

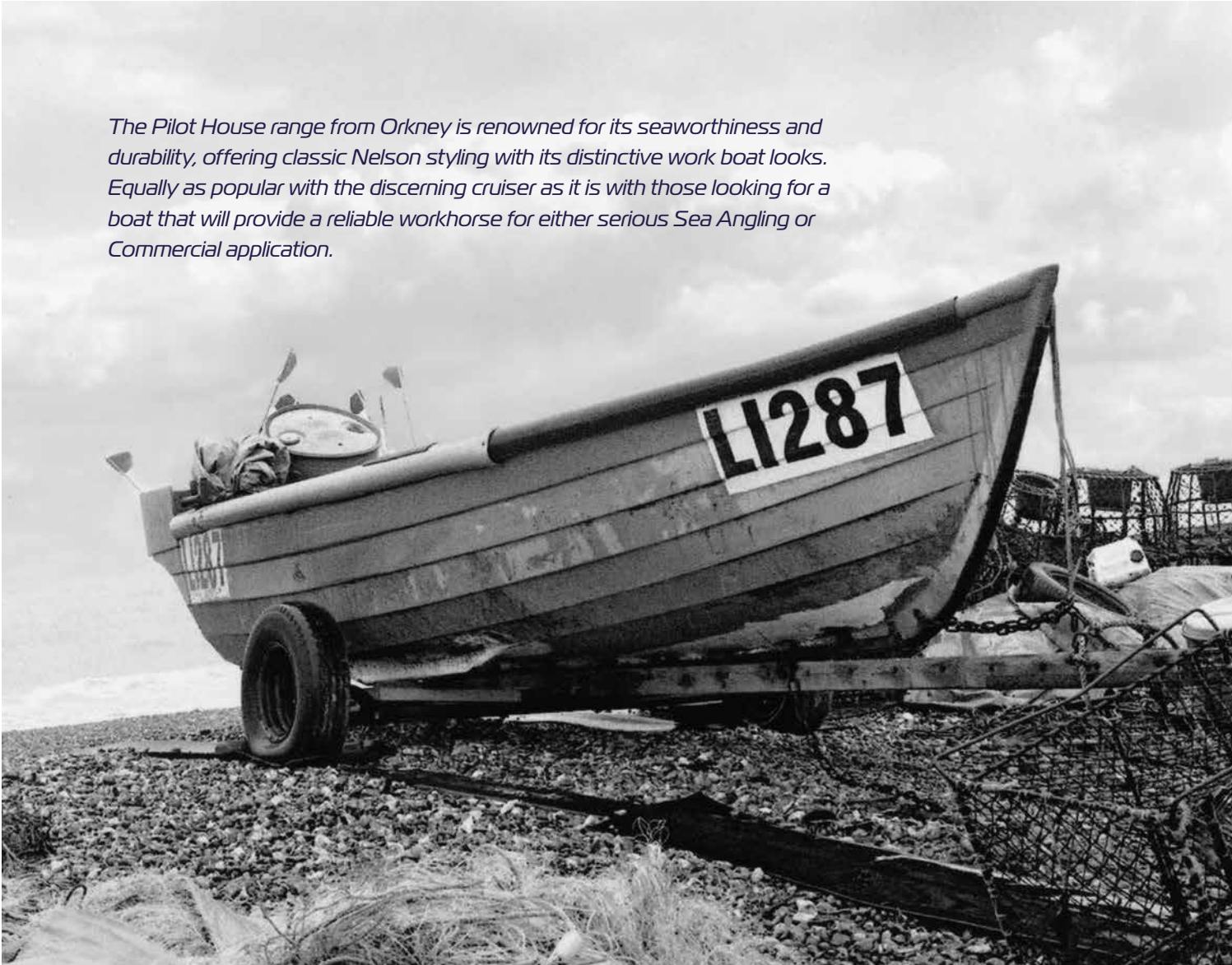
ORKNEY

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 accommodation 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



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

Max HP *Maximum 80hp Long shaft outboard*

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

PILOTHOUSE 20

CONSTRUCTION

Hull, deck and ancillary mouldings are constructed in heavy duty hand lay up GRP. The outer layer of the hull is laid up in Vinylester resin, subsequent layers are reinforced with chopped strand mat and woven rovings used in combination, the thickness increasing in critical vulnerable areas. The hull 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*

ORKNEY

BUILT TO LAST

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
Optional all round cockpit seating, cushions and backrest



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

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

ENGINEERING

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

LOOSE EQUIPMENT

Manual fire extinguisher



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

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



CRUISER PACKAGE

In addition to standard specification

- Deck hardware package comprising stainless steel mid ship cleats, fender eyes & fair leads on foredeck
- Stainless Steel side rails
- Windscreen wiper for co pilot with separate switching
- Compass at helm position
- Navigation lights

DELUXE PACKAGE

If you're looking to get away for the weekend with a few of those home comforts, this package offers just that with a stylish touch of comfort

