



Admiral
MARINE EQUIPMENT

inspired by the wind...

PRODUCTS

FURLERS
DECK WINCHES
GENOA CARS & TRACKS
MAINSAIL CARS & TRACKS
FULL BATTEN SYSTEMS
BOOM VANG
BOOM BRAKES
SAIL HARDWARE
HYDRAULIC CYLINDERS

ÜRÜNLER

YELKEN SARMA SİSTEMLERİ
GÜVERTE VİNÇLERİ
GENOA RAY VE ARABALARI
ANAYELKEN RAY VE ARABALARI
FULL BATTEN SİSTEMLERİ
BUMBA TAŞIYICI
BUMBA FRENİ
YELKEN MAKARALARI
HİDROLİK SİLİNDİRLER



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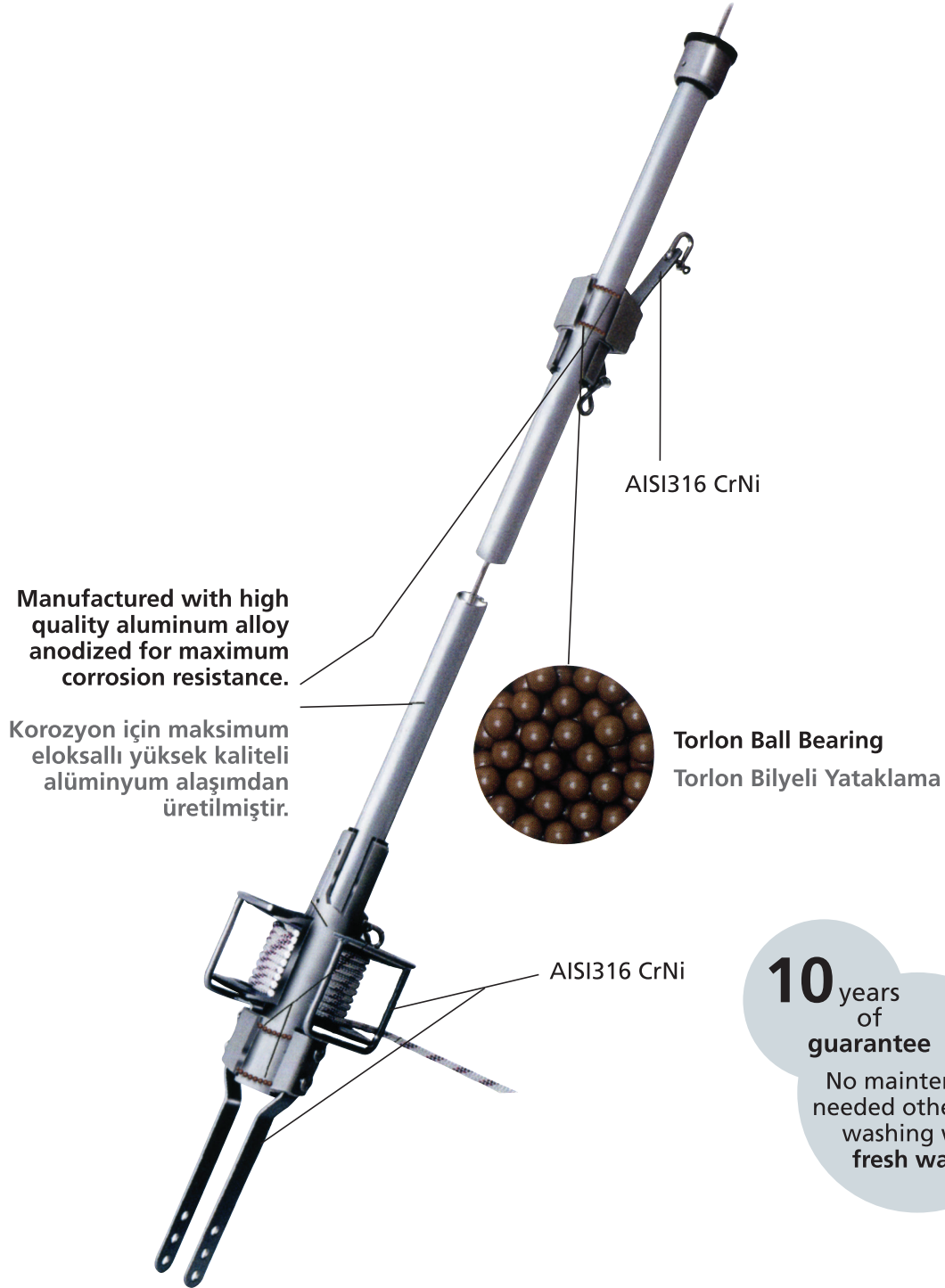


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CHOOSING A FURLER FURLER SEÇİMİ



Manufactured with high quality aluminum alloy anodized for maximum corrosion resistance.

Korozyon için maksimum eloksallı yüksek kaliteli alüminyum alaşımdan üretilmiştir.

AISI316 CrNi

Torlon Ball Bearing
Torlon Bilyeli Yataklama

AISI316 CrNi

10 years
of
guarantee

No maintenance
needed other than
washing with
fresh water

To choose the correct furler for your boat,
you need to know:

The stay diameter • İstrayla çapı

The stay length • İstralya boyu

The area of your sail (m²) • Yelken alanı (m²)

The length of your boat • Tekne boyu

The weight of your boat • Tekne ağırlığı

Tatlı su ile
yıkama dışında
bakım
gerektirmez.

ADMIRAL® FURLING SYSTEMS

ADMIRAL® YELKEN SARMA SİSTEMLERİ

	MODEL	STAY Ø İSTRALYA Ø	AREA OF USAGE / KULLANIM ALANI
MANUAL FURLERS MANUEL YELKEN SARMA SİSTEMLERİ	R 30	4-5	STANDARD GENOA / STANDART GENOA
	R 30 M	5-6	
	R 36	6-8	
	R 45	10-12	
	R 54	14-16	
	RO 35	6-8	CRUISE-RACE GENOA / GEZİ-YARIŞ GENOA
	RO 44	10-12	
	ROM 35*	6-8	CRUISE-RACE GENOA / GEZİ-YARIŞ GENOA
	ROM 44*	10-12	
	RRO 35*	6-8	RACE GENOA / YARIŞ GENOA*
	RRO 44*	10-12	
	ROB 35	6-8	
	ROB 44	10-12	
	AR 36	6-8	EXTERNAL MAINSAIL FURLING SYSTEM DİREK DIŞI ANAYELKEN SARMA SİSTEMİ
	AR 45	10-12	
	AR 54	14-16	
GENNAKER	GF 1	-	GENNAKER FURLER FOR ASSYMETRIC SPINNAKERS ASİMETRİK BALONLAR İÇİN GENNAKER FURLER
	GF 2	-	
	GF 3	-	
	GF 4	-	
CODE ZERO	CZ 1	-	CODE ZERO FURLERS FOR LIGHT GENOA LIGHT GENOA İÇİN CODE ZERO FURLER
	CZ 2	-	
	CZ 3	-	
	CZ 4	-	
ELECTRIC ELEKTRİKLİ	AE 500	10-12-14	ELECTRIC GENOA FURLER ELEKTRİKLİ YELKEN SARMA SİSTEMİ
	AE 1000	14-16-19	
	AE 1500	22-26	
	ARE 500**	-	ELECTRIC MAINSAIL INMAST FURLER DİREK İÇİ ELEKTRİKLİ ANAYELKEN SARMA SİSTEMİ
	ARE 1000**	-	
	ARE 1500**	-	
	ARE 1500 MAXI	-	
HYDRAULIC HİDROLİK	AH 12	10-12-14	HYDRAULIC GENOA FURLER HİDROLİK YELKEN SARMA SİSTEMİ
	AH 32	14-16-19	
	AH 40	22-26	
	ARH 12**	-	HYDRAULIC MAINSAIL INMAST FURLER DİREK İÇİ HİDROLİK ANAYELKEN SARMA SİSTEMİ
	ARH 32**	-	
	ARH 40**	-	
	ARH MAXI	-	

* INNOVATION, WORLD'S FIRST / BULUŞ, DÜNYADA İLK

** CUSTOM PRODUCTION / ÖZEL ÜRETİM



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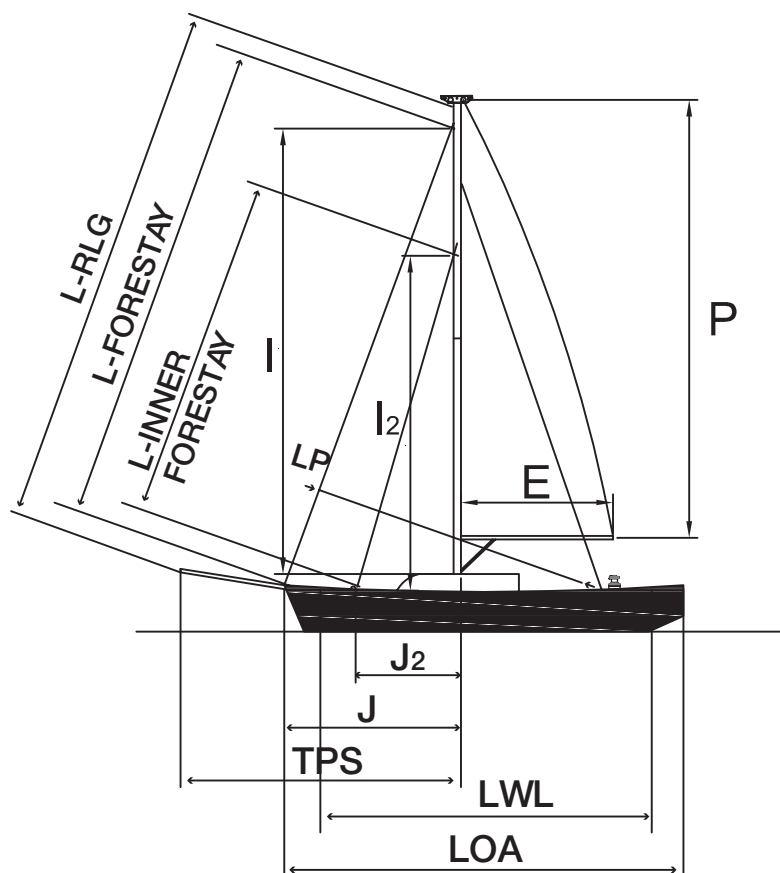
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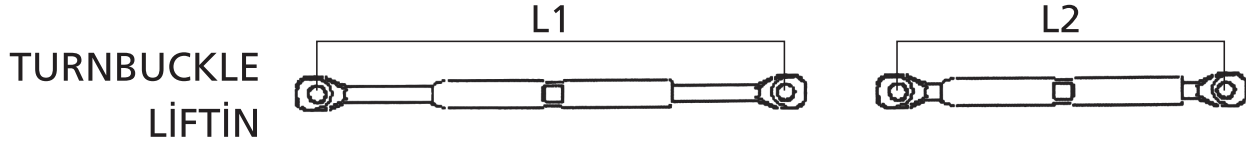
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TABLE WITH TECHNICAL DIMENSIONAL DEFINITIONS OF SAIL PLAN



LOA	Boat's overall length
LWL	Boat's length at water-line
I	Height of forestay triangle, measured between deck and stay connection on the mast
I ₂	Height of inner forestay triangle , measured between deck and inner forestay connection on the mast
j	Base of forestay triangle ,measured between mast fore face and forestay chain-plate
J ₂	Base of inner forestay triangle, measured between mast fore face and inner forestay chain-plate
L	Forestay length
L ₂	Inner forestay length
L-RLG	(RollGen stay length) Distance between the tack point on the bowsprit and the (spinnaker) halyard block
TPS	Distance between mast fore face and padeye on the bowsprit
P	Length of mainsail luff
E	Mainsail base
LP	Minimum distance between stay and jib clue

HOW TO CHOOSE A TURNBUCKLE LİFTİN SEÇİMİ



WIRE Ø TEL Ø mm	THREAD Ø DİŞ Ø mm	THREAD Ø DİŞ Ø inch	L1 mm	L2 mm	KG	PIN Ø PİM Ø mm
5	10	3/8	180	125	800	9,5
6-7	12	1/2	200	140	1200	11
8	14	5/16	240	165	2200	12,5
10	16	5/8	270	190	3200	16
12	18	3/4	350	245	5100	19
12	22	7/8	405	295	6900	22
16	24	1	446	310	9400	25
19	30	1 1/8	550	390	14000	28
22	34	1 1/4	650	470	18200	32
26	40	1 3/8	790	560	21500	36

ROD, WIRE, PIN SIZES ACCORDING TO THE PROFILE SIZE PROFİL BÜYÜKLÜĞÜNE GÖRE ROD, TEL, PİM ÜLÇÜLERİ

	PROFILE PROFİL	WIRE Ø TEL Ø mm	ROD Ø	ROD Ø mm	ROD LINK EKLEME mm	PIN Ø PİM Ø mm
1	R 36-RO 35	8	-17	8,38	20,2	12,5
2	R 45-R 44	10	-17	8,38	20,2	15,6
3	R 44-RO 45	12	-22	9,53	22,8	19
4	R 54	14	-30	11,1	26,6	22,2
5	R 54	16	-40	12,7	30,5	25,4
6	R 65	16	-48	14,3	34,3	28,6
7	R 65	19	-60	16,8	40,3	31,8
8	R 76	22	-76	17,9	44,5	31,8
9	R 76	26	-91	19,5	47	34,9
10	R 110	28	-115	22,2	53,3	39,7
11	R 110	32	-150	24,4	66,5	44,5
12	R 110	32	-170	27,1	71,1	47,6
13	R 110	-	-195	28,6	73	54
14	R 140	-	-220	30,3	76,2	57,2
15	R 140	-	-260	33,4	88,9	61,9
16	R 140	-	-320	38,1	95,3	65



