

DAY ANGLER 20

- Lockable wheelhouse with excellent visibility through alloy framed windows
- Big cockpit with under floor storage lockers
- Self draining cockpit with safe high coamings
- Wide safe side decks with guardwire option
- Spacious cabin with galley and toilet option
- Easy to tow, easy to launch
- Outboard or diesel sterndrive options



SPECIFICATION

Main Dimensions DAY ANGLER 20

| | |
|-----------------------|-----------------|
| LOA | 19'6"/5.95m |
| Beam | 7'10"/2.40m |
| Weight ex engine | 1800lbs/820kg |
| Max outboard power | 80hp |
| Max sterndrive power | 120hp |
| Maximum design speed | 23 knots |
| Optimum design speed | 15 knots |
| Performance indicator | 30hp - 12 knots |
| | 60hp - 18 knots |
| | 80hp - 23 knots |



TERMS OF BUSINESS

A copy of our terms of business is available on request. Some information may be subject to change and we reserve the right to change specifications and prices as necessary. All weights, measurements and performance indicators are approximate. Dimensions and weights do not include engines or accessories. Drawings and illustrations may show boats fitted with optional equipment. E&OE

ORKNEY DAY ANGLER 20

DAY ANGLER 20

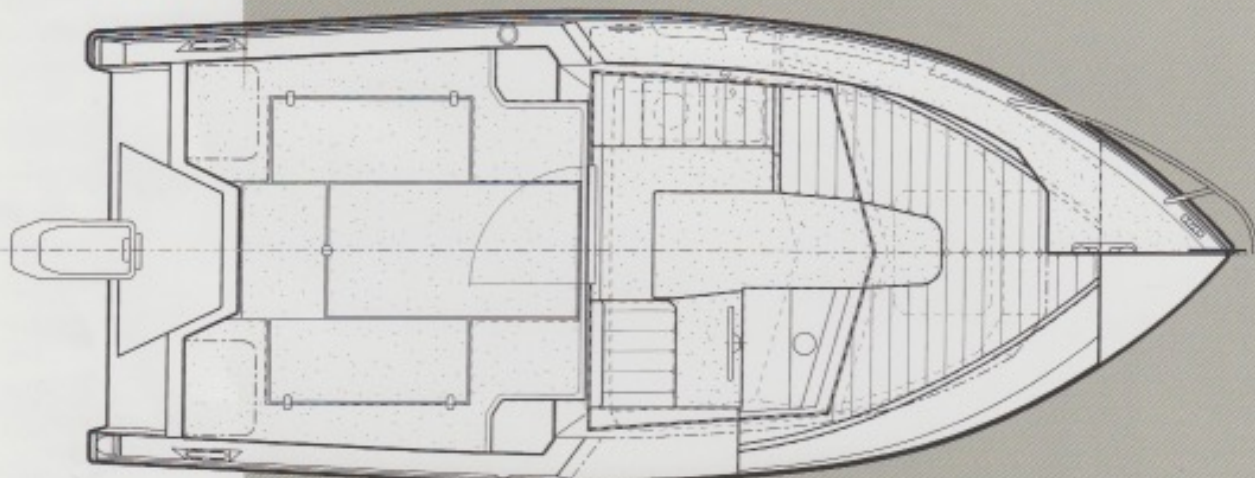
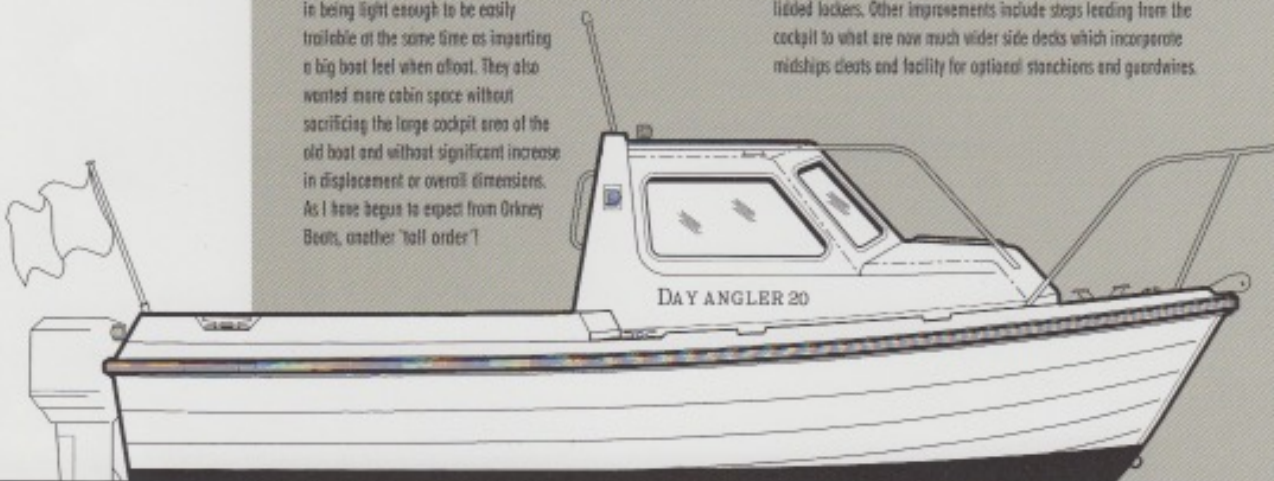
The new Day Angler 20 is the latest thinking from Orkney and TT Boat Designs. TT are renowned for their Nelson range of launches and pilot boats which have enviable reputations for seakeeping and the ability to operate year round in all conditions.