- Premium upholstery with choice of colours from selected range
- Deluxe galley under forward folding co pilot seat comprising combination 2 burner gas stove & stainless steel sink unit with hinged glass cover & corian style galley worktop
- Led Cabin interior lighting throughout
Light Oak faced cabin table & double berth conversion with infill cushion
Upholstered headliner panels in wheelhouse
- Teak & ebony laminate flooring with non slip surface fitted to cabin & wheelhouse sole
- Partial bulkhead ahead of co pilot seat & galley
- Sea toilet and holding tank to Starboard ahead of helm console with privacy curtain
- Water tank & 12v water pump (cold water only)•
Navigation lights

ORKNEY
BUILT TO LAST

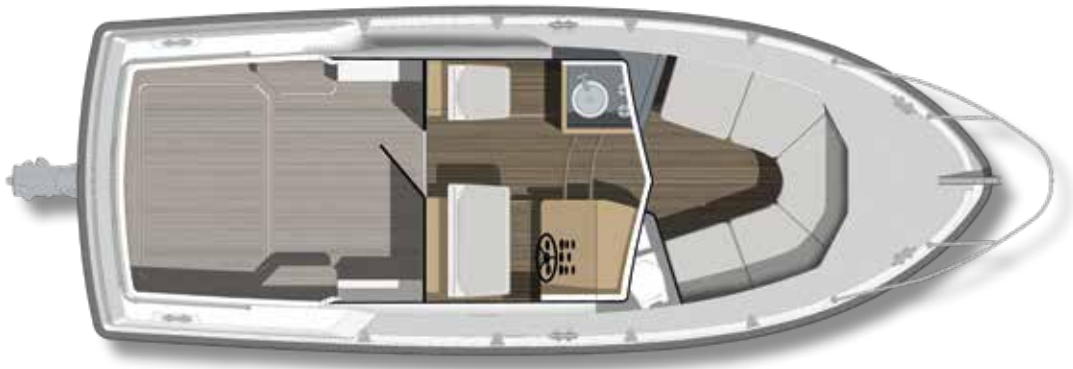


LOA	24'8"	7.6m
Beam	9'2"	2.8m
Hull Weight	6834 lbs	3100 kg

Max HP	Diesel Sterndrive up to 250hp (single) 300hp (twin) Outboard version up to 250hp (single) 300hp (twin)	
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Design Speed	Max design speed 27 knots Optimum design speed 17 knots	
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Performance Indicator	220 hp	25 knots
	250 hp	27 knots
	300 hp (twin)	27 knots



*Layout shows Sterndrive version.
See page 44 for details of deck plan for Outboard version (also available).*

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

Single or Twin 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

CONSTRUCTION

Hull, deck and ancillary mouldings are constructed in heavy duty hand lay up GRP. The outer layer of the hull is laid up in Vinylester 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

ORKNEY

BUILT TO LAST

ACCOMMODATION WHEELHOUSE

Steering console to Starboard & helmsman's seat
Co-pilot seat to Port with stowage under
Lockable alloy framed bulkhead cabin door
Flush recessed & hidden Aluminium framed windows all round with toughened & tinted glass
Fire extinguisher stowage within co pilot seat box
Teak & Ebony striped laminate cabin sole with access trap to engineering space beneath
Steps leading down to forward cabin area

FORWARD CABIN

Seating with table and infill cushion conversion to double V berth
Stowage under seats and fiddled Shelving behind
Opening hatch gives access to the foredeck
Fixed skylight & 2 Fixed ports in coamings
Teak and ebony striped laminate cabin sole

GALLEY

Corian type stone finish to worktop
Stainless steel sink and twin burner gas stove integrated unit with glass cover
Pressurised tap – Cold only
Cupboard under sink & slide locker storage outboard of galley
Opening port in coaming

HEAD

Enclosed toilet compartment with Sea toilet, holding tank & gauge
Stainless Sink with pressured mixer tap & pull out shower faucet – Cold only
Corian type stone finish to worktop
Opening port in coaming
Synthetic Teak flooring to shower tray
Optional Shower & Hot water calorifier available

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



PILOTHOUSE 25



STANDARD DECK EQUIPMENT

Heavy duty stainless steel bow roller

Bow, midship & stern mooring cleats

12 v electric anchor windlass and chain stopper

Stainless Steel handrails on wheelhouse and forward coachroof

Stainless Steel pulpit rail, stanchions and guardwires

Alloy mast incorporating navigation lights and electronic mounting points

Heavy duty all round PVC 'D' section fendering with stainless steel end caps

Optional sliding hatch to wheelhouse roof

OUTBOARD

Opening flush hatch with fixed skylight to forward coach roof

Foredeck hatch to anchor chain locker

STERNDRIVE

Opening hatch to forward coach roof

Anchor chain locker with lid

COCKPIT

Constructed in GRP with moulded-in non-slip surface

Fully self draining through scuppers

Access hatch to engineering space and lazarette locker

OUTBOARD

Inset Moulded steps provide step up to side decks

Dedicated stowage in outer coaming for gas bottle to Port

Outboard well suitable for Single or Twin Four Stroke outboard engines.

