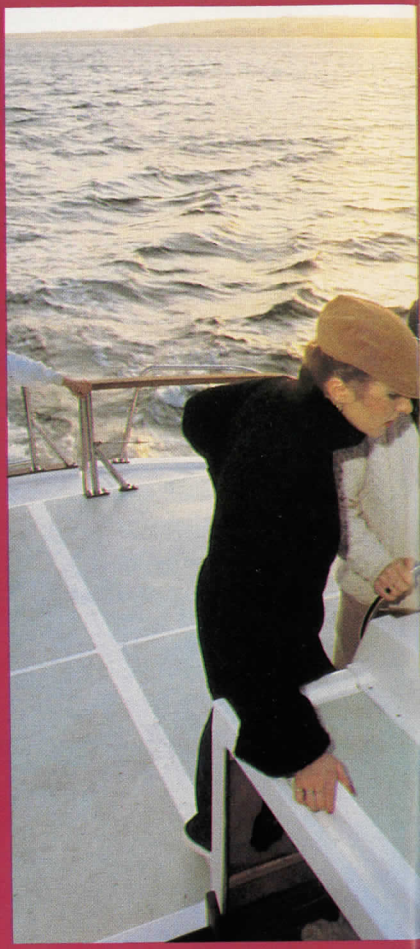
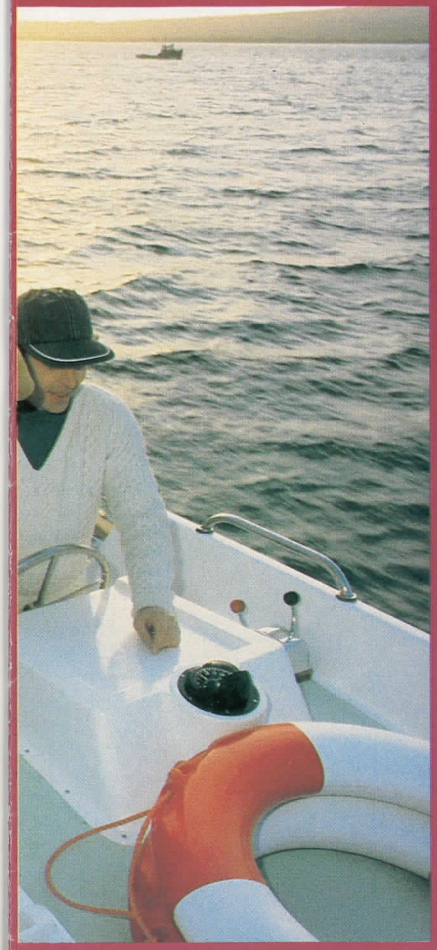
Highland Admiral




HIGHLAND ADMIRAL











Highland Admiral

Highland Admiral is the high quality prototype of a 35-foot luxury cruiser. Developed in an area with a long tradition of offshore seamanship, she is stylish, roomy and thoroughly thought out – from the teak finish in the spacious living quarters to the marine diesel in the stern and she is absolutely new!

Luxury

The first thing you notice about Highland Admiral is luxury. Teak finishes dominate, beautifully prepared and painstakingly fitted. Melamine laminate work surfaces are selected to blend with the general colour scheme. A catalytic heating system quickly warms the vessel. Joinery, plumbing, electrics – all mostly unseen – show careful craftsmanship.

Sleek and functional

On the outside, Highland Admiral is sleek – and very functional. Her smooth hull is constructed of resilient hand-laid glass fibre reinforced polyester resin. An important feature of the hull is the double fender system – a two-level guard giving essential protection when lying alongside.