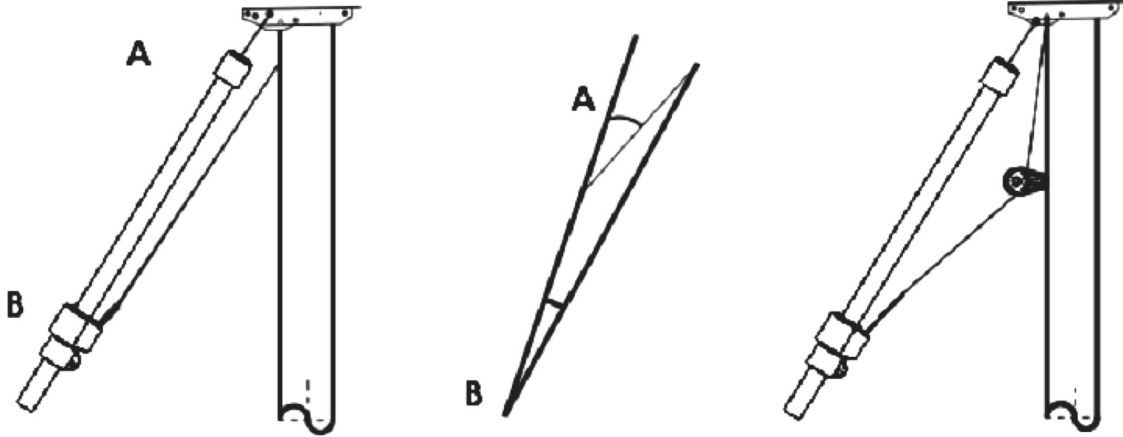
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GETTING STUCK OR HAVING DIFFICULTIES IN FURLING OR UNFURLING

- Do not use force if such condition arises.
- Most common problem in furling systems is the problem of having the halyard entangled to the stay !

ROLLERİN AÇIP KAPANMASINDA SIKIŞMA VEYA ZORLANMA DURUMU

- Böyle bir durumda sorunu güç kullanarak çözme yoluna gitmeyiniz.
- Furler sistemlerde çok görülen sorun mandarin istiralyaya sarılması!



CAUSES

A- The stay side of the sail is shorter than it is supposed to be. As the furler swivel slides from position A to position B , the angle that the halyard makes to the stay will be narrower. In such case , the risk of having the halyard entangled to the stay will be increased.

B- Not having the halyard tightened enough or the condition of having the halyard elongated.

SEBEPLERİ

A- Yelkenin istiralya yakası gereğinden kısadır. Roller topu A pozisyonundan B pozisyonuna kaydırsa mandarin istiralyaya yaptığı açı daralacaktır. Mandarin tele dolanma riski artacaktır.

B- Mandarin yeterince gerilmemesi veya mandarin uzaması.

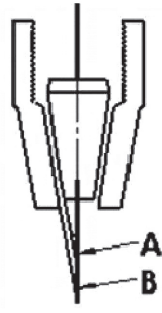
SOLUTION

By having a block placed properly on the mast, the angle between the halyard and the stay is widened.

If the forestay is not tightened enough , it will be harder to furl and unfurl ; it will also cause early wear down.

ÇÖZÜM

Direğin uygun yerine konulacak yönlendirici bir makara ile mandarin istiralya açısı genişletilir. Baş istiralyanın yeterince gerdirilmemesi rollerin açılıp kapanmasını zorlaştıracak gibi çabuk yıpranmasına da sebep olur.



- It is important to use the convenient terminal and to install the terminal to the wire appropriately.
- In a proper terminal, the terminal shell and the core make the same angle.

- Uygun terminal kullanmak ve terminali kurallara göre tele monte etmek önemlidir.
- Normlara uygun bir terminalde, terminal kovanı ile çekirdek aynı açığı yapar.

$$\angle A = \angle B$$

$$\angle A = \angle B$$

TERMINAL INSTALLATION

- 1- At the end of 1x19 wire; place the terminal shell and separate the side wires from the mid wires properly.
- 2- Place the terminal core inside the the middle wire group from its narrower side.. The part that comes out of from the top of the core should be 1 or 1,5 times bigger than the cross section of the middle part.
- 3- Twist the outer seperated wires in accordance with the wire twist direction, and place the wires around the core properly. (Pay attention to not having the wires wrapped around on top of each other).
- 4- When placing the group of wires into the shell , have the upper part of the terminal properly meet.
- 5- Start tightening the terminal until you feel the side wires squeezed.
- 6- Re - open the terminal and be sure to have the wires properly aligned as shown in the picture.
- 7- Apply adhesive and re-tighten the terminal.
- 8- After having the terminal tightened, be sure to have the wires coming out properly , orderly and tight , from the end of the shell.

TERMİNAL MONTAJI

- 1- 1x19 ucuna terminal kovanını geçirdikten sonra yan telleri orta tellerden düzgün şekilde ayırın.
- 2- Terminal çekirdeğini ortada kalan tel buketine çekirdeğin dar kısmından sokunuz. Çekirdeğin tepesinden çıkan kısım orta kısmın kesitinin 1-1,5 katı olmalıdır.
- 3- Dışta kalan ayrılmış telleri telin sarım yönüne doğru çevirerek çekirdeğin etrafına düzenli ve eşit bir şekilde yerleştirin. (Tellerin üst üste binmemesine dikkat ediniz)
- 4- Tel buketini kovana yerleştirirken terminalin üst kısmı dikkatlice ağızlatın.
- 5- Terminali sıkmaya başlayın, koniğin üzerindeki yan tellerin ezildiğini hissedene kadar.
- 6- Terminali tekrar açıp şekildeki gibi tellerin disipline olduğuna emin olduktan sonra.
- 7- Terminali yapıştırıcı sürerek tekrar sıkınız.
- 8- Terminali sıktıktan sonra kovan dibinde tellerin çıkışının düzenli ve sıkı olmasına dikkat ediniz.

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MANUAL FURLERS MANUEL YELKEN SARMA SİSTEMLERİ

ROUND PROFILES / YUVARLAK PROFİLLER



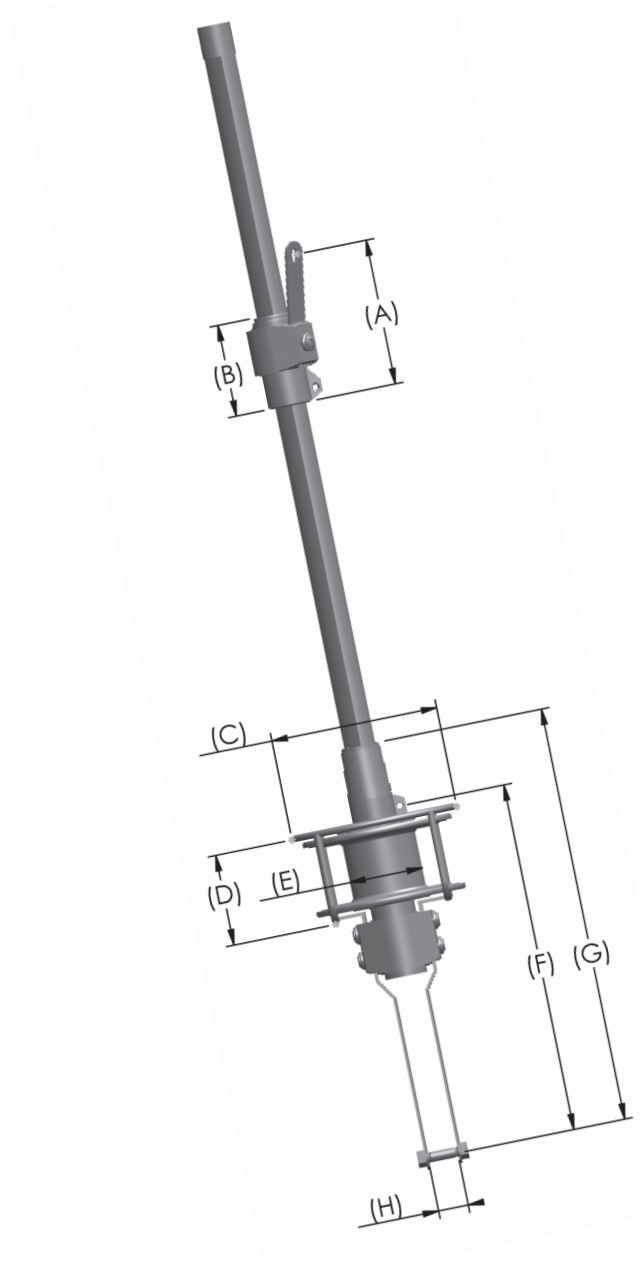
MODEL	Stay Ø / İstralya Ø
R 30	4-5 mm
R 30 M	5-6 mm
R 36	6-8 mm
R 45	10-12 mm
R 54	14-16 mm

OVAL PROFILES / OVAL PROFİLLER



MODEL	Stay Ø / İstralya Ø
RO 35	6-8 mm
RO 44	10-12 mm

	R 30	R 36	R 45	R 54	RO 35	RO 44
A (mm)	120	190	170	250	190	170
B (mm)	81	120	120	216	120	120
C (mm)	170	220	240	278	220	240
D (mm)	73	120	136	163	120	136
E (mm)	65	97	98	130	97	98
F (mm)	288	430	520	738	430	520
G (mm)	300	546	550	830	546	550
H (mm)	30	40	50	80	40	50
kg/m	540	1040	1440	1940	775	1090



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ROLLMASTER

Patented
product
patentli
ürün



MODEL	Stay ø / Istralya ø
ROM 35	6-8 mm
ROM 44	10-12 mm

Rollmaster is a manual furling system with reduction.

The aim of Rollmaster is to enable sailors to save their power and endurance; not to get exhausted while dealing with the forces of nature; and give them joy of sailing.

The force required to roll the sail with this system is only half of what is required for the standard manual systems.

The size of the driving drum with the 1/3 reduction system; has been reduced so that only 1/2 the force is required in comparison to the standard manual furlers. Due to the reduction of the size of the drum, the starboard-portside dimension of the furler is also

decreased; thus interference of the anchor handle connected to the windlass and the driving drum, is prevented and the foot of the sail can be lowered as much as possible. Serious gain in the sail area at the foot of the sail, which has the least heeling effect on the boat, is obtained.

The lower connecting sheets can be rotated and fixed at all positions of 30° angles.

It is desired that especially the most eye-catching equipment on boats, should add an esthetic value to the unity of the boat. When Rollmaster was designed; emphasis was put on its esthetic look, along with its functional advantages.

Rollmaster, redüksiyonlu manuel yelken sarma sistemidir.

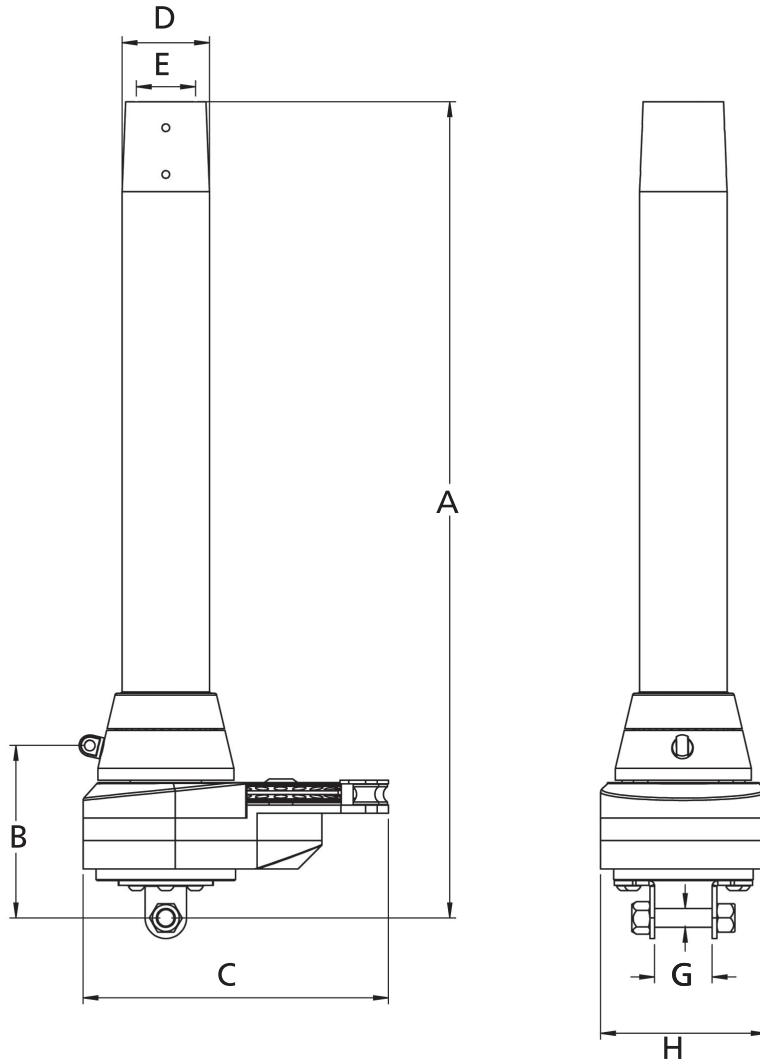
Rollmaster, denizcilerin güçlerini ve dayanıklılıklarını boşa harcamalarını önleyerek, doğaya karşı mücadele verirken yorulmamalarını ve bu sayede yelken yapmaktan zevk almalarını sağlar.