Aft cockpit bench seat with pantograph hinge forward mechanism for tilting of engine into raised stowage position and improved access astern

Foldable cockpit side bench seat to Port side

Step leading from cockpit to GRP aft bathing platforms each side with foldable Stainless Steel bathing ladder

Stainless steel transom gates leading to bathing platform each side



STERNDRIVE

Cockpit drain scuppers

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

Moulded seat boxes provide step up to side decks with stowage for gas bottle to Port and stowage to Starboard

Optional fold down GRP Gangway with integrated bathing ladder for access astern

ENGINE - OUTBOARD

Various Single or Twin installation engine options are available - Priced separately

Options and rigging specification quoted separately

ENGINE - STERNDRIVE

Various Single or Twin installation engine options are available - See pricelist for details

ENGINE - STERNDRIVE cont...

Sound deadening in the engine compartment

Automatic fire extinguisher in engine compartment

Equipped with hydraulic steering

ENGINEERING

Single fuel tank with in-line pre-filter and tank level gauge at helm

1 x 12v automatic bilge pump located in engineering space beneath wheelhouse

Windscreen wiper for helmsman

Optional trim tabs with gauge available

Optional Manual bilge pump

OUTBOARD

1 x 12v automatic bilge pump located one in the lazarette compartment



PILOTHOUSE 25



STERNDRIVE

1 x 12v automatic bilge pump located in the engine compartment

ELECTRICAL

12v Navigation lights

Circuit breaker switch panel at helm console

LED Lighting in cabin and wheelhouse

Compass

1x heavy duty 12v domestic battery fitted with isolator/changeover switch

Exterior LED down lighting in cockpit wheelhouse overhang

OUTBOARD

1 x Heavy duty 12v domestic battery fitted with isolator/changeover switch

STERNDRIVE

2 x Heavy duty 12v batteries, 1 x Domestic and 1 x dedicated Engine start fitted with isolator/changeover switch

LOOSE EQUIPMENT

Anchor with 10m Galvanised chain and 30 metres Warp

Manual fire extinguisher.

Ensign staff and socket

COMMISSIONING

Boat commissioned & delivery afloat in Chichester Harbour

ORKNEY
BUILT TO LAST



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



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.





ORKNEY
BUILT TO LAST



LOA	24'8"	7.6m
Beam	9'2"	2.8m
Hull Weight	6834 lbs	3100 kg
<hr/>		
Max HP	Diesel Sterndrive up to 280hp (single) 300hp twin Outboard version up to 300hp (single) 300hp twin	
<hr/>		
Design Speed	Max design speed 27 knots Optimum design speed 17 knots	
<hr/>		
Performance Indicator	250 hp	25 knots
	280 hp	27 knots
	300hp (twin)	27 knots



*Layout shows Sterndrive version.
See page 46 for details of deck plan for Outboard version (also available).*

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

*Single or Twin Diesel stern drive for
economy & smooth running*

*Single or Twin Outboard version for optimum
performance and versatility*

Up to 27 knots performance & 250 nm+ range

PILOTHOUSE 27

CONSTRUCTION

Hull, deck and ancillary mouldings are constructed in heavy duty hand lay up GRP. The outer layer of the hull is laid up in Vinylester 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

ORKNEY

BUILT TO LAST

ACCOMMODATION

WHEELHOUSE

Helm station to Port ahead of galley with suspension 'Pilot' seat
Raised dinette to Starboard converts to berth with stowage under seats
Heavy duty alloy framed hinged bulkhead door
Flush recessed & hidden Aluminium framed windows all round with toughened & tinted glass
Slide opening side windows
Teak & Holly striped laminate cabin sole with access trap to engineering space beneath
Steps leading down to forward cabin

FORWARD CABIN

Double berth cabin with stowage under and fiddled shelving outboard
Optional layout to include seating with table and infill cushion conversion to double V berth
Opening hatch gives access to the foredeck
Forward of the helm station is a hanging locker on Port side
2 Fixed ports in coamings
Teak & Holly striped laminate cabin sole

GALLEY

Corian type stone finish to worktop
Galley that comprises of cupboards & drawer storage
Stainless Sink with pressurised mixer tap – Cold only
2 burner gas stove and grill with removable work top cover
12v refrigerator stainless front opening

HEAD

Enclosed toilet compartment with Sea toilet, holding tank & gauge
Stainless Sink with pressurised mixer tap & pull out shower faucet – Cold only
Corian type stone finish to worktop
Opening port in coaming
Synthetic Teak flooring to shower tray
Optional Shower & Hot water calorifier available

STANDARD DECK EQUIPMENT

Heavy duty stainless steel bow roller
Bow, midship & stern mooring cleats
12 v electric anchor windlass and chain stopper
Stainless steel handrails on wheelhouse and forward coachroof
Stainless steel pulpit rail, stanchions and guardwires
Alloy mast incorporating navigation lights and electronic mounting points
Heavy duty all round PVC 'D' section fendering with stainless steel end caps
Optional sliding hatch to wheelhouse roof