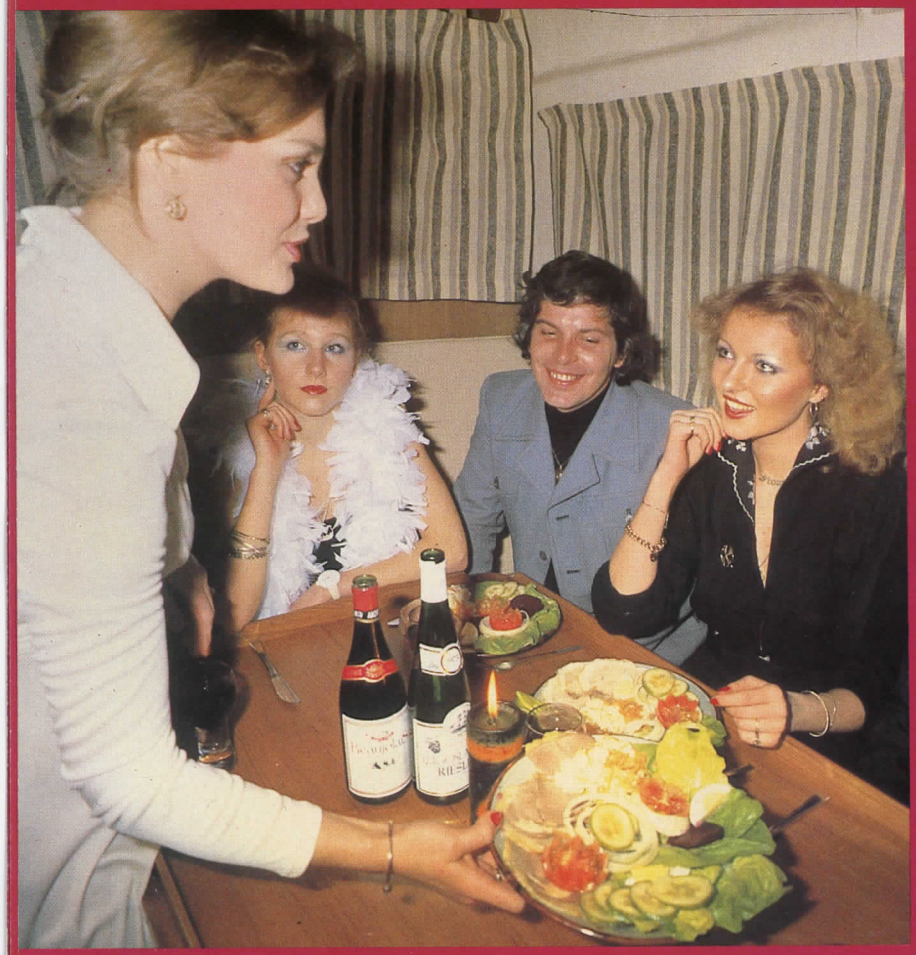
The non slip decks, moulded toe rails, stainless steel stanchions, guard wires and grab rails ensure maximum safety when moving around on deck. The teak transom swim board and stainless steel ladder are included as standard fittings.











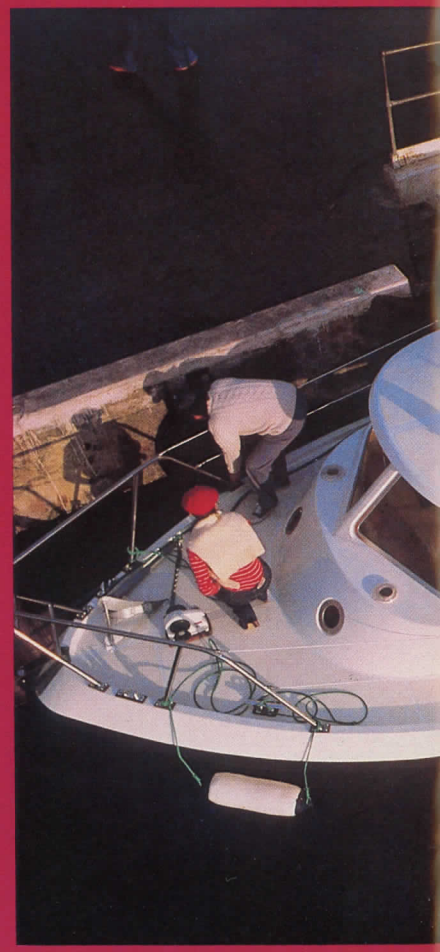
Spacious

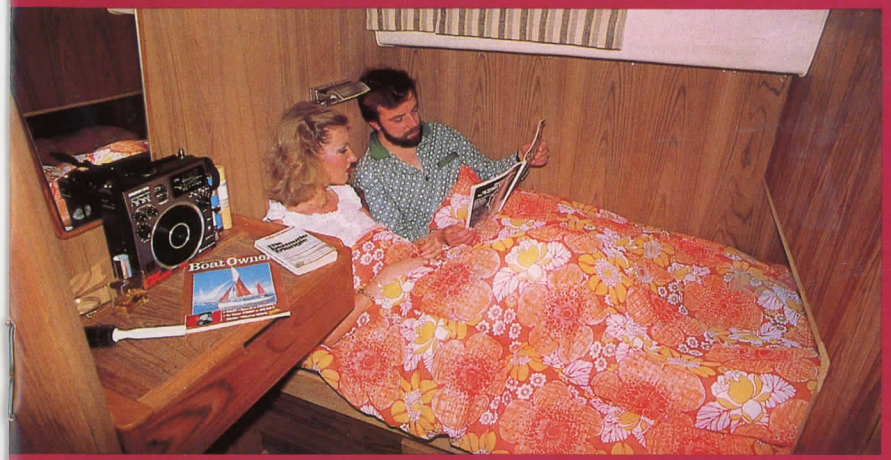
Highland Admiral's whole layout is well conceived and generous with space.