Bu sistemde yelkeni sararken harcanan güç, 1/3 redüksiyon sistemli tahrik tamburu sayesinde, standart yelken sarma sistemleriyle sararken harcanan gücün sadece yarısı kadardır.

Tahrik tamburunun boyutlarının küçülmesi sebebiyle, yelken sarma sisteminin iskele-sancak genişliği azalmıştır. Böylece demir loçasıyla bağlantılı tekne çapasının tahrik tamburuyla çakışması önlenmiştir. Yelkenin alt yakasının güverteye yaklaştırılabilmesi sonucu, yelken alanının en az yatırımcılık özelliği olan alt kısmında ciddi bir kazanım elde edilmiştir.

Alt bağlantı lamaları döndürülerek 30° derecelik pozisyonlarda sabitlenebilir.

Bütün bu fonksiyonel özelliklerinin yanı sıra, ROLLMASTER boyutlarının küçük olması sayesinde estetik görünüme sahiptir.



Rollmaster

MODEL	A(mm)	B(mm)	C(mm)	D(mm)	E(mm)	F(mm)	G(mm)	H(mm)
ROM 35	475	125	215	57	35	12	45	115
ROM 44	700	145	260	74	44	16	50	140



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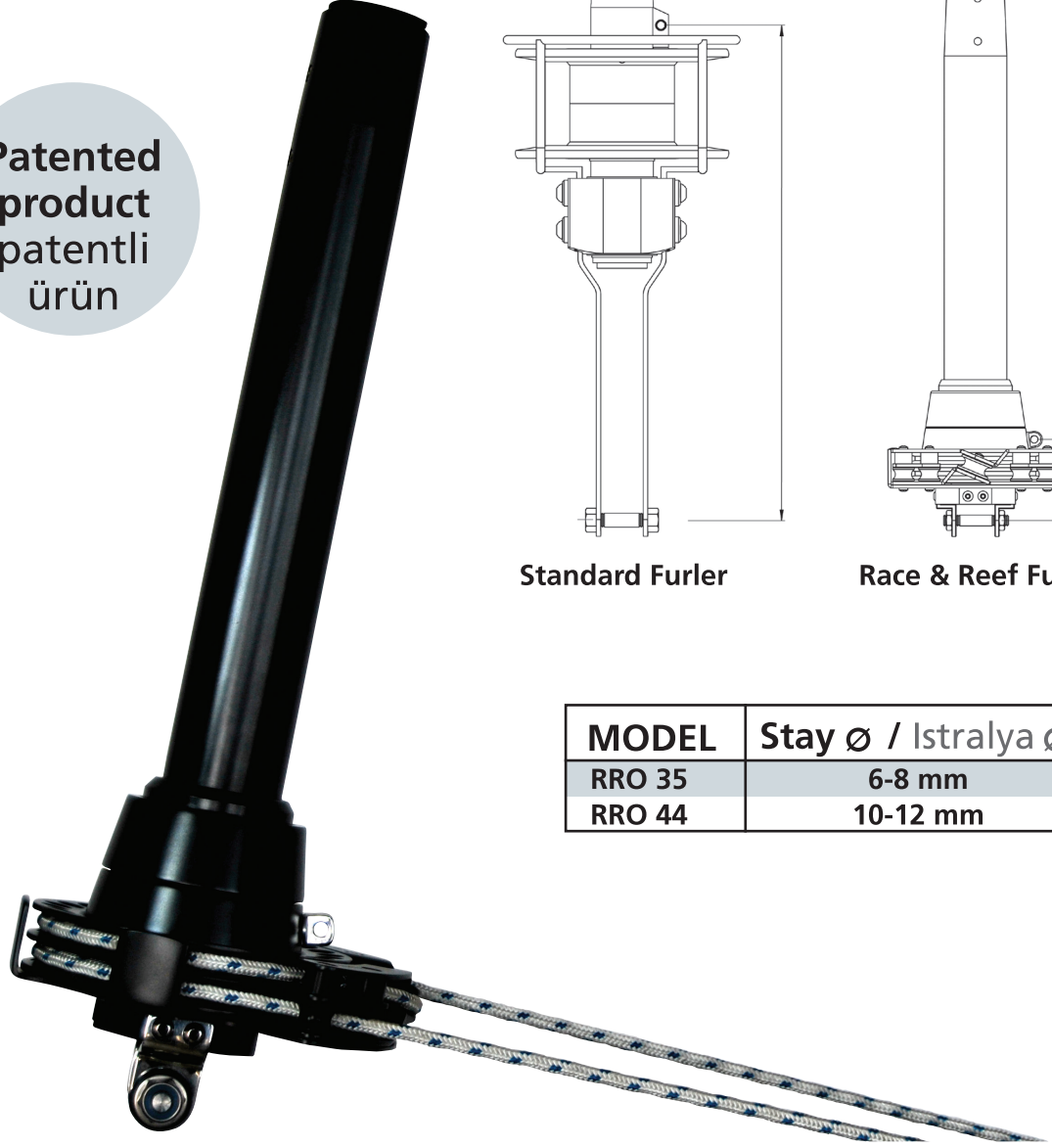
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RACE & REEF FURLERS

Patented
product
patentli
ürün



Standard Furler

Race & Reef Furler

MODEL	Stay Ø / İstralya Ø
RRO 35	6-8 mm
RRO 44	10-12 mm

In standard rollers on decks, there is a 25-40 cm space between the foot of the sail and the deck. Race boats with rollers need to minimize this space which allows the maximum use of the sail area with the least affect on the heeling of the boat.

Roller manufacturers have, therefore, developed race furlers to serve this purpose. However, in these systems, although the foot of the genoa is very close to the deck; it is only possible to furl or unfurl the genoa completely, without

being able to reef the genoa, depending on the wind force. The reason being, that the single line of rope on the roller drum, would let go when the genoa is half-rolled. Therefore, it is not possible to reef with race furlers.

With the two winding rows on the drum of Race & Reef Furlers, the genoa outhaul is as close to the deck as possible and also adjustment of the sail area according to the wind strength is enabled.

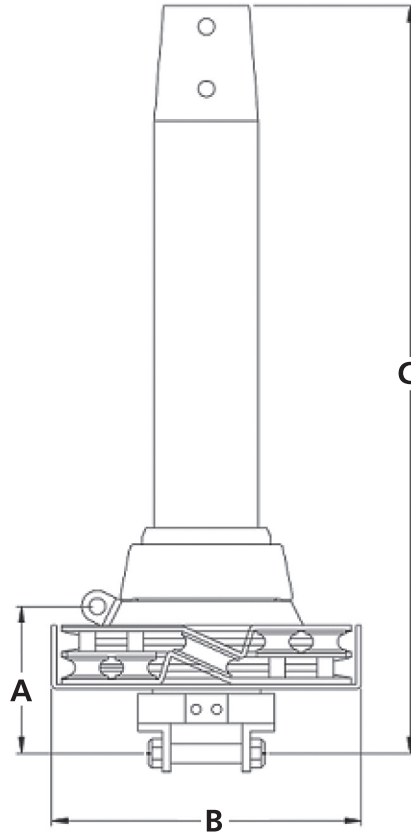
Güverte üzerinde kullanılan standart yelken sarma sistemlerinde genellikle yelkenin alt yakası ile güverte arasında yaklaşık 25 ile 40 cm arası bir boşluk meydana gelir. Özellikle yarışlara katılan yelken sarma sistemli yatlar yatırımcılığı az olan bu boşluğu doldurma ihtiyacı duyarlar.

Bu sebepten, roller üreticileri bu amaca hizmet eden bazı yelken sarma sistemlerini (Race Furling) geliştirmişler ve yatçıların hizmetine sunmuşlardır. Ancak bu sistemlerde genoanın alt eteğinin güverteye yaklaştırılması sağlanmış olsa da, genoanın tamamen açılıp kapanması söz konusu olduğundan, rüzgarın şiddetine göre yelkenin

çeşitli büyüklüklerde kullanılması mümkün olamamıştır.

Rolleri çeviren tambur üzerindeki ipin tek sıra olması genoayı yarım sarma durumunda geri kaçırmaya sebebiyet vermektedir. Bu sistemlerde rollerli genoaya reef vurulamamaktadır.

Çift sıralı sarma tamburu ile yeni ürünümüz, genoanın alt yakasını güverteye oldukça yaklaştırmış, genoa alanının rüzgar şiddetine göre ayarlanması sağlanmıştır.



MODEL	A (mm)	B (mm)	C (mm)
RRO 35	78	160	510
RRO 44	90	190	550



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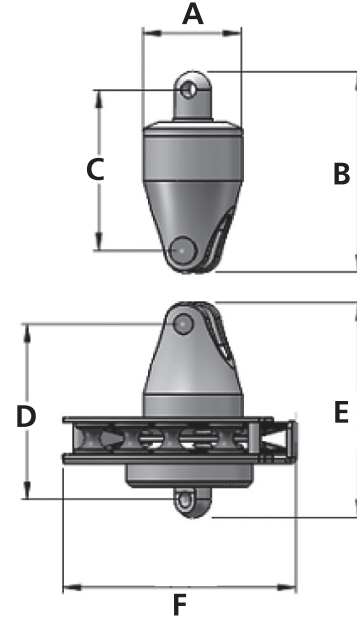
CODE ZERO FURLERS CODE ZERO SİSTEMLERİ



Sarma ipi kolayca sökülüp takılır.
The line can be easily taken out and put in.



MODEL	BOAT LENGTH / TEKNE BOYU	
	m	ft
CZ 1	6-10	20-33
CZ 2	10-14	33-46
CZ 3	14-21	46-70
CZ 4	21-29	70-95



MODEL	A (mm)	B (mm)	C (mm)	D (mm)	E (mm)	F (mm)
CZ 1	55	110	90	100	120	137
CZ 2	59.5	159	108	110	142	166
CZ 3	74	166	132	115	171	210
CZ 4	88	204	163	140	209	254

MODEL	DRUM TAMBUR Ø mm	SWIVEL FIRDÖNDÜ Ø mm	LINE / İP mm min-max	SHACKLE KİLİT (mm)	SAFE WORKING LOAD ÇALIŞMA YÜKÜ (kg)	BREAKING POINT KIRILMA NOKTASI (kg)
CZ 1	108	40	6-8	8	1600	3200
CZ 2	138	50	6-8	10	2800	5600
CZ3	178	60	8-10	12	5200	10400
CZ 4	218	70	10-12	14	7800	15600



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GENNAKER FURLERS GENNAKER SARMA SİSTEMLERİ



GF 4



GF 3



GF 2

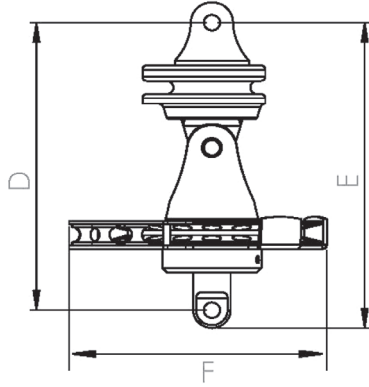
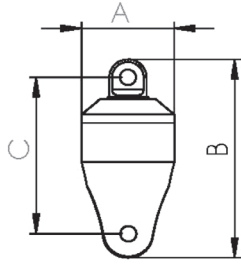


GF 1



MODEL	BOAT LENGTH / TEKNE BOYU	
	m	ft
GF 1	6-10	20-33
GF 2	10-14	33-46
GF 3	14-21	46-70
GF 4	21-29	70-95

MODEL	DRUM TAMBUR Ø mm	SWIVEL FIRDÖNDÜ Ø mm	LINE / İP mm min-max	SHACKLE KİLİT (mm)	SAFE WORKING LOAD ÇALIŞMA YÜKÜ (kg)	BREAKING POINT KIRILMA NOKTASI (kg)
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GF 3	178	60	8-10	12	5200	10400
GF 4	218	70	10-12	14	7800	15600



MODEL	A(mm)	B(mm)	C(mm)	D(mm)	E(mm)	F(mm)
GF 1	55	110	90	175	197	137
GF 2	59.5	159	108	204	231.5	166
GF 3	74	166	132	241	274	210
GF 4	88	204	163	300	341	254



GFH 600

**GFH 600 HYDRAULIC GENNAKER
FURLING SYSTEM**
Maximum usage area 600 m² sails.

GFH 600 HİDROLİK GENNAKER
SARMA SİSTEMİ
Maksimum kullanma alanı 600 m²
yelkenler.



GFH 1000

**GFH 1000 HYDRAULIC GENNAKER
FURLING SYSTEM**
Maximum usage area 1000 m²
sails.

GFH 1000 HİDROLİK GENNAKER
SARMA SİSTEMİ
Maksimum kullanma alanı 1000 m²
yelkenler.