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

PILOTHOUSE 27

OUTBOARD

*Opening flush hatch with fixed skylight to forward coach roof
Foredeck hatch to anchor chain locker*

STERNDRIVE

*Opening hatch to forward coach roof
Anchor chain locker with lid
GRP bathing platform and Stainless Steel bathing ladder mounted
beneath with a fender protection strip around the edge and 2 stainless
steel cleats*

COCKPIT

*Constructed in GRP with moulded-in non-slip surface
Fully self-draining*

OUTBOARD

*A large opening hatch with gas strut stays to lid giving good access
to the lazarette locker and dedicated engineering including access to
fuel tanks
Inset Moulded steps forward to side decks
Dedicated stowage in outer coaming for gas bottle to Port and general
stowage to Starboard
Outboard well suitable for single or twin Four Stroke outboard engines.
Aft cockpit bench seat with pantograph hinge forward mechanism for
tilting of engine into raised stowage position and improved access
astern
Foldable cockpit side bench seat
Step leading from cockpit to GRP aft bathing platforms each side with
foldable Stainless Steel bathing ladder
Stainless steel transom gates leading to bathing platform each side*

STERNDRIVE

*Cockpit drain scuppers
A full width engine hatch with gas strut stays to lid giving good access
to the engine bay
Moulded seat boxes provide step up to side decks with stowage for
gas bottle
to Port and general stowage to Starboard
Access hatch to engineering space and lazarette locker
Stainless steel transom gate leading to bathing platform*



*Pictures right from top to bottom:
Enclosed toilet and shower compartment, Elevated helm station forward of Galley
Raised dinette to Starboard converts to berth*

ENGINE - OUTBOARD

Various Single or Twin installation engine options are available – Priced separately
Engine options and rigging specification quoted separately

ENGINE - STERNDRIVE

Various Single or Twin installation engine options are available – See pricelist for details
Sound deadening in the engine compartment
Automatic fire extinguisher in engine compartment
Equipped with hydraulic steering

ENGINEERING

Single fuel tank with in-line pre-filter and tank level gauge at helm
1x 12v automatic bilge pump located in engineering space beneath wheelhouse
Windscreen wiper for helmsman
Optional trim tabs with gauge available
Optional Manual bilge pump

OUTBOARD

1x 12v automatic bilge pump located one in the lazarette compartment

STERNDRIVE

1x 12v automatic bilge pump located in the engine compartment

ELECTRICAL

12v Navigation lights
Circuit breaker switch panel at helm console
LED lighting in cabin and wheelhouse
Compass
Exterior LED down lighting in cockpit wheelhouse overhang

OUTBOARD

1x 12v automatic bilge pump located one in the lazarette compartment

STERNDRIVE

2 x Heavy duty 12v batteries, 1 x Domestic and 1x dedicated Engine start fitted with isolator/
changeover switch

LOOSE EQUIPMENT

Anchor with 10m Galvanised chain and 30 metres Warp
Manual fire extinguisher.
Ensign staff and socket

COMMISSIONING

Boat commissioned & delivery afloat in Chichester Harbour



PILOTHOUSE 27



IMPROVED PERFORMANCE & EFFICIENCY:

A Sterndrive or Outboard 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 Sterndrive or Outboard driven boat, reverse and forward thrust is directional giving superior manoeuvrability.

It's true that Sterndrive'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. Service and maintenance is contained to just one part with an outboard rather than the engine and separate drive unit.



OUTBOARD/STERNDRIVE vs SHAFT DRIVE

THE BENEFITS OF A STERNDRIVE & OUTBOARD ENGINE



CONVENIENCE:

Stern drive & Outboard 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.*
- *Outboard engines can be raised entirely clear of the water when not in use.*

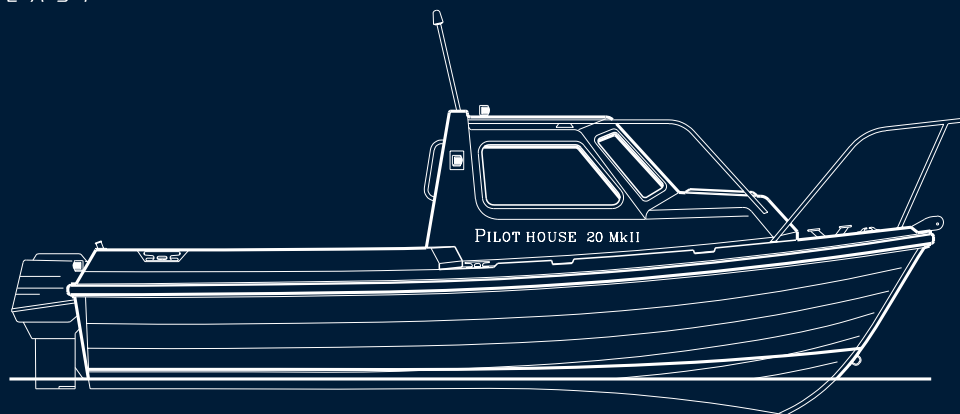
INSTALLATION AND ACCESSIBILITY:

STERNDRIVE

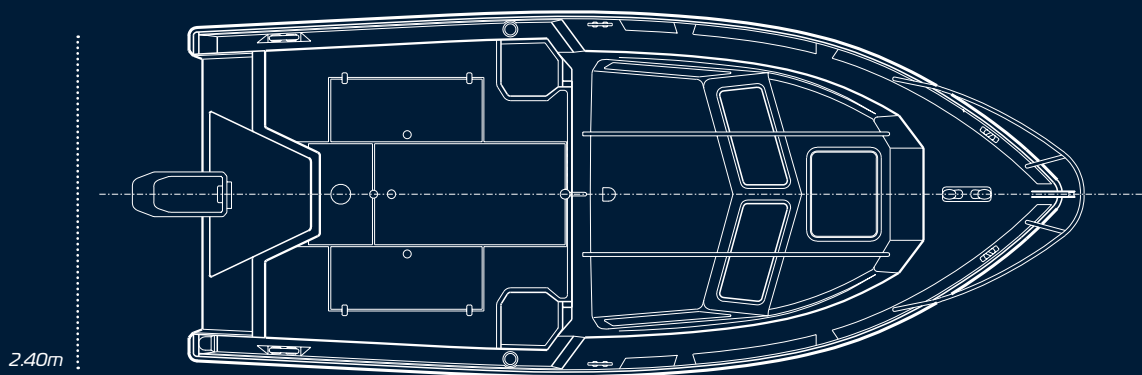
- *Since a stern drive boat has the equipment on the back of the boat, the engine is located all the way aft and lower down this often allows more internal volume forward for stowage and accommodation than on an inboard shaft driven boat.*
- *Engines located further aft instead of inside the wheelhouse/accommodation 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.*

OUTBOARD

- *An outboard well means below deck engineering space that would otherwise be utilised for inboard engines can be used for additional deck storage space and improved cockpit ergonomics.*



5.95m



2.40m

Length	19'6"	5.95m
Beam	7'10"	2.40m
Displacement	2030lbs	925kg
Self Draining Cockpit	y	

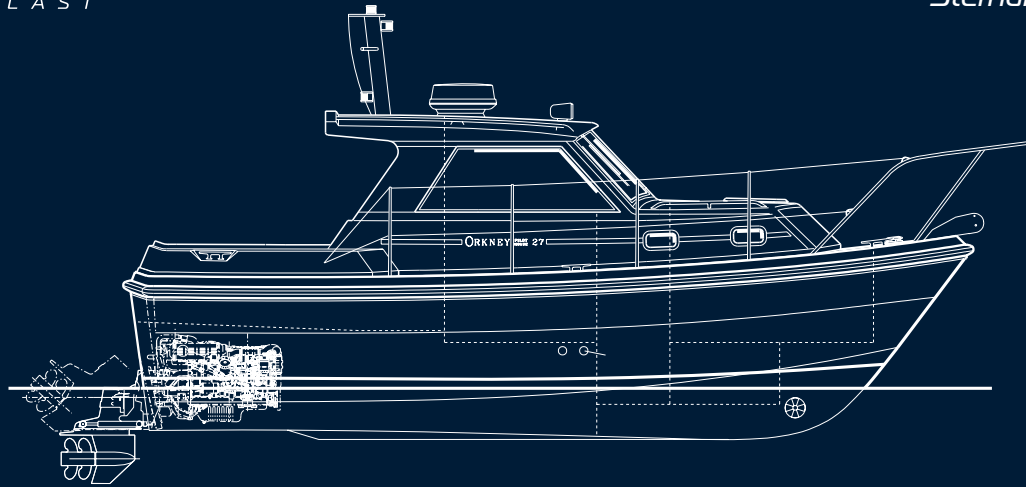
Performance Indicator	30hp	12kts
	60hp	18kts
	80hp	23kts

Engine Type	Single Outboard	
Outboard Shaft Type	Long shaft	
Recommended hp Range	30hp	80hp
Max Engine hp	80hp	

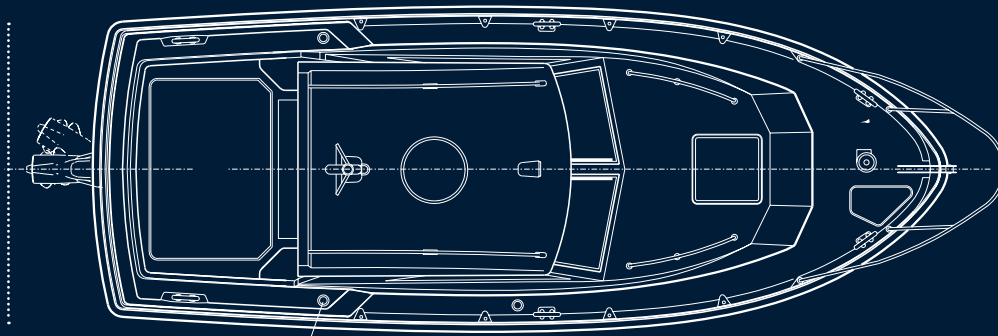
Optimum Design Speed	15kts
Max Design Speed	23kts