Below deck, there is an abundance of room – all very well employed. Highland Admiral's broad beam and her head height afford space to relax in afloat – in comfort. The two cabins and convertible settee/berths in the saloon all have independent access to the toilet/shower compartment.

The double cabin provides a berth 1.15 m (3′ 9″) wide, and deep cupboards, lockers, shelves and drawers.

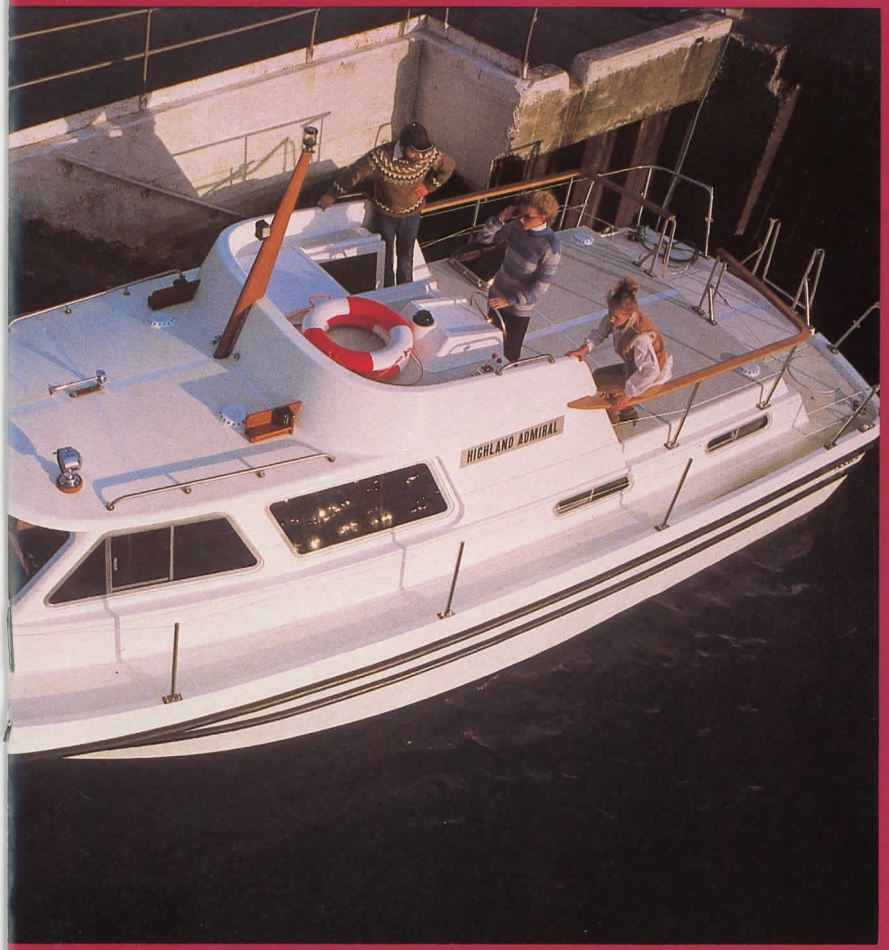
Aft, the twin cabin steps its bunks at right angles for greater comfort. There's a big volume of stowage all round – under both bunks, in lockers, cupboards and on shelves. The bunks themselves are a restful 2 m by 70 cm (6′ 6″ by 2′ 3″).











Convenient

Busiest area on Highland Admiral, as on any boat, is the saloon – and it copes magnificently! Spreading the width of the deckhouse it functions as lounge, dining room, wheelhouse and – with table lowered and converted to a double berth – another cabin.

There is adequate stowage, too, for clothes, glasses, bottles, oilskins. There is hanging space for dry and wet gear.

Efficient

Great attention has been paid to achieving a comfortable lifestyle on board Highland Admiral.

In the galley, every inch is designed to do a job – and still look trim and seamanlike. Clever planning puts stores, utensils and services, like the twin sinks, gas cooker and oven, right within easy reach.