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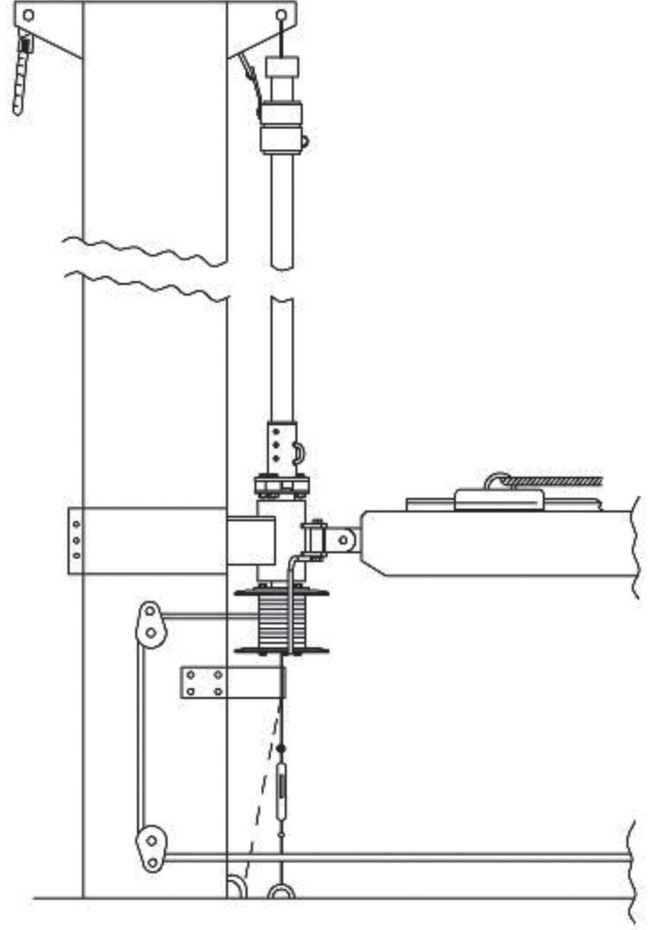
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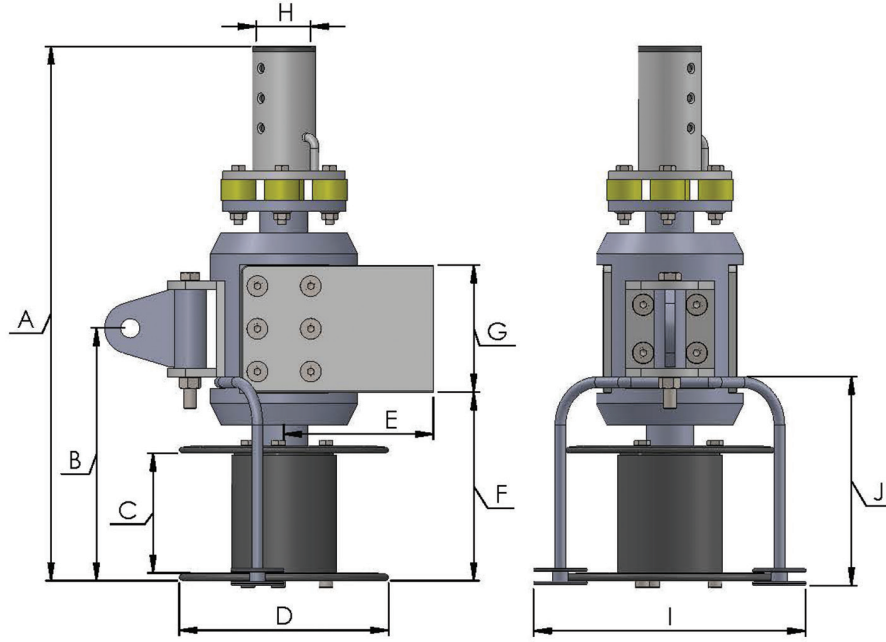
MAINSAIL FURLER ANAYELKEN SARMA SİSTEMİ



MODEL	Stay Ø / İstralya Ø
AR 36	6-8 mm
AR 45	10-12 mm
AR 54	14-16 mm

By using Admiral Mainsail Furler, you can furl or unfurl your sail without heading to the wind.

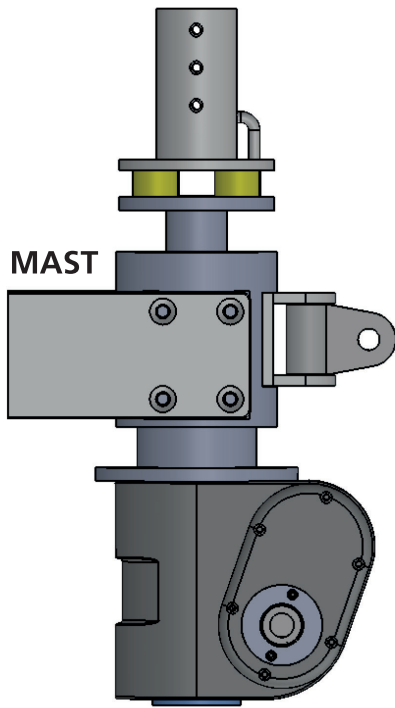
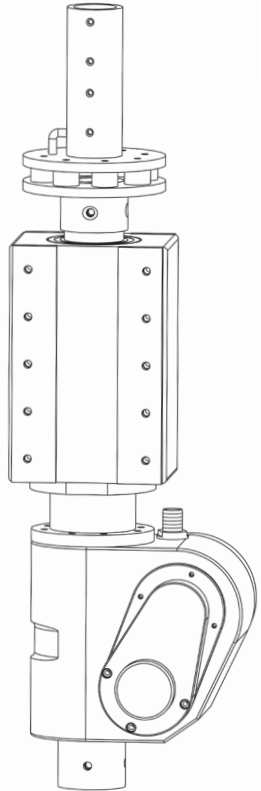
Admiral Anayelken Sarma Sistemi'yle teknенizin başını rüzgara çevirmeden yelkeninizi açabilir veya sarabilirsiniz.



MODEL	A (mm)	B (mm)	C (mm)	D (mm)	E (mm)	F (mm)	G (mm)	H (mm)	I (mm)	J (mm)
AR 36	410	195	87.5	170	110	145	80	36	215	130
AR 45	500	240	110	195	140	180	120	45	250	195
AR 54	600	310	110	220	170	230	135	54	270	245

ELECTRIC-HYDRAULIC MAINSAIL FURLER OUTSIDE THE MAST

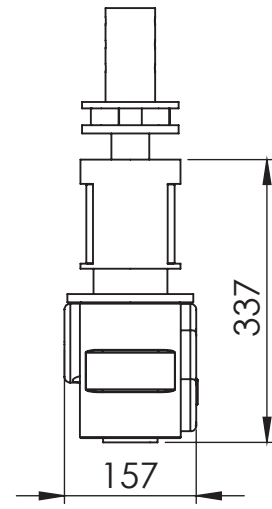
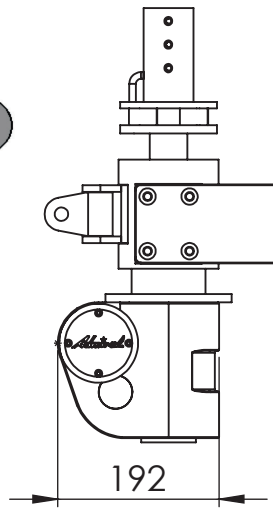
ANA YELKEN FURLER DİREK DIŞI ELEKTRİKLİ-HİDROLİK



AR 36
AR 45 - AH 12
AR 54

WIRE
TEL Ø - 10-12-14-16 mm

SAIL AREA
YELKEN ALANI 35m² - 70m²



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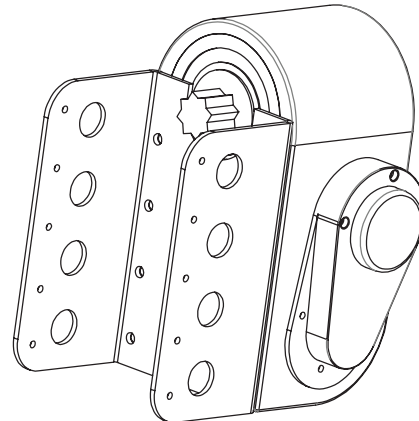
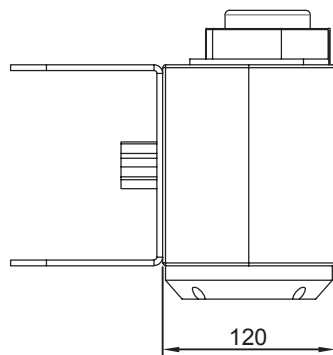
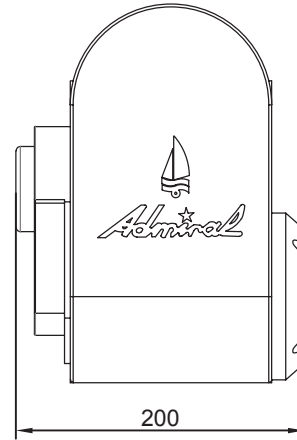
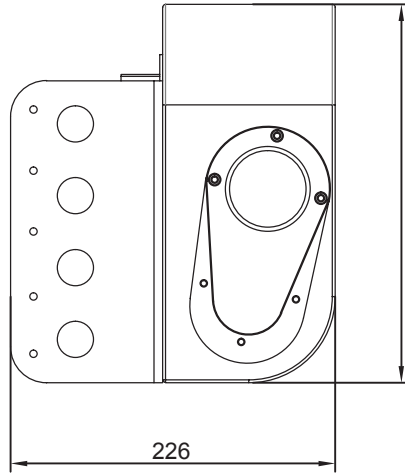
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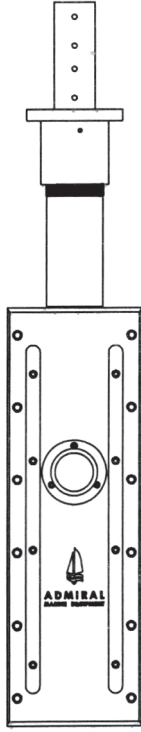
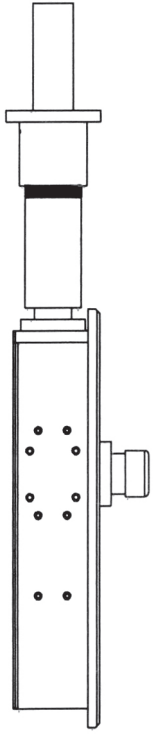
MANUEL MAINSAIL FURLER ELECTRIC KIT MANUEL ANAYELKEN FURLER ELEKTRİK KİTİ

NEW

**Mechanical installation takes
30 minutes.**

Mekanik montaj 30 dakika.

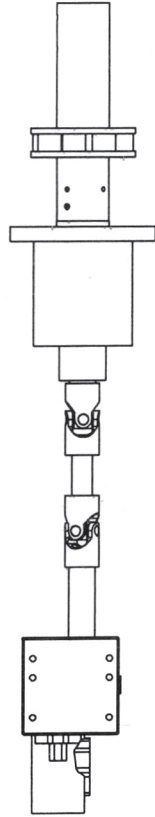
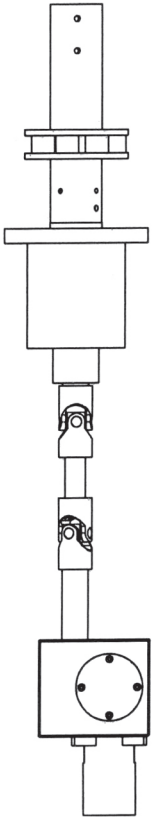
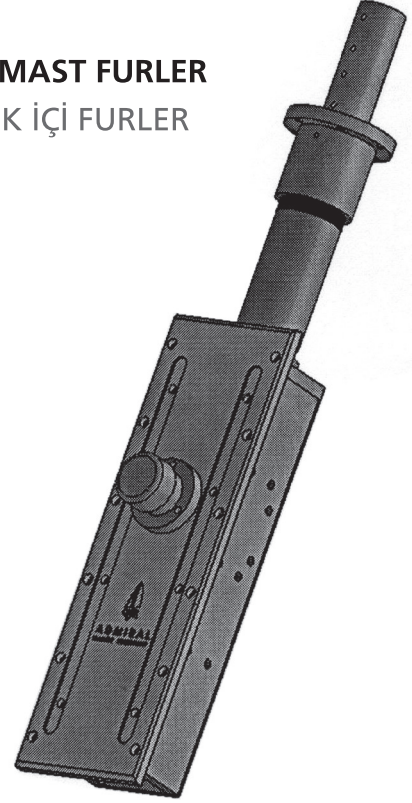




ELECTRIC AND HYDRAULIC INMAST FURLER ELEKTRİKLİ VE HİDROLİK DİREK İÇİ FURLER

SAIL AREA
YELKEN ALANI

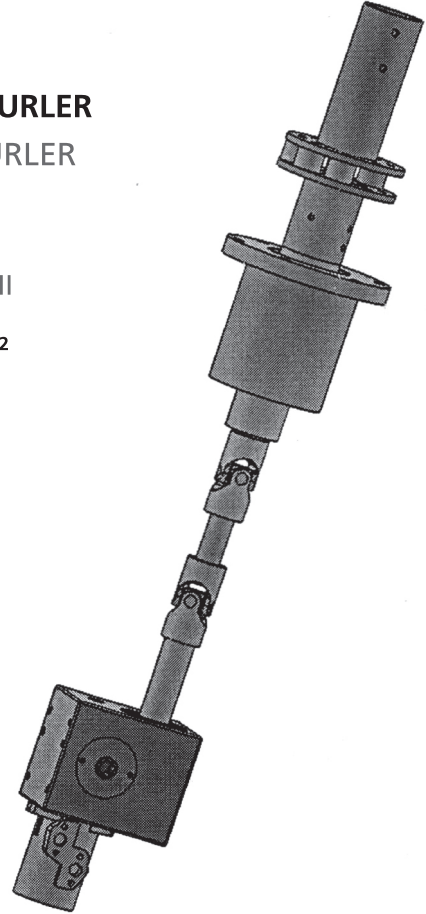
70m² - 120m²



HYDRAULIC INMAST FURLER HİDROLİK DİREK İÇİ FURLER

SAIL AREA
YELKEN ALANI

120m² - 300m²



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ELECTRIC & HYDRAULIC FURLERS ELEKTRİKLİ VE HİDROLİK YELKEN SARMA SİSTEMLERİ



AE 1500 / AH 40 MAXI

AE 1500 / AH 40

AE 1000 / AH 32

AE 500 / AH 12

ELECTRIC DRIVES ELEKTRİK MOTORU	HYDRAULIC DRIVES HİDROLİK MOTOR	FORESTAY Ø İSTRALYA Ø
AE 500 / 12V-24V	AH 12	10-12-14 mm
AE 1000 / 24V	AH 32	14-16-19 mm
AE 1500 / 24V	AH 40	22-26mm

are made of corrosion-resistant
aluminum and anodized

• korozyona dayanıklı
eloksallı alüminyumdan yapılmıştır.

stainless steel parts are AISI quality stainless steel

• paslanmaz çelik kısımlar AISI kalitesindedir.

the gears are certified aluminum-bronze alloy

• dişliler sertifikalı alüminyum-bronz alaşımdır.