Payload	
Max Persons	7
Max Load	750kg
RCD Category	Cat C

Fuel Capacity	3x25 ltrs
	135 ltrs (optional)
Water Capacity	16 ltrs (optional)



7.60m

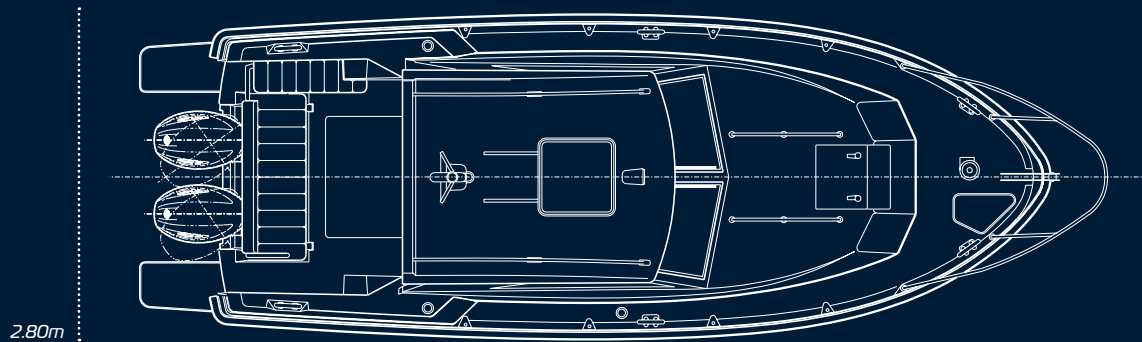
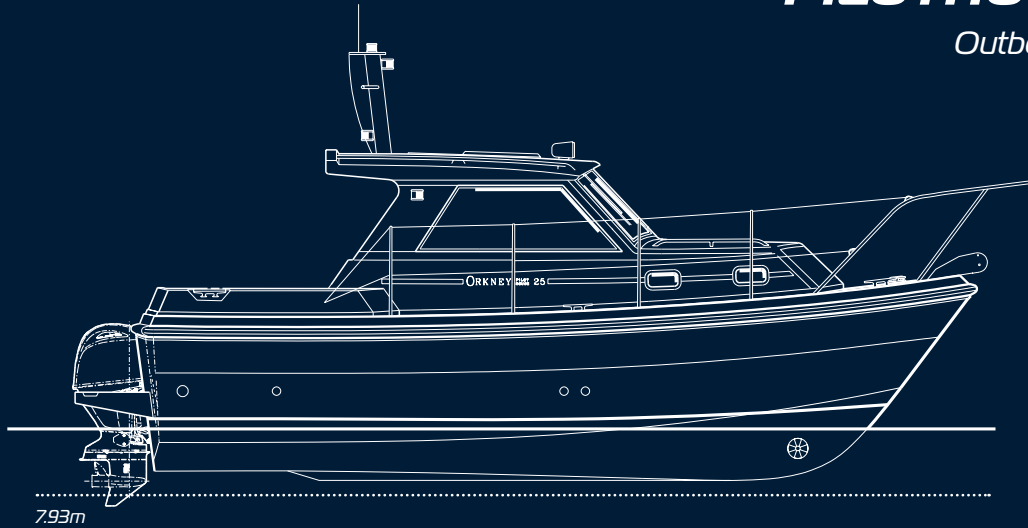


2.80m

Length	24'8"	7.60m	Performance Indicator	190hp	23kts	Engine Type	Diesel Inboard Sterndrive
Beam	9'2"	2.80m		220hp	25kts		
Displacement	7500lbs	3400kg		250hp	27kts	Recommended hp Range	230hp 250hp (Single)
Self Draining Cockpit	y			300hp (Twin)	27kts	Max Engine hp	300 (Twin) 2 x 150hp
<hr/>							
Payload			Optimum Design Speed	17kts		Fuel Capacity	365ltrs standard (Single)
Max Persons	10		Max Design Speed	27kts		Water Capacity	70ltrs
Max Loadl	1400kg						
RCD Category	Cat B						