Clean laminate worktops, teak facings and grabposts combine to make this a pleasing – and efficient – place to work.

Especially useful is the 3 cubic feet capacity refrigerator.

The shower unit and WC compartment is compact, clean, practical. The flush and shower pumps are electric, with well-sealed switches. There's a 12/240 volt shaver socket and a light over the mirror. And there's a handy control for the electric extractor fan.



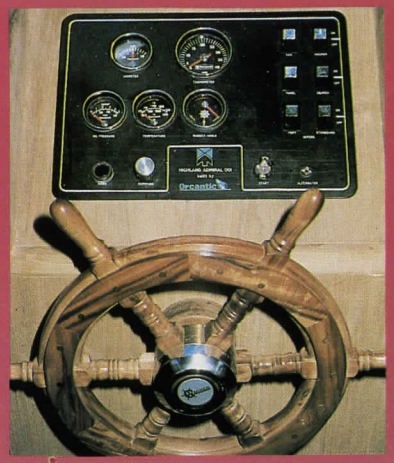


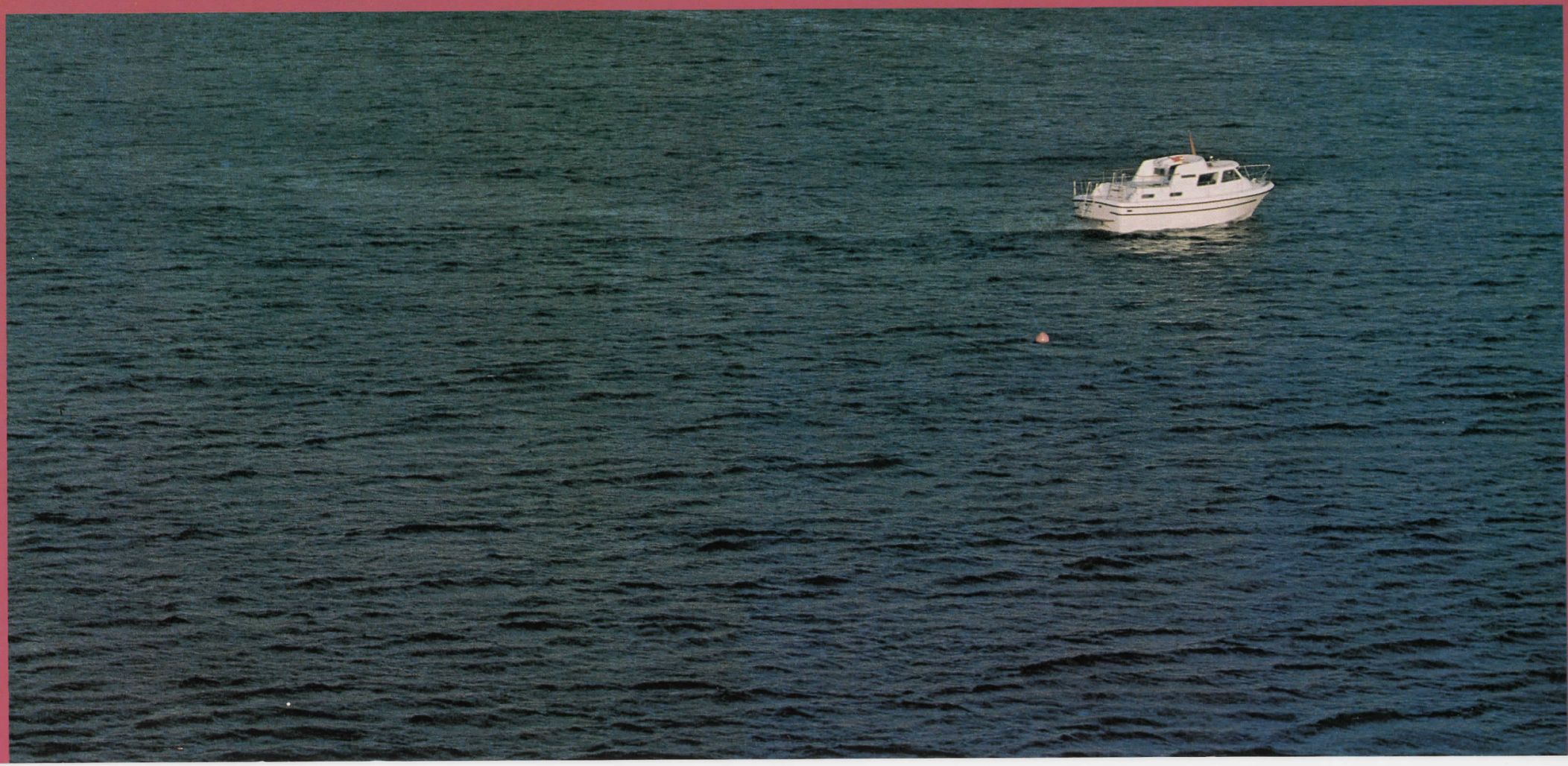
Helmsman

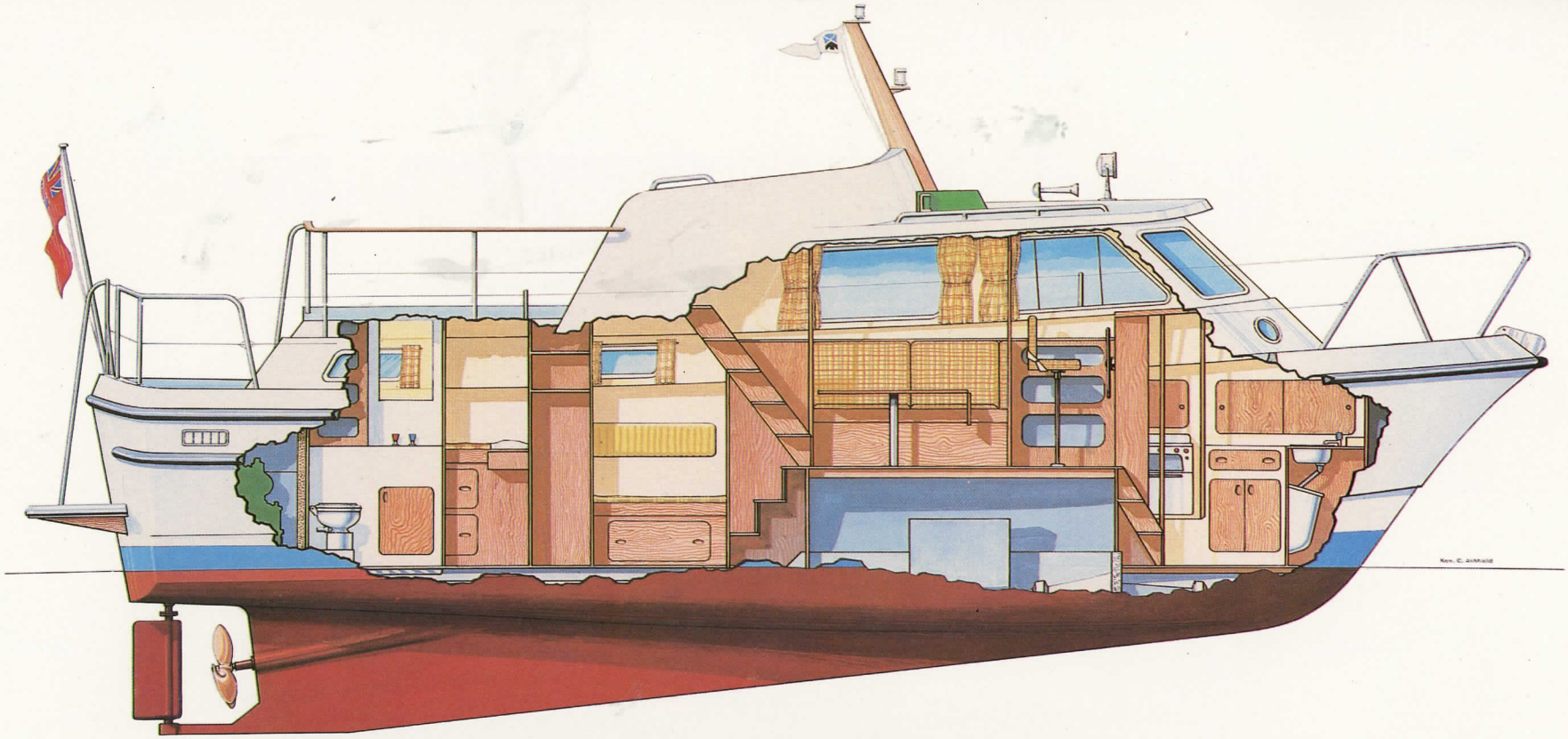
The helmsman's position has a comfortable adjustable driving seat at the wheel. The wheelhouse and saloon provide good visibility and for added convenience the deckhouse forward side windows slide.