Arthur Murrell of TT says, "The Day Angler 19, first introduced in 1995, was the first of several boats I have designed for Orkney Boats. This model has been very successful with well over 300 being sold to all manner of users. These include not only sea anglers and leisure groups, but many professional bodies such as the police, harbour masters and environment agencies.

Orkney Boats' brief for the replacement model was that it should retain the key features of the earlier boat in being light enough to be easily trailable at the same time as imparting a big boat feel when afloat. They also wanted more cabin space without sacrificing the large cockpit area of the old boat and without significant increase in displacement or overall dimensions. As I have begun to expect from Orkney Boats, another 'hell order'!

The extra beam means that the boat has a wider cockpit and by making detail changes to the outboard well to create more space aft, the new cockpit has the same overall area as the earlier boat, but with a cabin bulkhead which is significantly further aft than before. Naturally, moving the bulkhead has created much more room in the cabin which now features a full length berth convertible to a double, space for a toilet and an area for a good sized galley under the wheelhouse seat. The helm station also benefits with more space for instruments and increased general storage.

Another significant difference between the new and old products is the fully moulded cockpit which has permitted under floor storage for the outboard fuel tanks, general items, and batteries in four lidded lockers. Other improvements include steps leading from the cockpit to what are now much wider side decks which incorporate midships cleats and facility for optional stanchions and guardrails.



Because the original hull works so well, the new boat is very similar in shape being much the same in the forward sections to retain soft riding characteristics. The principal change is greater beam with the bulk of the increase aft of midships. This has been achieved largely by widening the spray chines which has brought improvements to stability when stationary and roll when under way without introducing too much extra drag. Naturally carrying capacity has been increased and to cope with this maximum installed horsepower has risen from 65hp to 80hp. For average use, however, the new Day Angler goes really well with one of the new generation 60hp 4-stroke outboards.

As before, the cockpit is self draining and now has the facility for optional fold down seats in way of the outboard well.

The original boat was intended for sea anglers and those leisure and commercial users that were looking for a tough workmanlike little sea boat that was small and light enough to be an easy proposition to tow behind a medium to larger sized family car. The new model with its increased usable space and accommodation within similar overall dimensions should increase appeal yet further. I am sure that Orkney Boats will have another success on their hands!

Orkney
BOATS

Orkney Boats Ltd, Unit 1, Ford Lane Business Park
Ford, Arundel, West Sussex BN18 0UZ.

Telephone. (01243) 551456 Fax. (01243) 551914
www.orkneyboatsltd.co.uk

DAY ANGLER 20
ORKNEY