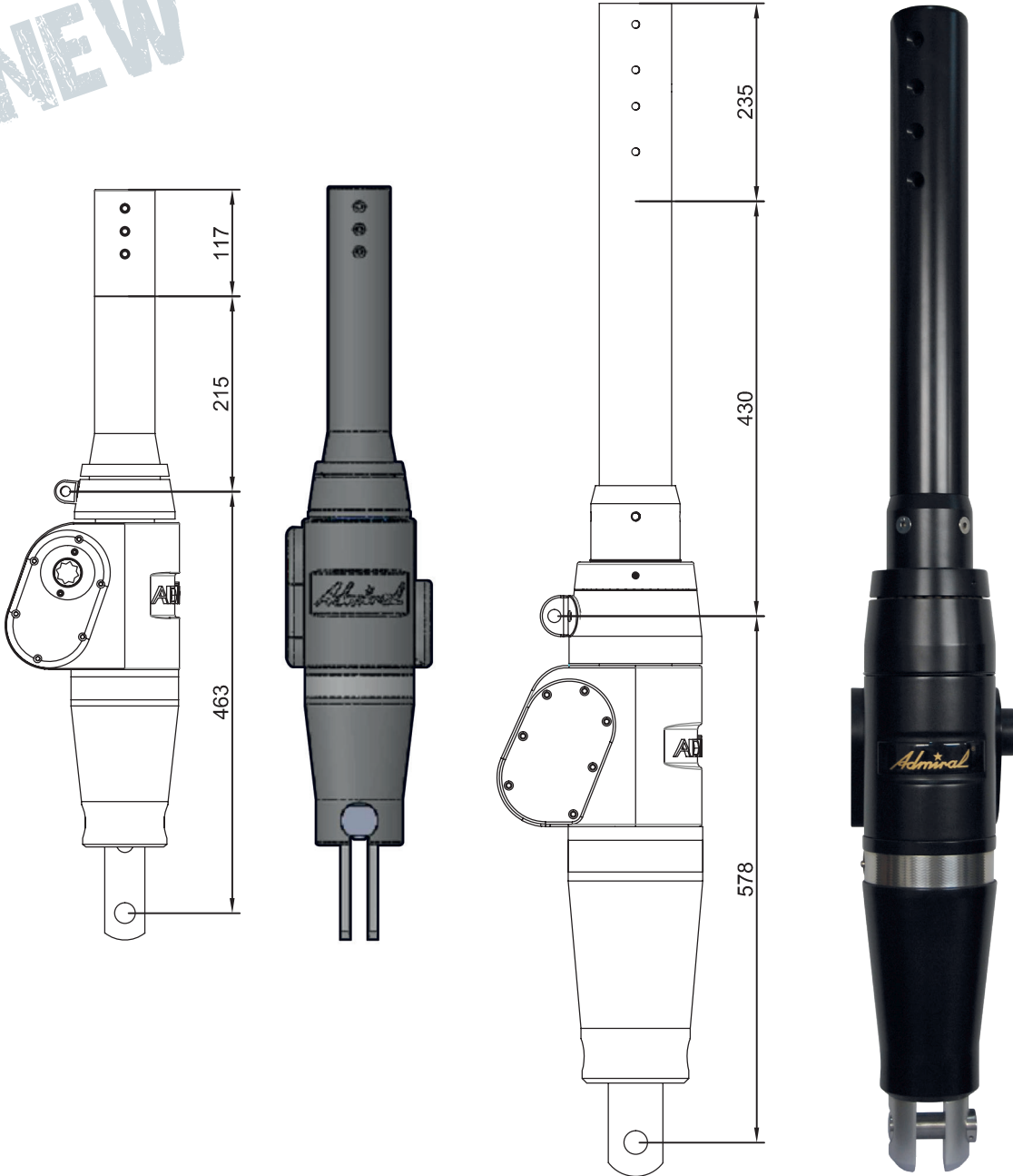
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NEW BODIES FOR AH 12-32 HYDRAULIC FURLERS AH HİDROLİK YENİ GÖVDELER

For stay diameters 10-12-14-16 mm

10-12-14-16 mm çaplı ıstıralyalar için

NEW



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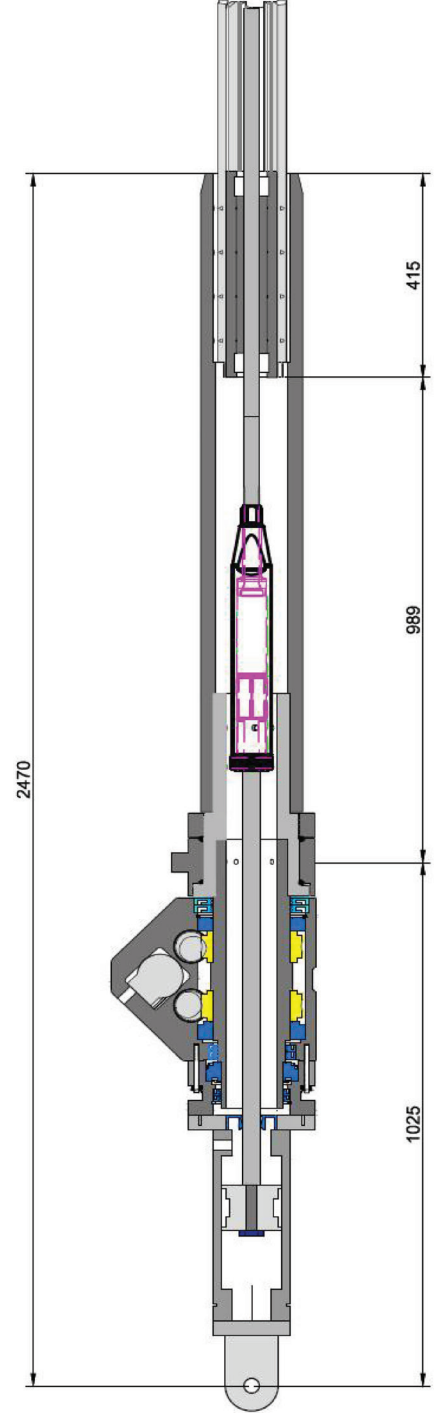
AH-50 HYDRAULIC GENOA FURLER AH-50 HİDROLİK GENOA FURLER

NEW



Profile Ø R 140
Rod Max - 260
Rod Ø 33,4 mm
Hydraulic Motor
Hydraulic Piston

Profil Ø R 140
Rod Maksimum - 260
Rod Ø 33,4 mm
Hidrolik Motor
Hidrolik Piston



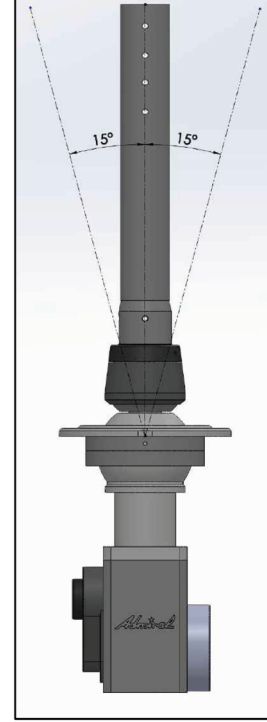
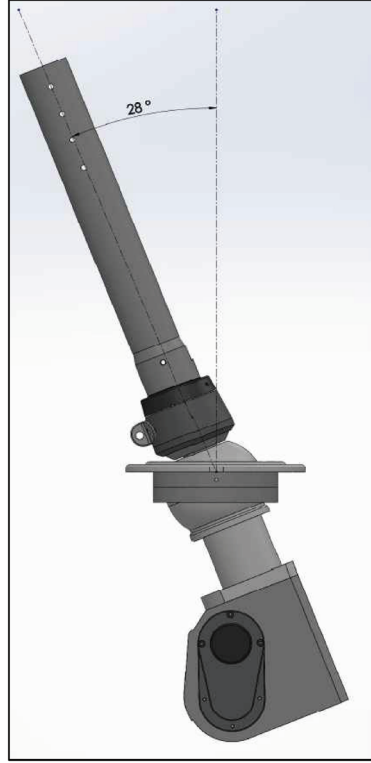
Carrying Load
Taşıma Gücü

x 2



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UNDERDECK FURLING SYSTEM GÜVERTE ALTI YELKEN SARMA SİSTEMİ

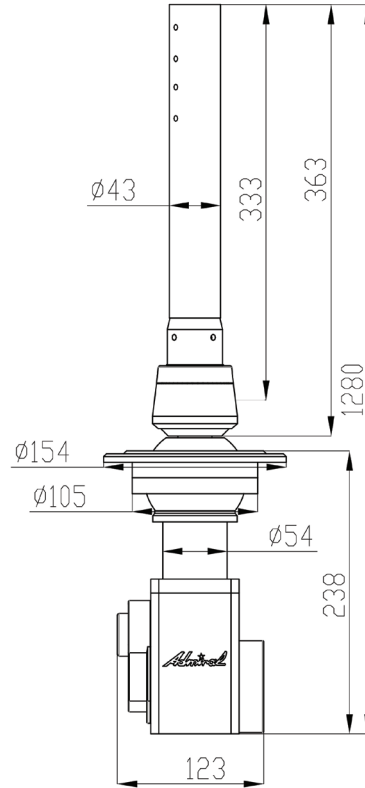


The measurements of the drawing are made for 14 - 19 mm 1 x 19 stainless steel wire or for - 30 to - 60 rod.

Underdeck furling systems are custom made upon project.

Çizim ölçümlendirmesi 14 - 19 mm 1 x 19 paslanmaz tel veya 30 - 60 arası rod için uygundur.

Projeye göre özel imalatlar yapılır.