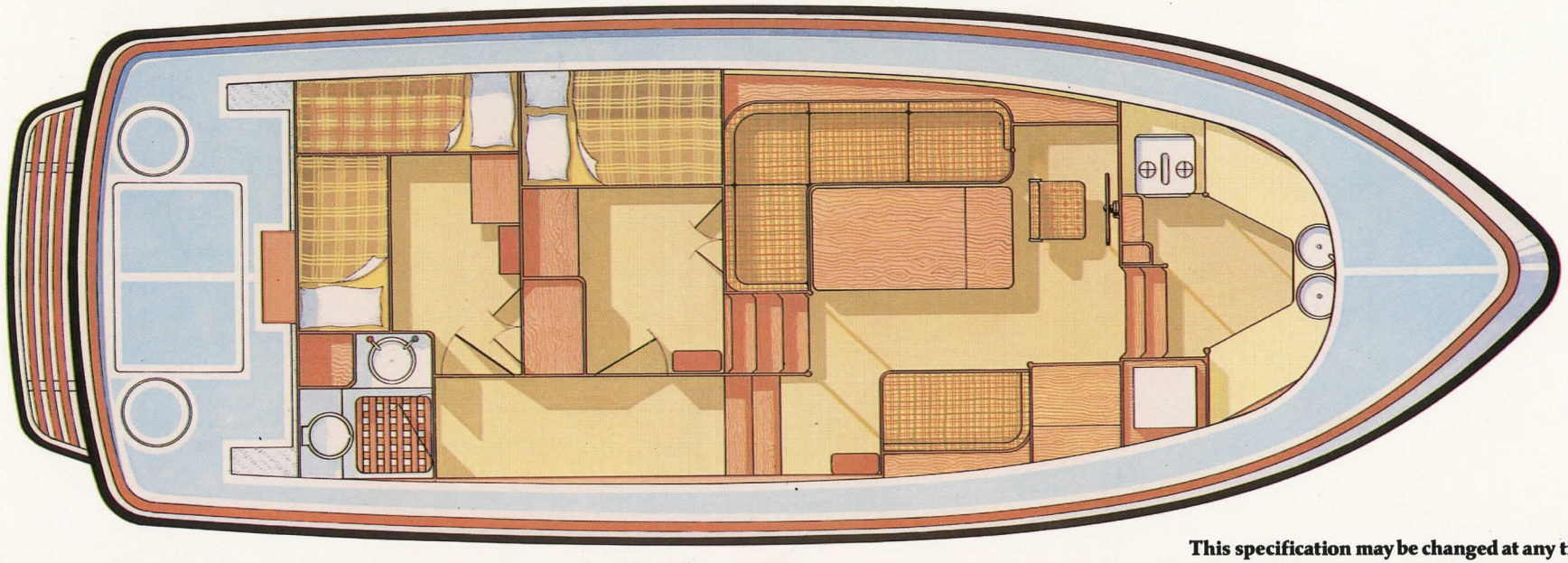
At his controls, the helmsman will find an easy to read instrument panel, with all the information necessary to direct Highland Admiral, as well as gauge the engine.

The engine for the prototype is a Thornycroft 345 marine diesel. It has been installed right aft in its own insulated compartment reducing noise and inconvenience to a minimum. Maintenance is carried out from the deck – allowing normal activity to continue undisturbed.