PILOTHOUSE 25

Outboard Version

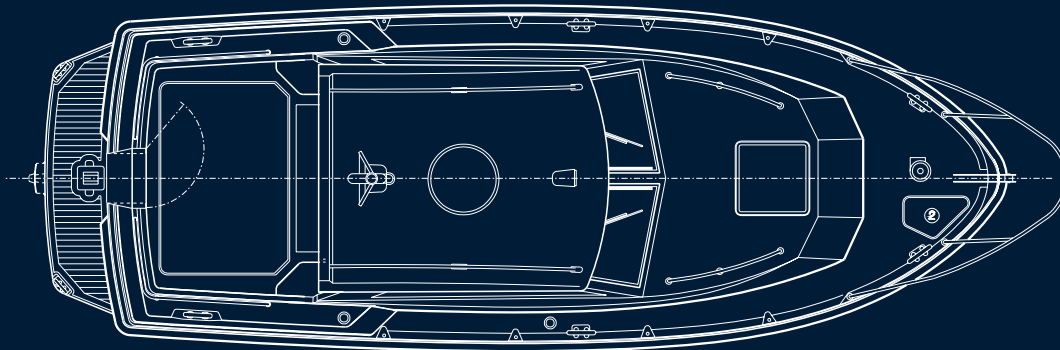


Length	24'8"	7.93m	Performance Indicator	220hp	25kts	Engine Type	Single or Twin Outboard
Beam	9'2"	2.80m		240hp	27kts	Recommended hp Range	225hp 280hp
Self Draining Cockpit	y			300hp (Twin)	27kts	Max Engine hp	250hp (Single) 2 x 150hp (Twin)
<hr/>							
Payload			Optimum Design Speed	17kts		Fuel Capacity	365ltrs standard (Single)
Max Persons	8		Max Design Speed	27kts		Water Capacity	70ltrs
RCD Category	Cat B						

** Preliminary details only pending final design

PILOTHOUSE 27

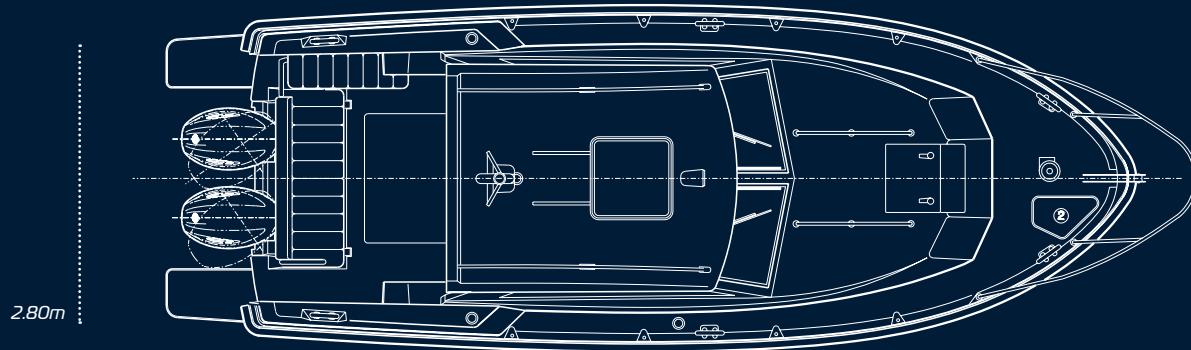
Sterndrive Version



Length	26'8"	7.93m	Performance Indicator	250hp	27kts	Engine Type	Diesel inboard Sterndrive
Beam	9'2"	2.80m		300hp (Twin)	27kts	Recommended hp Range	250hp 280hp
Displacement	7940lbs	3600kg				Max Engine hp	280hp (Single)
Self Draining Cockpit	y						300hp (Twin) 2 x 150hp
.....							
Payload			Optimum Design Speed	17kts		Fuel Capacity	365ltrs standard (Single)
Max Persons	10		Max Design Speed	27kts		Water Capacity	70ltrs
Max Load	1400kg						
RCD Category	Cat B						

PILOTHOUSE 27

Outboard Version



Length	26'8"	7.93m	Performance Indicator	250hp(Single) 27kts	Engine Type	Single or Twin outboard
Beam	9'2"	2.80m		300hp (Twin) 27kts	Recommended hp Range	250hp 300hp
Self Draining Cockpit	y				Max Engine hp	300hp (Single) 300hp (Twin) 2 x 150hp
.....			Optimum Design Speed	17kts	
Payload			Max Design Speed	27kts	Fuel Capacity	365ltrs standard (Single)
Max Persons	8				Water Capacity	70ltrs
RCD Category	Cat B				

** Preliminary details only pending final design



PILOTHOUSE RANGE

	PILOTHOUSE 20 OUTBOARD		PILOTHOUSE 25 STERNDRIVE		PILOTHOUSE 25 OUTBOARD **		PILOTHOUSE 27 STERNDRIVE	
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			7940lbs	3600kg
Self Draining Cockpit (note 2)	y		y		y		y	
Payload (note 3)								
Max Persons	7		10		8		10	
CE (RCD) Category	Cat C		Cat B		Cat B		Cat B	
UKCA (RCR) Category	Cat C		Cat B		Cat B		Cat B	
Performance Indicator (note 4)	30hp	12kts	220hp	25kts	250hp	25kts	250hp	23kts
	60hp	18kts	250hp	27kts	280hp	27kts	280hp	27kts
	80hp	23kts	300hp (TZ)	27kts	300hp (TO)	27kts	300hp (TZ)	27kts
Engine Type (note 5)	SO		SZ/ TZ		SO/TO		SZ / TZ	
Outboard Shaft Type	Long shaft		n/a		Extra Long Shaft		n/a	
Recommended hp Range	30hp	80hp	170hp	250hp	225hp	300hp	230hp	280hp
Max Engine hp	80hp (SO)		250hp(SZ)	300hp (TZ)	250hp(SO) 2x150hp (TO)		280hp (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 (opt)	365ltrs		365ltrs		365ltrs (SZ) 2x227ltrs (opt)	
Holding Tank	25ltrs (optional)		43ltrs		43ltrs		43ltrs	
Water Capacity	16 ltrs (optional)		70ltrs		70ltrs		70ltrs	

**Preliminary details only pending final design

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.

