

ORKNEY
BUILT TO LAST



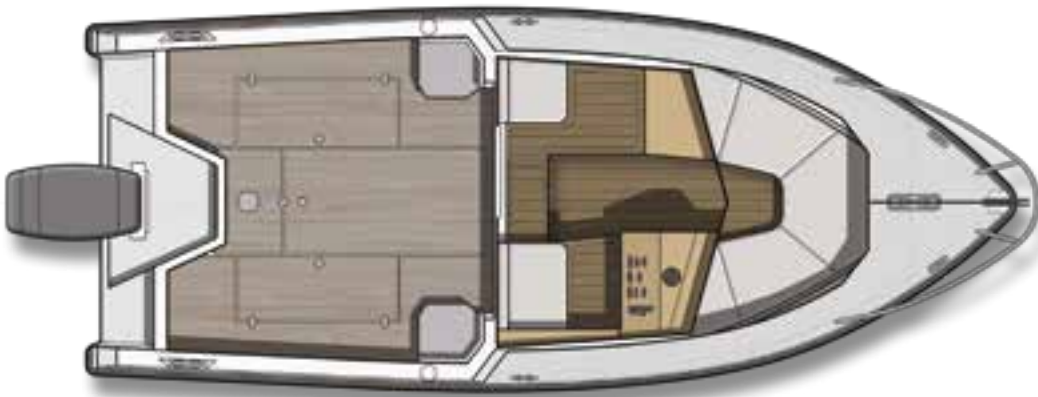
<i>LOA</i>	<i>19'6"</i>	<i>5.95m</i>
<i>Beam</i>	<i>7'10"</i>	<i>2.4m</i>
<i>Hull Weight</i>	<i>2030 lbs</i>	<i>925 kg</i>

Max HP *Maximum 80hp Long shaft outboard*

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

Performance Indicator

<i>30 hp</i>	<i>12 knots</i>
<i>60 hp</i>	<i>18 knots</i>
<i>80 hp</i>	<i>23 knots</i>



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 alvisibility

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 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

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

ORKNEY PILOT HOUSE 25



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
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Max HP	Diesel Sterndrive up to 280hp (single) 300hp twin Outboard version up to 300hp (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	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



ORKNEY

BUILT TO LAST

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
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

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
Exterior LED down lighting in cockpit wheelhouse overhang

OUTBOARD

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

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



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.*