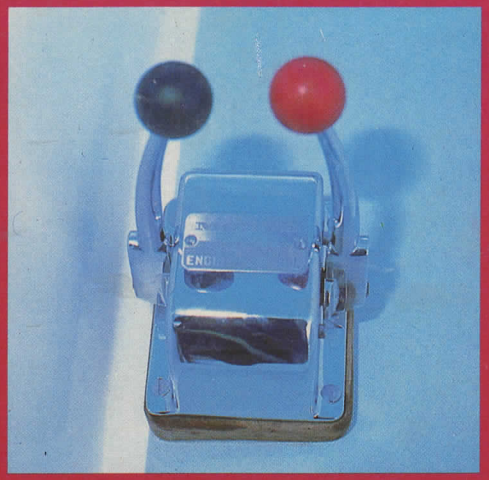


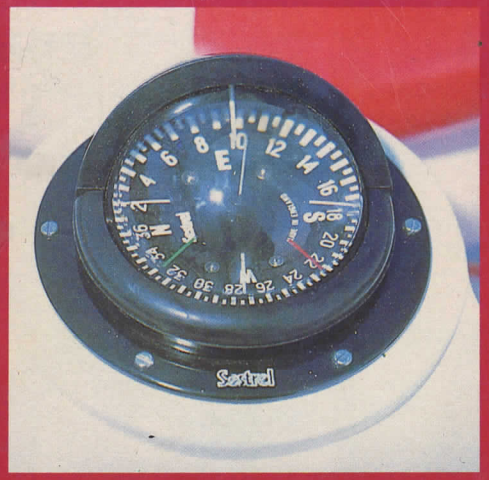




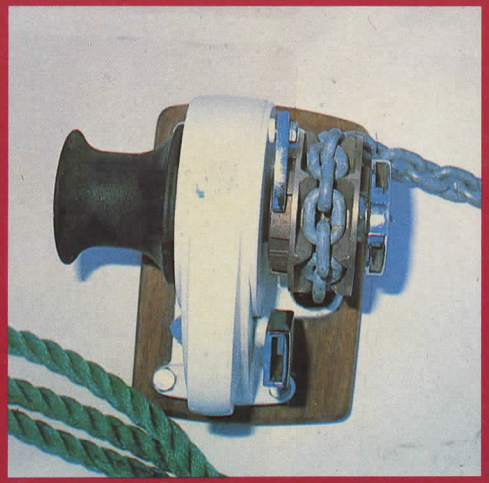
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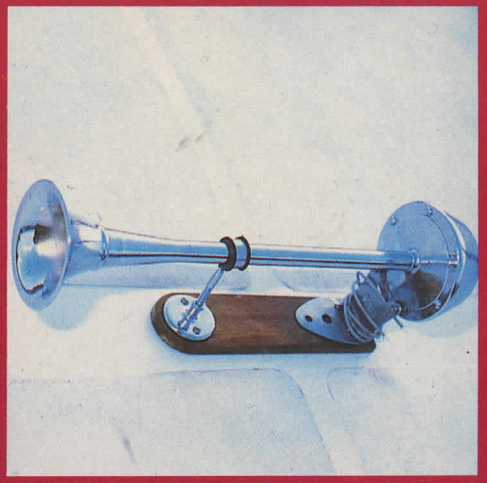




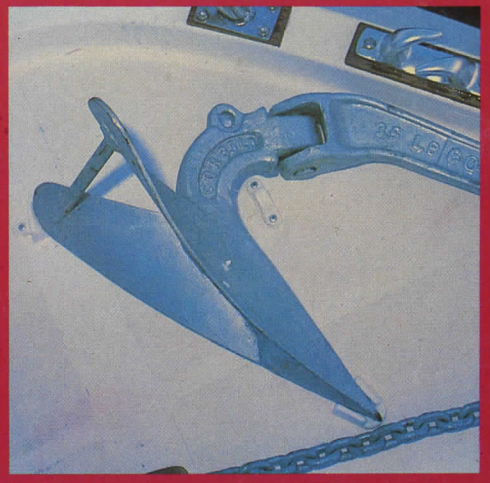












Designed and produced for The Highlands and Islands Development Board,
Bridge House, 27 Bank Street, Inverness IV1 1QR
by Ogilvy Benson & Mather (Scotland) Ltd., Glasgow
Printed in Scotland.

Highland Admiral

Prototype boat specification

Saloon

"L" shaped dinette
Dinette table 1.15 m (3′ 9″) by 67 cm (2′ 2″) with hinged leaf 67 cm (2′ 2″) by 35 cm (1′ 2″) – converts to create double berth
Seating, with stowage below
Upholstery covered in cloth by Bute Fabrics
Forward side windows slide open.
Dresser/locker with shelving
12 volt switchboard
One Plastimo catalytic heater
Curtains by Bute Fabrics
Carpet throughout
Four overhead lights

Double cabin

Double berth 1.15 m (3′ 9″) by 2 m (6′ 6″)
Large slideout drawer below berth
Large stowage locker
Three shelves
Dressing table, with tray below, mirror and light
Carpet throughout
One Tannoy natural ventilator overhead
One Plastimo catalytic heater
One overhead light
One bunk light
One Pyrene handheld dry powder fire extinguisher

Twin cabin

Two single berths approx. 2 m (6′ 6″) by 70 cm (2′ 4″)
Small dressing table, with tray below, mirror and light
Large stowage locker
Stowage below both berths, in lockers and drawers
Carpet throughout
One Plastimo catalytic heater
One overhead light
Two bunk lights
One Tannoy natural ventilator overhead
One Pyrene handheld dry powder fire extinguisher