PILOTHOUSE 27 OUTBOARD**

26'8" 7.93m

9'2" 2.80m

Y

B

Cat B

Cat B

250hp 23kts

300hp 27kts

300hp (TO) 27kts

SO / TO

Extra Long Shaft

250hp 280hp

300hp (SO) 2x150hp (TO)

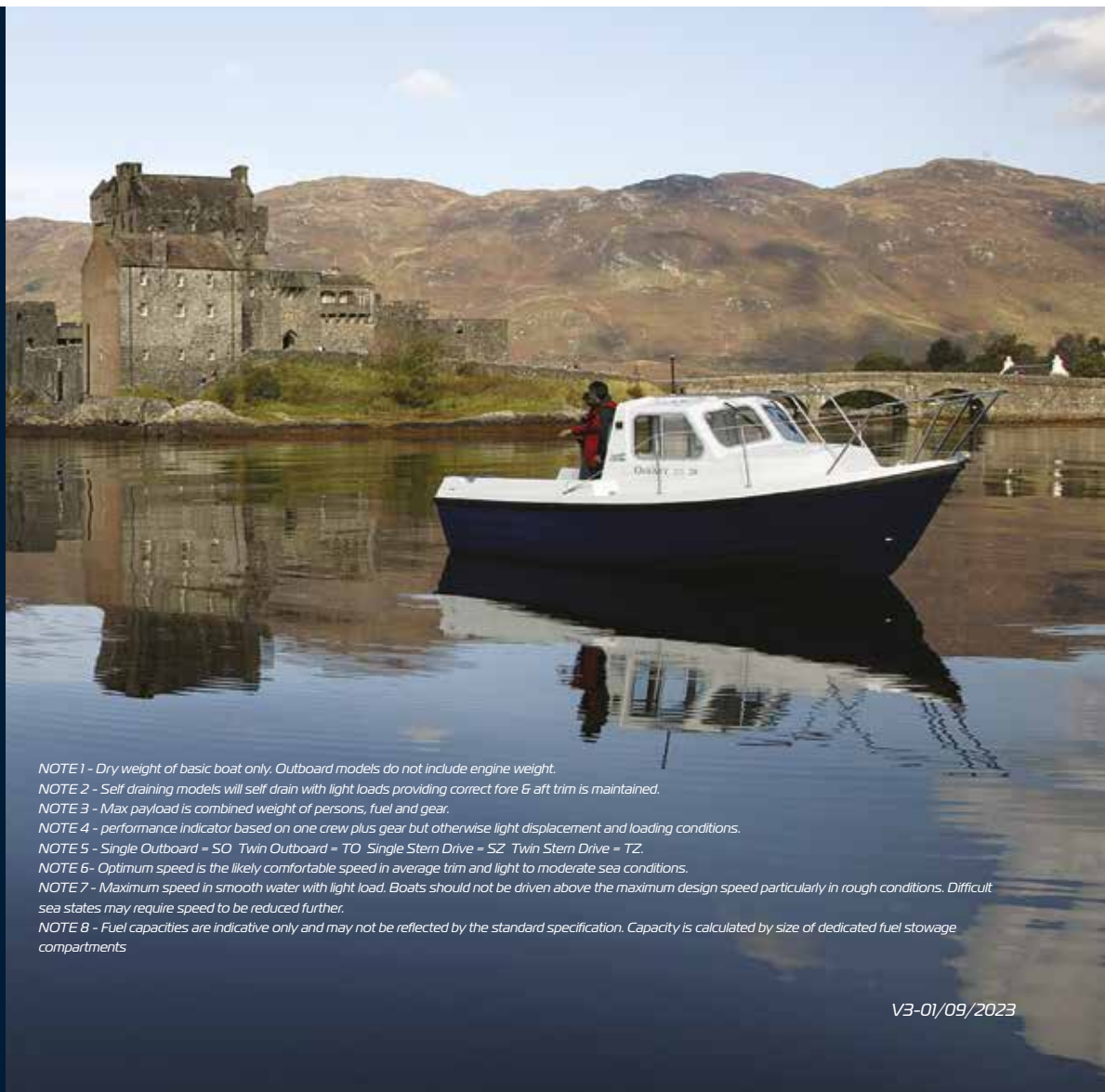
17kts

27kts

365ltrs

43ltrs

70ltrs



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

V3-01/09/2023

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.

EEOE



*BUILT IN BRITAIN
SINCE 1973*

Orkney Boats Limited Ford Lane Business Park, Ford, Arundel, West Sussex BN18 0UZ
T: +44 (0)1243 551456 E: info@orkneyboats.co.uk www.orkneyboats.com