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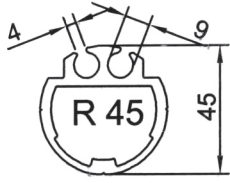
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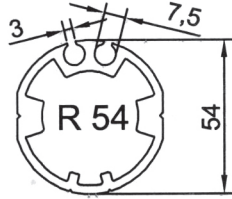
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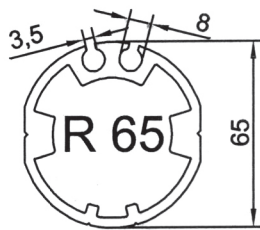
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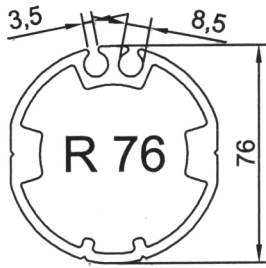
1.44 kg/m



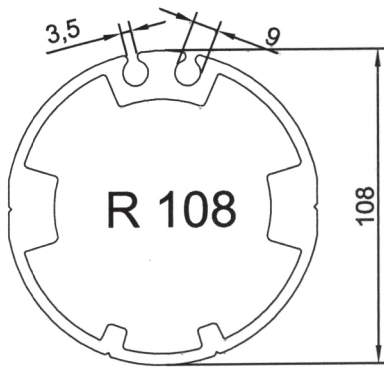
1.94 kg/m



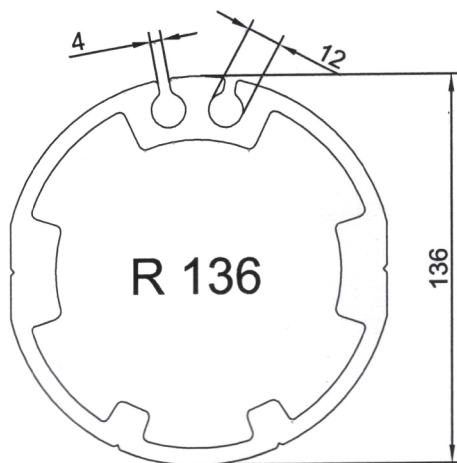
2.79 kg/m



3.16 kg/m

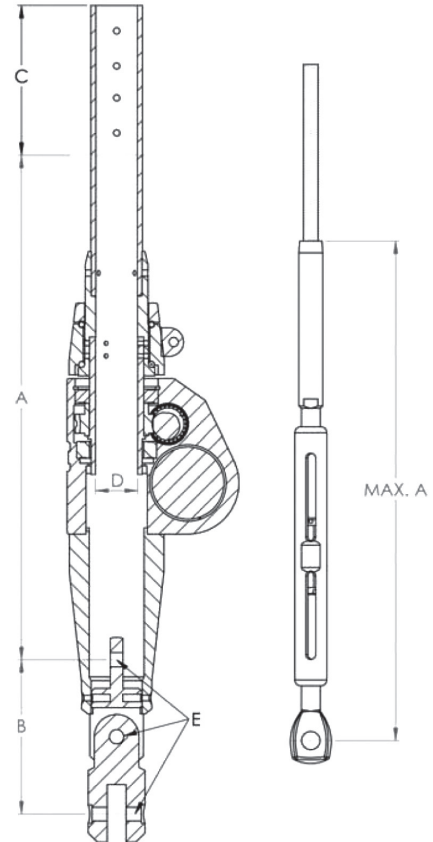


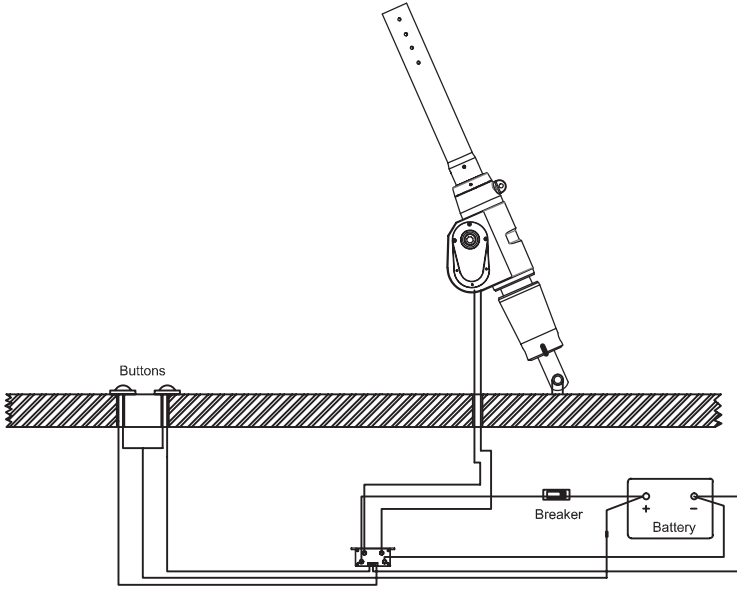
6.2 kg/m



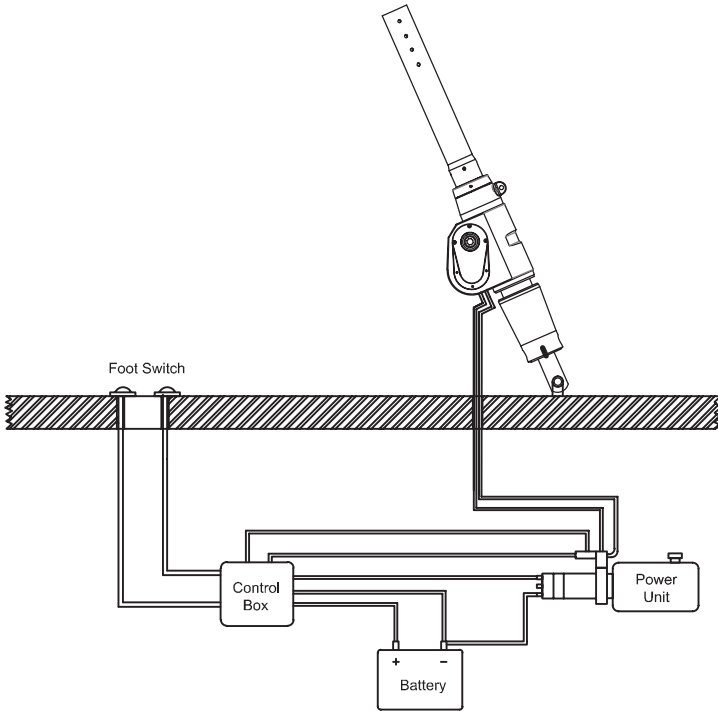
10.63 kg/m

	AE 500 AH 12	AE 1000 AH 32	AE 1500 AH 40	AE 1500 AH 40 MAXI	AH 50
A (cm)	40	76.4	95.2	107.5	CUSTOM
B (cm)	19.80	24.2	36	36	
C (cm)	22	26	30	30	
D (cm)	55	66	108	110	
E Ø (cm)	Ø 10-16 Ø 12-18 Ø 14-20	Ø 16-22 Ø 19-25	Ø 22-30 Ø 26-32	Ø 26-32 Ø 32-40	
WEIGHT AGIRLIK (kg)	20	44	76	80	136
PROFILE Ø (mm)	45-54	65	76	108	





AE SERIES ELECTRIC CONNECTION DIAGRAM
AE SERİSİ ELEKTRİK BAĞLANTI ŞEMASI



AH SERIES HYDRAULIC CONNECTION DIAGRAM
AH SERİSİ HİDROLİK BAĞLANTI ŞEMASI



Control Box
Solenoid



Switches Buton



Breaker Sigorta



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ADMIRAL WINCHES ADMIRAL VINÇLER



Aluminum winches are designed for sailors who prefer strong but lightweight winches. 6082-T6 quality aluminum is used in these winches and they are coated with minimum 50 microns of anodization. Core beddings and drum gears of aluminum winches are made of stainless steel.

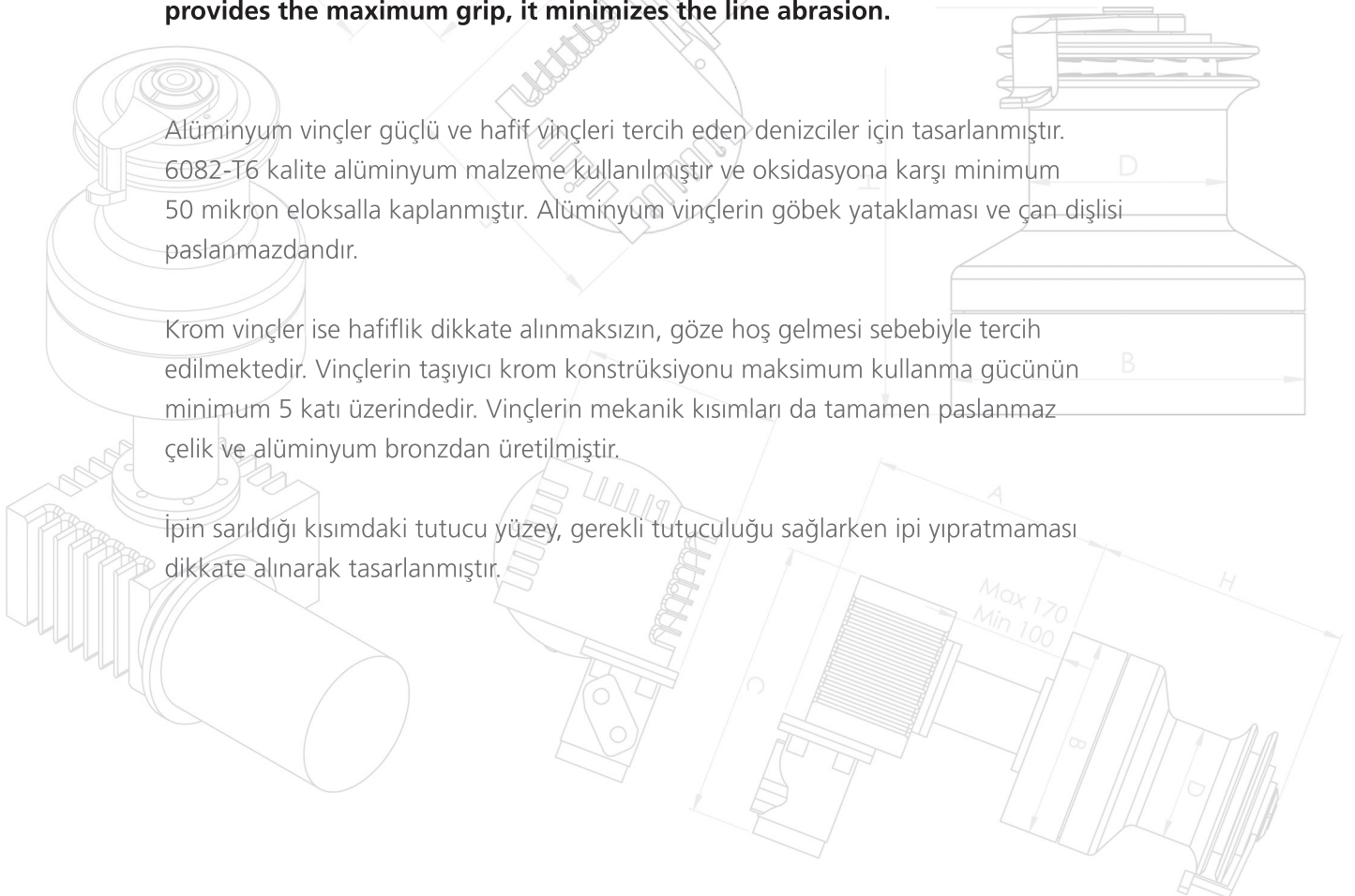
Chrome winches are preferred for their elegant look. The carrier chrome construction of the winches are durable enough for at least 5 times the maximum working load. The mechanical parts of the winches are made of aluminum bronze and stainless steel.

The gripping surface on winch the line is coiled is designed so that while it provides the maximum grip, it minimizes the line abrasion.

Alüminyum vinçler güçlü ve hafif vinçleri tercih eden denizciler için tasarlanmıştır. 6082-T6 kalite alüminyum malzeme kullanılmıştır ve oksidasyona karşı minimum 50 mikron eloksalla kaplanmıştır. Alüminyum vinçlerin göbek yataklaması ve çan dişlisi paslanmazdandır.

Krom vinçler ise hafiflik dikkate alınmaksızın, göze hoş gelmesi sebebiyle tercih edilmektedir. Vinçlerin taşıyıcı krom konstrüksiyonu maksimum kullanma gücünün minimum 5 katı üzerindedir. Vinçlerin mekanik kısımları da tamamen paslanmaz çelik ve alüminyum bronzdan üretilmiştir.

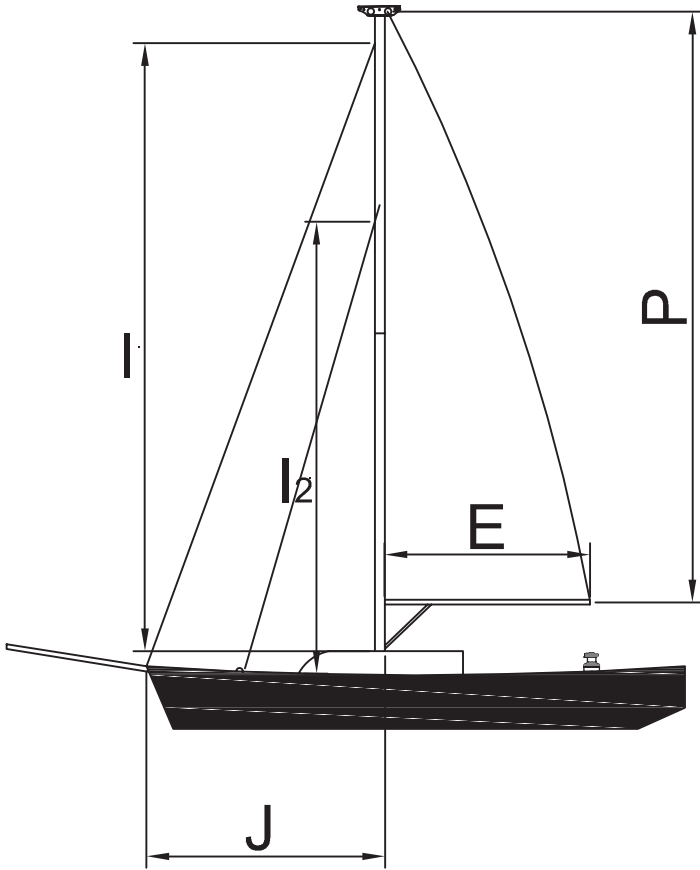
İpin sarıldığı kısımdaki tutucu yüzey, gerekli tutuculuğu sağlarken ipi yıpratmaması dikkate alınarak tasarlanmıştır.



