



TRUST IN

Easy to launch, retrieve and tow behind a family car, the

WITH MANY ORKNEY boats used by commercial fishermen, it is testimony to the excellent seakeeping qualities and structural integrity of these vessels.

A quick glance at the boat is all that is required to see the incredible amount of attention to detail that has gone into

ensuring that each vessel is perfectly finished before it leaves the factory in Arundel, West Sussex.

One of the oldest models in the company's range is the Orkney Longliner and, recently, I had the opportunity for a ride aboard a new cuddy version of the Longliner 16.

Designed in conjunction with TT Boat Designs, the Longliner 16 features a new and improved hull shape that is both lighter and stiffer, and this has

resulted in improved performance.

Speeds of up to 22 knots have been recorded with outboard engines up to the maximum of 25hp; 14 knots with a 15hp engine; and even 8.5 knots has been achieved with just a 10hp engine.

The relatively light weight of the hull, 595lb (270kg), means the Longliner 16 is simple to launch and recover on a low-capacity unbraked trailer, which can be easily and legally towed behind a family car. ▶

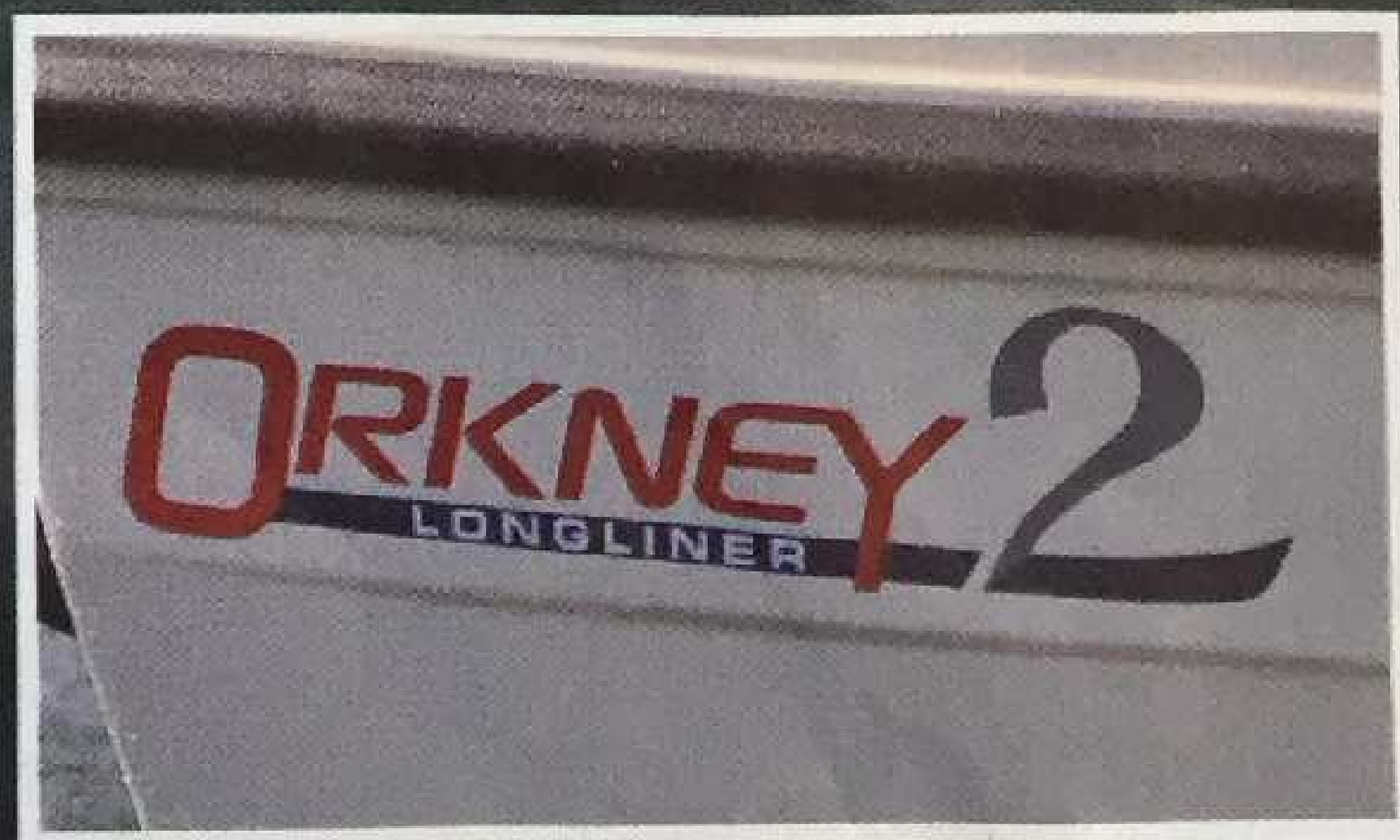


ORKNEY

Longliner 16 now comes available in various options



Left: The new cuddy version of the Longliner 16



Right: Each boat is perfectly finished before it leaves the factory

The trailer can be easily and legally towed behind a family car



Its relatively light weight makes the boat simple to launch and recover



PRICES

The starting price for an Orkney Longliner 16 Cuddy package, as tested, fitted with the Yamaha F25 GETL, is £13,750.50 including VAT.

Dulas Marine can be contacted at: www.dulasboats.co.uk

For more information on any of the boats manufactured by Orkney, contact Orkney Boats, tel: 01243 551456.

Web: visit: www.orkney-boats.com
Email: sales@orkneyboats.co.uk

STEP ABOARD

As soon as you step aboard the Longliner 16 you will notice the large amount of available deck space, which is all the more impressive considering she only has an overall length of 16ft (4.88m), with a 6ft (1.83m) beam.

Deck space has been maximised by designing gunnels that fall vertically to the main deck, meaning inboard freeboard is excellent. The deck has Orkney's signature hardwearing, non-slip finish.

Now available with a number of configurations, including tiller or remote steering, along with several different seating modules, the Longliner 16 layout can be tailored to meet your exact requirements.

