

SPECIFICATION

General Specification of a Completed Lochin

Standards Moulding procedures and specifications adopt Lloyds protocol and constrictions conform with EEC requirements under the Recreational Craft Directive (R.C.D.) Cat. 'B' Offshore.

Mouldings: Hand applied GRP using combination matts and woven rovings with isothalic resins to the outer boundaries minimising water absorption. All materials are of high grade marine quality.

Interior: Optional timber laminated finishes including Amercian Light Oak as standard, teak etc., styled to retain a traditional but classical appearance and surface finishing harmonises with chosen timbers. Hull linings are moisture resistant material to vertical surfaces above seat height with fully washable and removeable ceiling panels. Moisture resistant carpeting is applied to flooring surfaces within the cabin environment.

Exterior Finishing: The cockpit deck and side deck surface are coated with non-slip (as standard) or optional finishings i.e. teak. The hull below waterline is pre-treated with an epoxy primer coat prior to the anti-fouling with boot top line and finishing decals including the vessels name and port applied to the transom.

Fendering: Heavy section CRP (339, 366 models) or 'D' type rubber fendering (38 & 40 models) is attached to the gunwhale strake and quarter fendering is placed appropriately to protect the vessel when coming alongside.

Stern Gear: Quality GRP stern tube assembly, 'P' bracket, rudder assemblies including bronze rudder blade and gland attachments, 316 stainless steel shaft(s) for hp rating up to 300mhp or Aqualoy 30 type alloy stainless for high hp units. The attachment of 'P' bracket assemblies is to 'Lochin' pattern. Sea water inlets are by levered gate valves accessed via the deck or trap hatches.

Engine Installation: The engine is placed on galvanised steel girders manufactured to 'Lochin' pattern within accessed area and mounted as low as possible in concert with a 'down' angle type gearbox. The engine is flexibly mounted using engine manufacturers approved mountings and connected to the shaft assembly via an R&D type flexible coupling.

Control Systems: Hydraulic steering system with helm pump and attachment facility to connect an auto-pilot (optional - to be specified at time of order). Engine control(s) are manual Teleflex type systems connected directly to the engine or, in the case of a fly-bridge versions (optional), via dual stations control units. Optional electronic units are available.

Windows/Doors etc.: 339 Models use bonded windows or optional anodised aluminium. 366, 38 and 40 models - anodised aluminium or powder coated frames using a 'clamp-in' system are fitted with toughened glass throughout. There are three forward screens to the wheelhouse, side units with one sliding opener either side (except workboat versions) and rear bulkhead unit(s), one opening as half-drop on 36' and 40' versions. A forward escape hatch is fitted to a mounted plinth on the cabin trunk.

Stainless Steel Fabrications: Fabrications are made to template of 316 (marine grade) stainless steel comprising: Pulpits, gantry mast (over GRP gantry), cockpit and hand rails, bollards, stern head fittings, etc.

Fuel System (ISO 7840 A1): Polypropylene tanks are situated outboard and as far aft as possible from which connections provide fuel to a pre-filter and water separator before the normal engine filtration system. The tanks are fitted from deck level and fuel gauges can be fitted (optional) if required although each tank is fitted with a sight gauge if practical.

Electrical System: 12volt system as standard (24v optional) with console mounted 'Lochin' auxiliary panel and CB distribution board installed in a dedicated locker fully accessible from the cabin environment. Batteries are housed in dedicated containers and vented overboard. Each bank is switched from a main isolation system located on the CB panel. Ancillary services include: Helmsman's Wiper, Electric Horn, Lighting Circuits etc.

Bilge Pumping System: Two manual double action pumps serving main engine room sump and forward compartments via a single pumping point. Electrical and mechanical systems can be incorporated if needed.

Cockpit Drainage Systems: There are substantial cockpit outlets through the transom to remove main deck surface water with additional drains within the hatch channels dispersed to outlets through the hull.

Gas Installation (optional): A dedicated gas locker is accessed from the cockpit and self drains overboard.

Navigation and Interior Lighting: Comprises - port and starboard, steaming, stern and anchor / riding light. Interior lighting is provided as appropriate in each compartment - Forward Cabin, Heads/Shower and Main Saloon. A red 'night light' is provided over the helm position and navigation table.

Safety and Equipment comprises: Fire extinguishers and fire blanket including automatic systems to the engine room and flare pack.

Note: Specifications are subject to change from time to time.