CHOOSING YOUR WINCHES

VİNÇ SEÇİM TABLOSU

WINCH SIZE	GENOA				MAIN SAIL						SPINNAKER				MANUAL - MANUEL	ELECTRIC - ELEKTRİKLI	HYDRAULIC - HİDROLİK
	Sheet		Halyard		Main Sheet		Halyard		Reef		Sheet		Halyard				
	MAX SAIL AREA		MAX I		MAX SAIL AREA		MAX P		MAX P		MAX SAIL AREA		MAX I				
	Ft²	m²	Ft	m	Ft²	m²	Ft	m	Ft	m	Ft²	m²	Ft	m			
ST 48	365	34	64	21	625	58	58	19,5	73	22	1530	142	68	21	X	-	-
ST 56	495	46	73	24	805	75	65	21,5	79	26	2050	190	73	24	X	X	X
ST 67	590	55	79	26	970	90	73	24	88	29	2700	255	79	26	X	X	X
ST 80	970	90	91	30	1340	125	85	28	103	34	3300	310	91	30	X	X	X
ST 110	1590	148	121	40	1880	175	115	38	140	46	-	-	-	-	-	X	X
ST 130	2050	190	152	50	2200	205	143	47	184	56	-	-	-	-	-	X	X



Genoa Max Sail Area : $I \times J \times 0,55$
 Main Sail Area : $P \times E \times 0,55$
 Spinnaker Max Sail Area : $I \times J \times 1,8$

Note: Sizes that are not included in the chart are evaluated when placing the order.

Not: Tablo dışındaki boyutlar siparişle değerlendirilir.





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ADMIRAL NEW WINCHES YENİ ADMIRAL VİNÇLER



The beddings and gears inside the drums of all aluminum winches are made of stainless steel.

Tüm alüminyum vinçlerin çan içi yataklama ve çan dişlisi paslanmazdır.



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MANUAL CHROME WINCHES MANUEL KROM VİNÇLER



STC 67



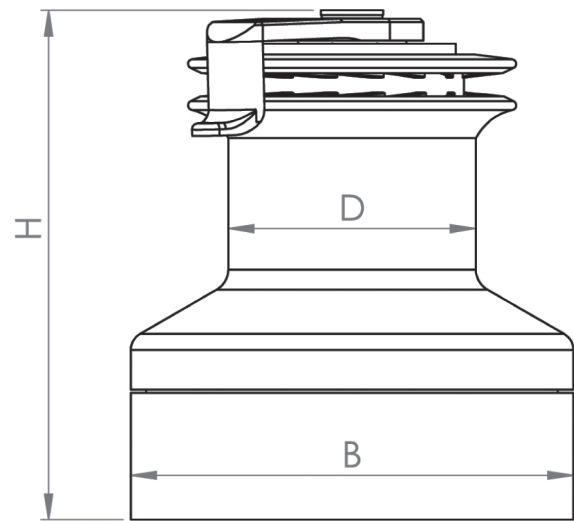
STC 56



STC 48



STC 80



MODEL	D DRUM	B BASE	H HEIGHT	WEIGHT KG A C	LINE MIN MAX	GEAR RATIO	POWER RATIO
48 - 2STC	96	172	205	8,7 - 9,3	8 14	8,5 - 2,5	47,3 - 13,6
56 - 2STC	110	208	227	12,5 - 13,3	10 18	11,8 - 2,8	55,8 - 13,5
67 - 2STC	140	244	308	19 - 22	12 20	18,3 - 5,5	67,8 - 20
80 - 2STC	160	286	330	26,5 - 29,6	12 22	27 - 8	80,7 - 23,9



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MARINE EQUIPMENT

MANUAL ALUMINIUM WINCHES MANUEL ALÜMİNYUM VİNÇLER



STA 67



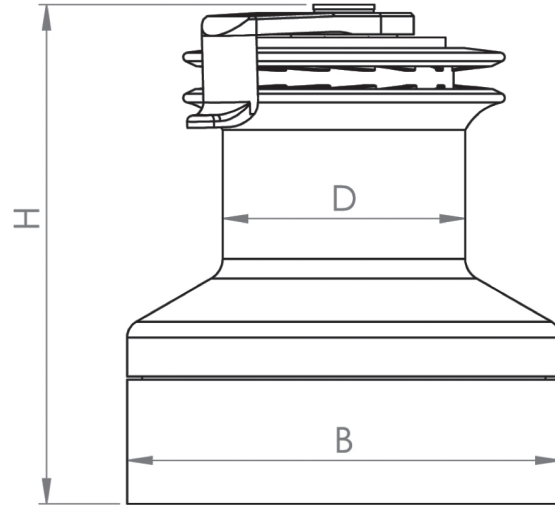
STA 56



STA 48



STA 80



MODEL	D DRUM	B BASE	H HEIGHT	WEIGHT KG A C	LINE MIN MAX	GEAR RATIO	POWER RATIO
48 - 2STA	96	172	205	8,7 - 9,3	8 14	8,5 - 2,5	47,3 - 13,6
56 - 2STA	110	208	227	12,5 - 13,3	10 18	11,8 - 2,8	55,8 - 13,5
67 - 2STA	140	244	308	19 - 22	12 20	18,3 - 5,5	67,8 - 20
80 - 2STA	160	286	330	26,5 - 29,6	12 22	27 - 8	80,7 - 23,9



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ELECTRIC ALUMINIUM WINCHES ELEKTRİKLİ ALÜMİNYUM VİNÇLER



STA 56



STA 67



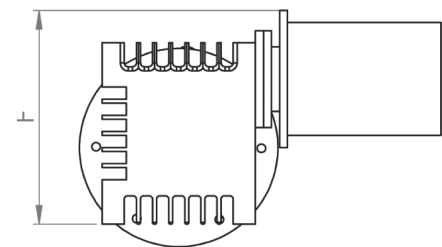
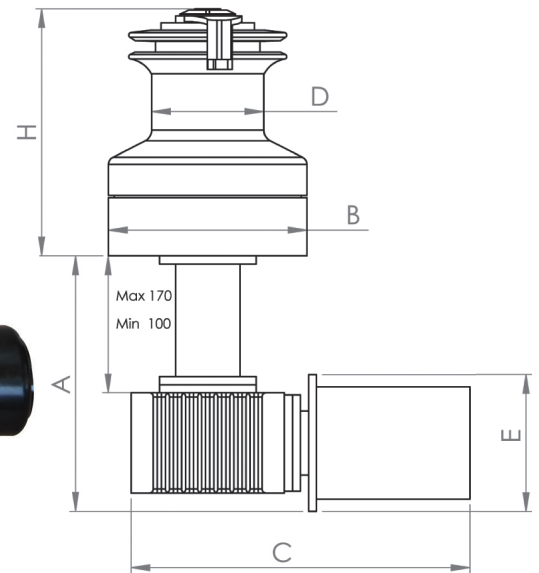
STA 80



STA 1100



STA 1300



MODEL	ELECTRIC MOTORS		WORKING LOAD
	W	V	
56 - 2STA	900 - 1200	24	1300
67 - 2STA	1700	24	2200
80 - 2STA	1700	24	4000
1100 - 2STA	2300	24	7000
1300 - 2STA	3500	24	9000

MODEL	D DRUM	B BASE	H HEIGHT	A	C	E	F	WEIGHT KG A C	LINE MIN MAX	GEAR RATIO	POWER RATIO
56 - 2STA	110	208	227	220	350	125	230	24,5 - 25,1	10 18	11,8 - 2,8	55,8 - 13,5
67 - 2STA	140	244	308	220	390	170	230	31 - 34	12 20	18,3 - 5,5	67,8 - 20
80 - 2STA	160	286	330	295	420	170	265	43,5 - 46,6	12 22	27 - 8	80,7 - 23,9
1100 - 2STA	230	395	380	295	510	180	270	75 - 81	12 25	50,8 - 15,2	114,8 - 34,3
1300 - 2STA	260	435	406	295	510	180	275	93 - 100	12 28	68 - 20	136 - 40

ELECTRIC CHROME WINCHES ELEKTRİKLİ KROM VİNÇLER



STC 56



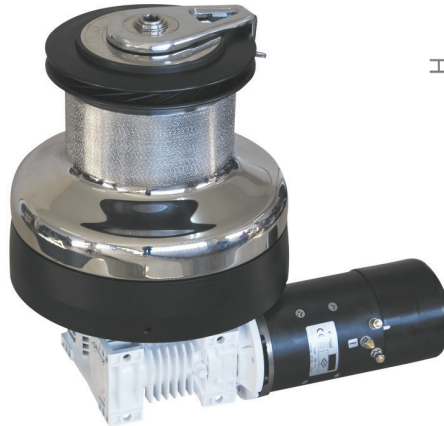
STC 67



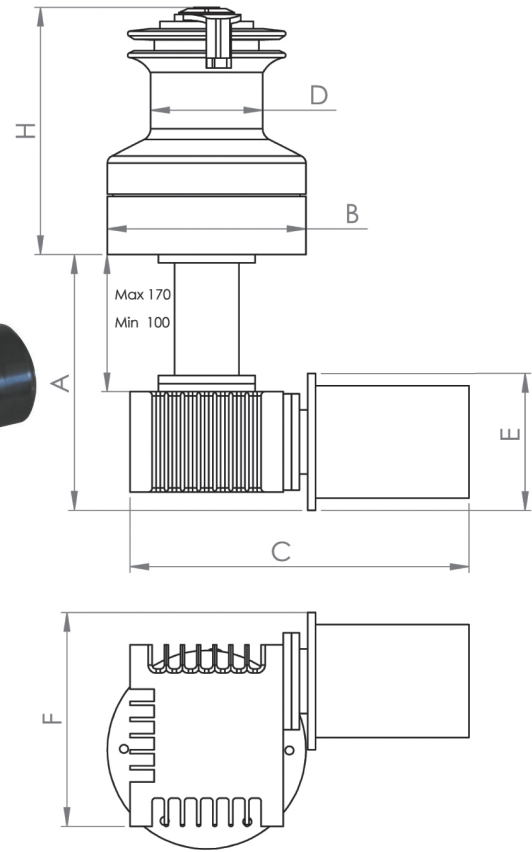
STC 80



STC 1100



STC 1300



MODEL	ELECTRIC MOTORS		WORKING LOAD
	W	V	
56 - 2STC	900 - 1200	24	1300
67 - 2STC	1700	24	2200
80 - 2STC	1700	24	4000
1100 - 2STC	2300	24	7000
1300 - 2STC	3500	24	9000

MODEL	D DRUM	B BASE	H HEIGHT	A	C	E	F	WEIGHT KG A C	LINE MIN MAX	GEAR RATIO	POWER RATIO
56 - 2STC	110	208	227	220	350	125	230	24,5 - 25,1	10 18	11,8 - 2,8	55,8 - 13,5
67 - 2STC	140	244	308	220	390	170	230	31 - 34	12 20	18,3 - 5,5	67,8 - 20
80 - 2STC	160	286	330	295	420	170	265	43,5 - 46,6	12 22	27 - 8	80,7 - 23,9
1100 - 2STC	230	395	380	295	510	180	270	75 - 81	12 25	50,8 - 15,2	114,8 - 34,3
1300 - 2STC	260	435	406	295	510	180	275	93 - 100	12 28	68 - 20	136 - 40



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HYDRAULIC ALUMINIUM WINCHES HİDROLİK ALÜMİNYUM VİNÇLER



STA 56



STA 67



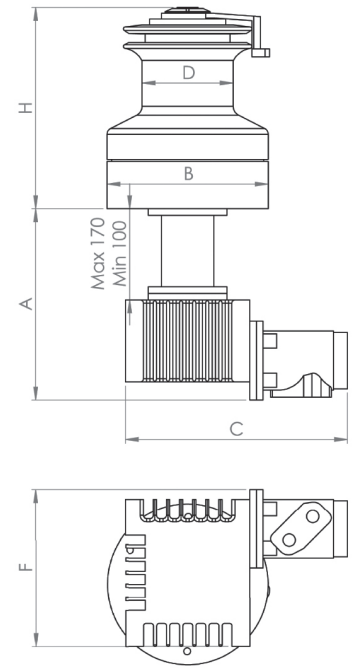
STA 80



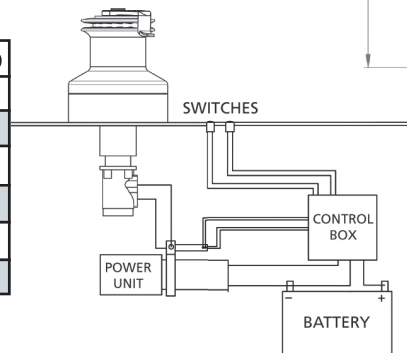
STA 1100



STA 1300



MODEL	HYDRAULIC MOTORS	WORKING LOAD
	TYPE	KG
56 - 2STA	H - 12	1300
67 - 2STA	H - 12	2200
80 - 2STA	H - 32	4000
1100 - 2STA	H - 32	7000
1300 - 2STA	H - 32	9000



MODEL	D DRUM	B BASE	H HEIGHT	A	C	E	F	WEIGHT KG A C	LINE MIN MAX	GEAR RATIO	POWER RATIO
56 - 2STA	110	208	227	220	328	120	200	24,5 - 25,1	10 18	11,8 - 2,8	55,8 - 13,5
67 - 2STA	140	244	308	220	328	120	200	31 - 34	12 20	18,3 - 5,5	67,8 - 20
80 - 2STA	160	286	330	295	343	140	230	43,5 - 46,6	12 22	27 - 8	80,7 - 23,9
1100 - 2STA	230	395	380	295	360	140	230	75 - 81	12 25	50,8 - 15,2	114,8 - 34,3
1300 - 2STA	260	435	406	295	360	140	230	93 - 100	12 28	68 - 20	136 - 40