Galley

Calor Gas Flavel B700 2-burner stove with oven and flame failure device
Mivis LT85 refrigerator – 3 cubic feet capacity
Twin stainless steel sink basins
Crockery, cutlery lockers with racks
Four stowage cupboards
Two drawers
Access hatch to forepeak chain locker
Three overhead lights
Two deckhead ventilators, one power operated
One Pyrene handheld dry powder fire extinguisher

After-accommodation passageway

Hanging locker, divided into three sections, one with drainage for wet gear
Stowage for folded cushion squabs for saloon double berth
One Tannoy natural vent overhead
One overhead light
One escape skylight

WC and shower compartment

Lavac electrically operated flush toilet
Vanitory unit and locker, housing stainless steel wash hand basin
Hanging space for wet stowage
Shower unit fitted with pump Mirror
12/240 volt shaver socket
One Tannoy electric extractor fan
One overhead light
One mirror light
Teak grating over shower sump
Paper holder
Towel rail
Soap holder
Tumbler holder

Helmsman's position

Adjustable helmsman's seat; steering wheel and instrument display panel
Instruments and controls include
- Tachometer
- Engine oil pressure gauge
- Engine temperature gauge
- Ammeter
- Rudder indicator

Switches for
- Navigation lights
- Anchor light
- Searchlight
- Windscreen wipers
- Horn
- Rheostat dimmer switch for compass
- Electrical engine start

One Pyrene handheld dry powder fire extinguisher

Engine and stern gear

Thornycroft 345 marine diesel of 4-stroke type, developing 97 BHP at 2400 rpm (continuous).
Volvo V33/36 variable displacement pump assembly, with oil cooler and all necessary hydraulic connections.
Hydraulic motor Linde type MF 186, with output coupling machined to suit an R & D type flexible coupling.
Hydraulic reservoir tank with filter and sight gauge
Engine on anti-vibration mounts fitted on athwartships sub-frame.
Engine cooled by freshwater heat exchanger system
Ventilation by stainless steel louvred grilles with inlet grilles fitted port and starboard on topsides, with two further louvred grilles mounted on the transom below the fender
Engine room sound insulated
Stainless steel propeller shaft, precision straightened, with castellated propeller nut and split pin
Three bladed bronze propeller 673 mm diameter
Cathodic projection
Automatic fire extinguisher system
Two bulkhead lights with watertight switch adjacent

Electrical system

12 volt DC system, insulated on both poles
Two 12 volt lead acid batteries each of 150 amp-hour capacity
12 volt switchboard fitted in wheelhouse
Shore supply connection and 240 volt ring mains circuit fitted

Deck equipment

Purpose-made stemhead fitting
Custom-built stainless steel pulpit and stainless steel quarter pushpits
Stainless steel transom/swimboard ladder
Stainless steel stanchions, galvanised guardrail wires with PVC coat
Cleats
Fairleads
Grabrails
Horn
Ventilators
Fans
Windlass
C.Q.R. anchor with deck chocks
Six metres short-link chain
Forty-four metres multiplat nylon anchor warp
Teak flagstaff and socket, halyard and cleat
Navigation lights

Fuel system

Two mild steel tanks each 250 litres (55 gallons) capacity, air vented. Filled from sidedeck fairing.
Tanks placed one port, one starboard in wings of engine space, with copper main fuel line
Two CAV fuel water sedimenters

Freshwater system

One freshwater tank of 450 litres (99 gallons) capacity, of stainless steel. Mounted amidships
All hot water piping lagged over its entire length
All fresh water piping is of copper
One G&M Aquaheat hot water boiler
Fresh water distributed under pressure to mixer taps in twin galley sinks, wc washhand basin and shower

Bilge pumping

Single bilge suction point arranged in the keel area just forward of the engine room bulkhead. Bilge pump handle stowed within engine space.

Additional equipment

Lifebelts
Buoyant Lifejackets, adult and juvenile
Pyrotechnics
First-aid kit
Two-metre boathook
Barometer
Electric clock with alarm
Two large filler funnels
One red ensign
One plastic bucket with 2 metre lanyard
Six inflatable fenders
Crockery, cutlery, utensils, towels, cloths

Dimensions

Length overall 10.7 m (35′)
Load waterline 9.15 m (30′)
Beam 3.81 m (12′ 6″)
Displacement 7 tons (7,112 kg)
Draught 1.22 m (4′)
Air draught
- 3.125 m (10′ 3″) mast lowered
- 4.2 m (13′ 9″) over mast

Contact

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