

ORKNEY **DORY 424**

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 & spill 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 50hp

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



The Orkney Dory really is a timeless classic. Now offered in three different versions Tender, Sport and Custom. Orkney Dorys 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. Constant development over the years means that today's models also feature more 'V' in the forward sections and 'raked back' sponsors for a smoother, drier ride.

Whether you are looking for a ski boat, work boat, rescue launch or a boat for just 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



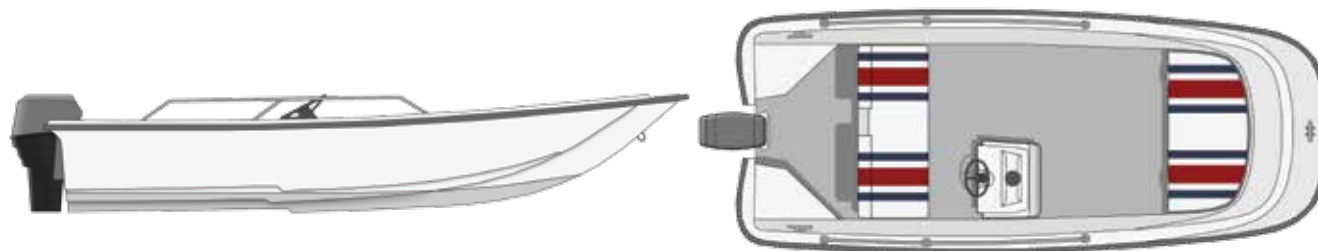
Excellent performance from planing cathedral hull



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	Remote console steered - Maximum 50 hp long shaft outboard Tiller steered - Maximum 20 hp long shaft outboard	
Design Speed	Max design speed 28 knots Optimum design speed 18 knots	
Performance Indicator	10 hp	9 knots
	25 hp	17 knots
	50 hp	28 knots*

* Refers to Tender model



Optional Custom layout shown



*BUILT IN BRITAIN
SINCE 1973*

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