

Boat Test *admiral 560*

Simon Everett tests the Admiral 560, a cuddy fisher with a Scandinavian pedigree.



NORWEGIAN DESIGN

The Admiral 560, is an established model that benefits from Norwegian design, so she has several neat features as standard. In fact what you see, apart from the stainless steel A-frame on the coach roof, comes as



Coachroof hardware supports lighting, antennae and rod holders

standard. The A-frame with rocket launcher rod holders is an optional accessory, but one that most owners would find of benefit. Not only does it support the rod holders, but also the lighting and antennae, with the wiring neatly run in the factory.

TARDIS LIKE

The Admiral is a big boat for a 560, the volume within is very tardis like,

due to the high internal freeboard and clear deck space. The cockpit



cabin area

is entirely self draining with the waterline just below the level of the cockpit sole and when sat empty there is enough fall from the trim of the boat for water to drain aft and out through the scuppers. The Norwegian design and layout shows with well positioned fixtures, such as the battery concealed within the console, rather than in the stern sheets to save on battery cable and the isolator switch is easily accessible under a separate flap, whilst the fuel filter and water separator are fitted under the transom. These are all good and sensible rigging choices to make life easy for the owner.



Battery is totally protected within the console

LAYOUT

Most cuddy wheelhouse design boats follow a similar layout and the Admiral is no exception in having the lockers under the cuddy seating, where it does differ though in the fact the lockers are properly lined, rather than left with a rough GRP finish or flow coated. These are proper liners



Twin 25-litre fuel tanks held in place by straps gives a very useful range. Built in livebait tank with aerator as standard

with a clean finish and the difference is palpable. The passenger seat box lid is also supported on a gas strut, which is another nice touch not found on too many cuddy fishers. Access to the foredeck is through the forward opening hatch, which is most of the forward section of the cuddy. I did notice the sealing around the hatch wasn't perfect, with daylight visible under the seal. I would like to see this addressed with a better rubber seal to prevent water slopping in. The access itself was generous and put the user close to the forward hatch to make anchor work that bit less stressful.



passenger seat and plenty of storage

MARINER OUTBOARD

The test boat was fitted with the Mariner 75hp four stroke outboard, but it can be specified with 60, 75, 80, 90CT (Command Thrust) and 100hp versions. These all weigh the same, so the transom weight doesn't differ, the 75 and 80 will form the majority of fittings I expect, with 100hp simply being overkill, if you have to carry a lot of weight one of the CT motors would be the better option, with its larger diameter propeller as it uses the gearbox from the 115hp outboard, such over engineering ensures massive strength and the bigger blade area transfers more



Four transom rod holders extend the possibilities to trolling a spread

power to the water with less slip, but at the expense of top speed. You can't have everything, boating is all about trade-offs.

TOP SPEED

The 75hp Mariner gave a good overall performance, easy acceleration with three of us aboard, nimble handling and a top speed 29.9 knots, which could creep over the 30 knot mark as the engine frees up with use. Top speed is all well and good, if you need to run before an approaching storm, but of even greater interest are the general cruising abilities. The 2.1-litre motor is most economical between 3000rpm and 4500rpm, which coincides with sensible cruising speeds from 11.1 knots and just on the plane through to 23.6 knots at the higher cruising speed. Bimbling along at a hushed 3500rpm is where



helm seat goes forward for fishing position

most users will feel happiest, sipping fuel and still covering the ground at around 16.5 knots.



Helm

CHOPPY

We had a pretty calm day to begin with, as so often happens the afternoon breeze sprang up and a slight chop, the kind that gives you a constant, rapid series of short interval waves, so it is like driving over a ploughed field. The Admiral was much quieter breaking these waves than some boats I have tried. Bigger waves would have been taken in a different manner, but holding the throttle open didn't dislodge any noticeable flexing or rattling as she was put across the maritime version of Belgian Pave.

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FLUSH MOUNTED

The helm position is compact but provides enough space and easy fitment of after market electronics, a 7-inch display can be flush mounted ahead of the wheel, with the system gauges fitted on the angled face to port and there is room for a fixed VHF on the starboard fascia. Or offset below the wheel. With the electrical supply, junction box and fuses directly behind adding extras is simplicity itself and the wiring is contained and extremely well protected. I like the fact the battery is kept well away from the fuel supply.



Plenty of volume in the chain locker and an eye is fitted for the bitter end

STABLE

The wide beam on the Admiral not only provides more room in the cockpit, but also provides a very stable platform to fish from, leaning over the rail the hull resists heeling



Livebait well on starboard quarter has a small access



well, obviously she lists, all boats do, but there isn't the wild flinging about that you experience on deeper V, or narrower beamed craft. This stability shows through in the handling of the boat, putting her into a turn, the wide beam and reversed chine maintain lift, reducing the angle of heel usually associated with V-shaped hulls. The mild mannered hull isn't meant to be the fastest thing on the water; instead it is a sensible blend of compromises between ride comfort, ease of planing, stability and speed. I would love to have had her out in a decent blow, with cresting waves from 3m swells, but in reality few owners of these boats would venture out in such conditions, nor would they find

themselves caught out, but a few might want to drift the tide races and such, so it would be a fair comparison for their needs.

TRAILABLE

Another attractive feature of the Admiral is the overall weight, with the engine, fuel and on the trailer the all up weight will be within the towing limits of most 2-litre family cars, say around the 1-tonne mark. A braked trailer will be required, but there is no need for a specialist 4x4 and the ability to tow your boat to different venues is one of the great attractions of having a smaller, manageable fishing boat, especially one as well equipped as the Admiral.

SPECIFICATIONS

LOA	5.60m
Beam	2.20m
Dry Weight	680kgs
Max passengers	6-8
Max power	100hp
CE Category	C (for 6) D (for 8)

PERFORMANCE FIGURES

RPM	Speed (knots)
600	3.3
1000	4.1
2000	7.0
3000	11.1
3500	16.8
4000	21.8
5000	27.8
5200	29.9

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