27



7.93m



2.80m

Length	26'8"	7.93m	Performance Indicator	170hp	23kts	Engine Type	Diesel inboard Sterndrive
Beam	9'2"	2.80m		260hp	27kts		
Displacement	7940lbs	3600kg		300hp (Twin)	27kts	Recommended hp Range	240hp 300hp
Self Draining Cockpit	y					Max Engine hp	260hp (Single) 300hp (Twin)
.....						
Payload			Optimum Design Speed	17kts		
Max Persons	10		Max Design Speed	27kts		Fuel Capacity	365ltrs standard (Single) 2 x 227ltrs optional (Twin)
Max Load	400kg					Water Capacity	70ltrs
RCD Category	Cat B						



PILOTHOUSE RANGE

	PILOTHOUSE 20		PILOTHOUSE 25 (SD)		PILOTHOUSE 25 (OB)		PILOTHOUSE 27	
Length	19'6"	5.95m	24'8"	7.60m	24'8"	7.93m	26'8"	7.93m
Beam	7'10"	2.40m	9'2"	2.80m	9'2"	2.80m	9'2"	2.80m
Displacement (note 1)	2030lbs	925kg	7500lbs	3400kg	TBC		7940lbs	3600kg
Self Draining Cockpit (note 2)	y		y		y		y	
Payload (note 3)								
Max Persons	7		10		10		10	
Max Load	785kg		1400kg		1400kg		1400kg	
RCD Category	Cat C		Cat B		Cat B		Cat B	
Performance Indicator (note 4)	30hp	12kts	170hp	23kts	170hp	23kts	170hp	23kts
	60hp	18kts	220hp	25kts	220hp	25kts	260hp	27kts
	80hp	23kts	250hp	27kts	240hp	27kts	300hp (TZ)27kts	
Engine Type (note 5)	SO / SZ		SZ		SO/TO		SZ / TZ	
Outboard Shaft Type	Long shaft		n/a		Longshaft		n/a	
Recommended hp Range	30hp	80hp	170hp	250hp	200hp	230hp	240hp	300hp
Max Engine hp	80hp (SO)	130hp (SZ)	250hp(SZ)	300hp (TZ)	200hp (SO) 2 x 115hp (TO)		260hp (SZ)	300hp (TZ)
Optimum Design Speed (note 6)	15kts		17kts		17kts		17kts	
Max Design Speed (note 7)	23kts		27kts		27kts		27kts	
Fuel Capacity (note 8)	3x25 (SO)	135ltrs (SZ)	365ltrs 2x227ltrs(opt)		365ltrs 2x227ltrs(opt)		365ltrs (SZ) 2x227ltrs opt(TZ)	
Holding Tank	25ltrs (optional)		43ltrs		43ltrs		43ltrs	
Water Capacity	16 ltrs (optional)		70ltrs		70ltrs		70ltrs	

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.



NOTE 1 - Dry weight of basic boat only. Outboard models do not include engine weight.

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.

NOTE 4 - performance indicator based on one crew plus gear but otherwise light displacement and loading conditions.

NOTE 5 - Single Outboard = SO Twin Outboard = TO Single Stern Drive = SZ Twin Stern Drive = TZ.

NOTE 6 - Optimum speed is the likely comfortable speed in average trim and light to moderate sea conditions.

NOTE 7 - 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 8 - Fuel capacities are indicative only and may not be reflected by the standard specification. Capacity is calculated by size of dedicated fuel stowage compartments

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.

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 and/or minor variations in fit and finish.

These type 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.

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BUILT IN BRITAIN
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