The cuddy version features a large, top-hinged access hatch at the forward end, which is plenty large enough to comfortably manage the anchor from within the security of the cuddy. Key features include a spacious sunken foredeck, within which the anchor, chain and warp can be temporarily stowed while running between marks, though obviously in calm conditions.

A large lockable anchor locker within the bow provides more secure stowage. Excellent forward visibility is afforded through large windows, which are now cut oversize and bolted outboard for maximum strength.

The steering console is located to starboard, and is large enough to install a full range of onboard electronics. Two GRP, moulded pod seats are provided for the helmsman and crew, and these incorporate useful dry

locker stowage space. An open space aft beneath the transom seat accommodates a standard five-gallon fuel tank, plus battery.

Built-in buoyancy is incorporated at key locations within the hand-laminated hull, which features woven reinforcement areas and is stiffened below the waterline by a bonded in GRP backbone.

The hull and deck are bonded together, resulting in a high strength-to-weight ratio. All necessary deck hardware is fitted as standard, including a tough PVC fendering strip outboard, complete with fitted stainless steel end caps. A long keel enables comfortable drifting and the ability to sit well at anchor

SEA TRIAL

My sea trial had been arranged by North Wales Orkney distributors, Dulas Marine, and took place in the swiftly flowing Menai Strait between the island of Anglesey and the North Wales coast. Sea conditions were pretty good, with a slight wind against tide to create a shallow chop, pretty much typical conditions you might expect to encounter in the areas this boat is intended to be used.

During the time I spent aboard the Longliner 16 I pushed her hard through all the usual twists and turns, while trying to assess her handling qualities. Soon enough, I was throwing her around with confidence, and in the few areas where we did encounter more testing sea conditions that bordered on the choppy, I found that, driven sensibly, she provided a smooth and slam-free ride.

Thrown into the highest of turns at speed, she maintained her lateral stability, without any hint of cavitation or throwing any spray aboard.

The original Longliner was a traditional displacement hull, which was restricted to a maximum speed of around eight to 10 knots.

The newly designed Longliner 16 hull produces a top speed a tad in excess of 20 knots, which is more than enough to meet the requirements of most inshore boat anglers.

A 25hp outboard engine is relatively affordable to buy, run and service, and is much lighter than the larger outboards that are typically seen on most small angling boats today. ■



The Yamaha F25 GETL