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HYDRAULIC CHROME WINCHES HİDROLİK KROM VİNÇLER



STC 56



STC 67



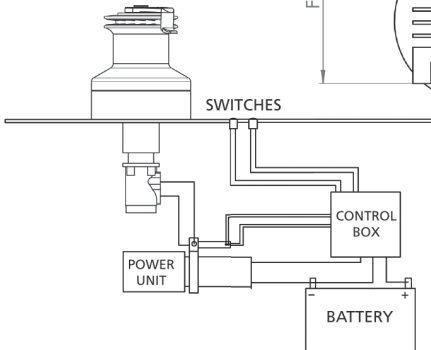
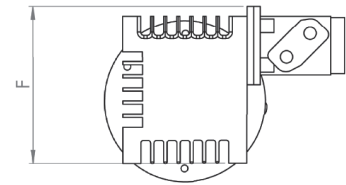
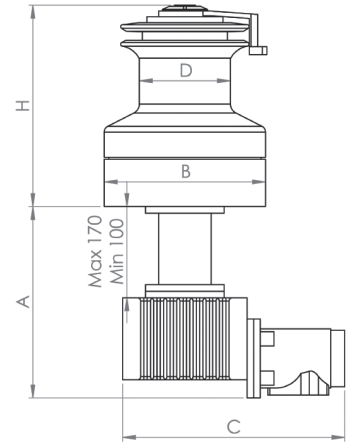
STC 80



STC 1100



STC 1300



MODEL	HYDRAULIC MOTORS		WORKING LOAD
	TYPE	KG	
56 - 2STC	H - 12	1300	
67 - 2STC	H - 12	2200	
80 - 2STC	H - 32	4000	
1100 - 2STC	H - 32	7000	
1300 - 2STC	H - 32	9000	

MODEL	D DRUM	B BASE	H HEIGHT	A	C	E	F	WEIGHT KG A C	LINE MIN MAX	GEAR RATIO	POWER RATIO
56 - 2STC	110	208	227	220	328	120	200	24,5 - 25,1	10 18	11,8 - 2,8	55,8 - 13,5
67 - 2STC	140	244	308	220	328	120	200	31 - 34	12 20	18,3 - 5,5	67,8 - 20
80 - 2STC	160	286	330	295	343	140	230	43,5 - 46,6	12 22	27 - 8	80,7 - 23,9
1100 - 2STC	230	395	380	295	360	140	230	75 - 81	12 25	50,8 - 15,2	114,8 - 34,3
1300 - 2STC	260	435	406	295	360	140	230	93 - 100	12 28	68 - 20	136 - 40

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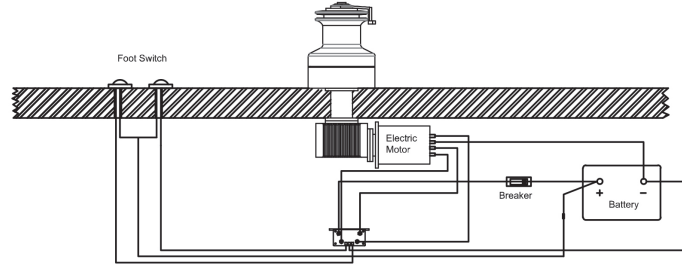
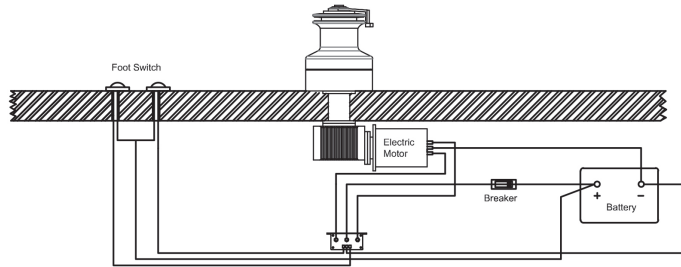
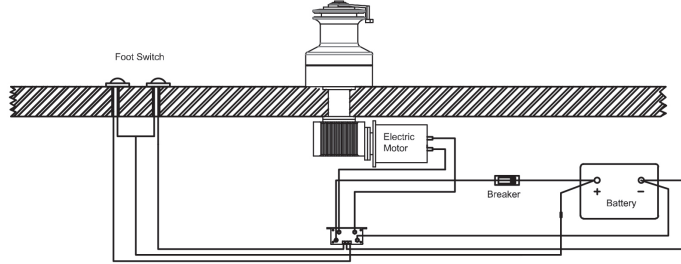
CONNECTION DIAGRAM BAĞLANTI ŞEMASI

ELECTRIC CONNECTION DIAGRAM

According to the winch size and DC motor power:

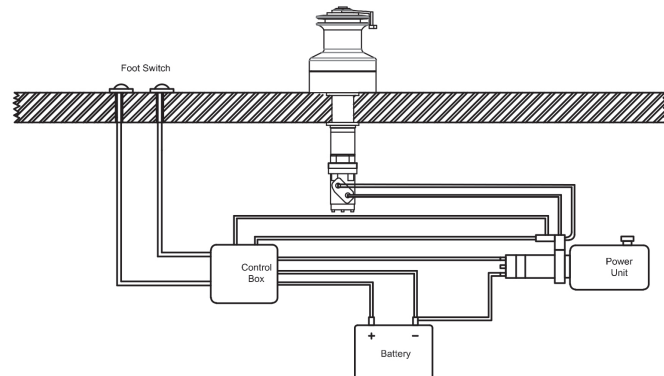
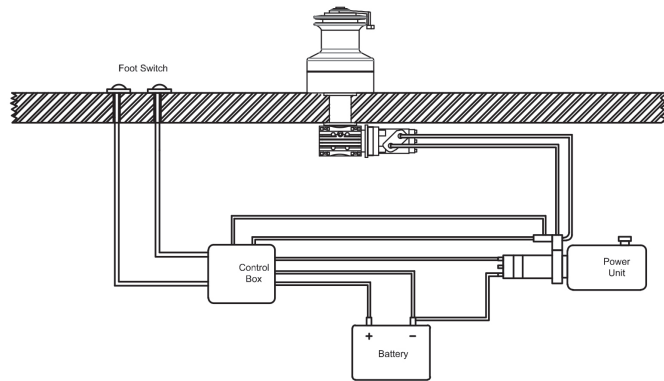
ELEKTRİK BAĞLANTI ŞEMASI

Vinç büyüklüğü ve DC motor gücüne göre:



HYDRAULIC CONNECTION DIAGRAM

HİDROLİK BAĞLANTI ŞEMASI



RM SERIES BLOCKS

RM SERİSİ MAKARALAR

- 50% lighter compared to standart blocks.
- Can have multiple connections and are mobile.
- The line crossing the center functions as a safety assurance.
- Torlon ball bearings are used and friction is minimized.

- Normal makaralara göre %50 hafiftir.
- Çok bağlantılı olabilir, kolay taşınır.
- Aşırı yüklerde göbekten geçen ip sigorta görevi görür.
- Torlon bilyeler kullanılmıştır ve sürtünme minimumdadir.



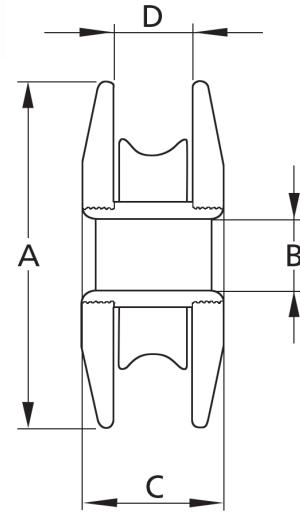
RM 872
RM 1272



RM 860
RM 1260



RM 846
RM 1246



8 mm	WEIGHT (gr)	A	B	C	D
RM 846	97	63	13	26	14
RM 860	163	87	18	27	15
RM 872	250	102	26	27	15

12 mm	WEIGHT (gr)	A	B	C	D
RM 1246	103	63	13	29	17
RM 1260	178	87	18	30	18
RM 1272	267	102	26	30	18



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MEGA YACHT BLOCKS MEGA YAT MAKARALARI

80 OCEAN SERIES

The 6082 T6 aluminum body, the torlon ball bearing system and the AISI316 CrNi stainless steel parts are designed for very high loads.

6082 T6 alüminyum gövde, torlon bilye sistemi ve AISI316 CrNi paslanmaz çelik kısımlar yüksek güçler için tasarlanmıştır.



801



802



803



804



805



806



807

PART NO	DESCRIPTION	SHEAVE Ø mm	LENGTH mm	WEIGHT (gr)	SHACKLE PIN (mm)	MAX LINE Ø mm	SAFE WORKING LOAD (kg)	BREAKING STRENGTH (kg)
801	SINGLE	80	138	480	10	16	1300	2600
802	SINGLE BECKET	80	174	520	10	16	1300	2600
803	WEB BLOCK	80	138	390	10	16	1300	2600
804	FIDDLE WITH BECKET	80-47	233	640	10	16	1300	2600
805	STAND UP	80	150	730	*	16	1300	2600
806	DECK BLOCK - L	80	158	400	*	16	1300	2600
807	DECK BLOCK - S	80	116	380	*	16	1300	2600

100 OCEAN SERIES

The 6082 T6 aluminum body, the torlon ball bearing system and the AISI316 CrNi stainless steel parts are designed for very high loads.

6082 T6 alüminyum gövde, torlon bilye sistemi ve AISI316 CrNi paslanmaz çelik kısımlar yüksek güçler için tasarlanmıştır.



1001



1002



1003



1004



1005



1006



1007

PART NO	DESCRIPTION	SHEAVE Ø mm	LENGTH mm	WEIGHT (gr)	SHACKLE PIN (mm)	MAX LINE Ø mm	SAFE WORKING LOAD (kg)	BREAKING STRENGTH (kg)
1001	SINGLE	100	170	800	12	19	3000	6000
1002	SINGLE BECKET	100	207	890	12	19	3000	6000
1003	WEB BLOCK	100	165	650	12	19	3000	6000
1004	FIDDLE WITH BECKET	100-60	282	980	12	19	3000	6000
1005	STAND UP	100	200	1280	*	19	3000	6000
1006	DECK BLOCK - L	100	185	800	*	19	3000	6000
1007	DECK BLOCK - S	100	140	680	*	19	3000	6000



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MEGA YACHT BLOCKS MEGA YAT MAKARALARI

130 OCEAN SERIES

The 6082 T6 aluminum body, the torlon ball bearing system and the AISI316 CrNi stainless steel parts are designed for very high loads.

6082 T6 alüminyum gövde, torlon bilye sistemi ve AISI316 CrNi paslanmaz çelik kısımlar yüksek güçler için tasarlanmıştır.



1301



1302



1303



1304



1305



1306



1307

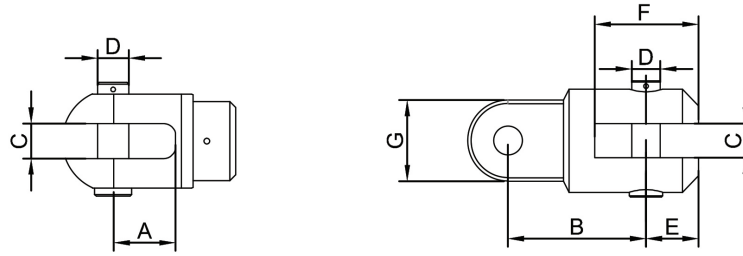
PART NO	DESCRIPTION	SHEAVE Ø mm	LENGTH mm	WEIGHT (gr)	SHACKLE PIN (mm)	MAX LINE Ø mm	SAFE WORKING LOAD (kg)	BREAKING STRENGTH (kg)
1301	SINGLE	130	215	1440	14	22	5800	11600
1302	SINGLE BECKET	130	232	1560	14	22	5800	11600
1303	WEB BLOCK	130	208	1160	14	22	5800	11600
1304	FIDDLE WITH BECKET	130-80	360	1950	14	22	5800	11600
1305	STAND UP	130	219	2180	*	22	5800	11600
1306	DECK BLOCK - L	130	240	1400	*	22	5800	11600
1307	DECK BLOCK - S	130	185	1050	*	22	5800	11600



Max pull load 1300 kg - 40000 kg
Maksimum çekme gücü 1300 kg - 40000 kg

The power output range of the hydraulic pistons are given above.
Hydraulic pistons are made of AISI 316 CrNi

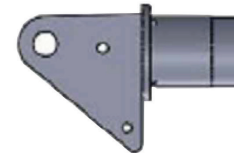
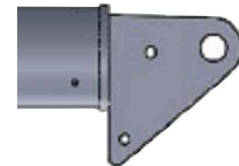
Yukarıdaki değerler arasında güç üretir.
Hidrolik pistonlar AISI 316 CrNi malzemedan üretilir.



ROD	A mm	B mm	C mm	PIN Ø D mm	E mm	F mm	G mm
-10	32	70	13	12,7	22	50	32
-12	32	72	16	15,9	25	54	38
-17	34	72	16	15,9	25	54	38
-22	38	85	19	19	30	65	45
-30	42	105	22	22,2	35	72	51
-40	44	113	26	25,4	36	77	57
-60	56	160	32	31,8	48	110	71
-90	58	160	35	34,6	56	115	83
-150	74	225	45	44,5			



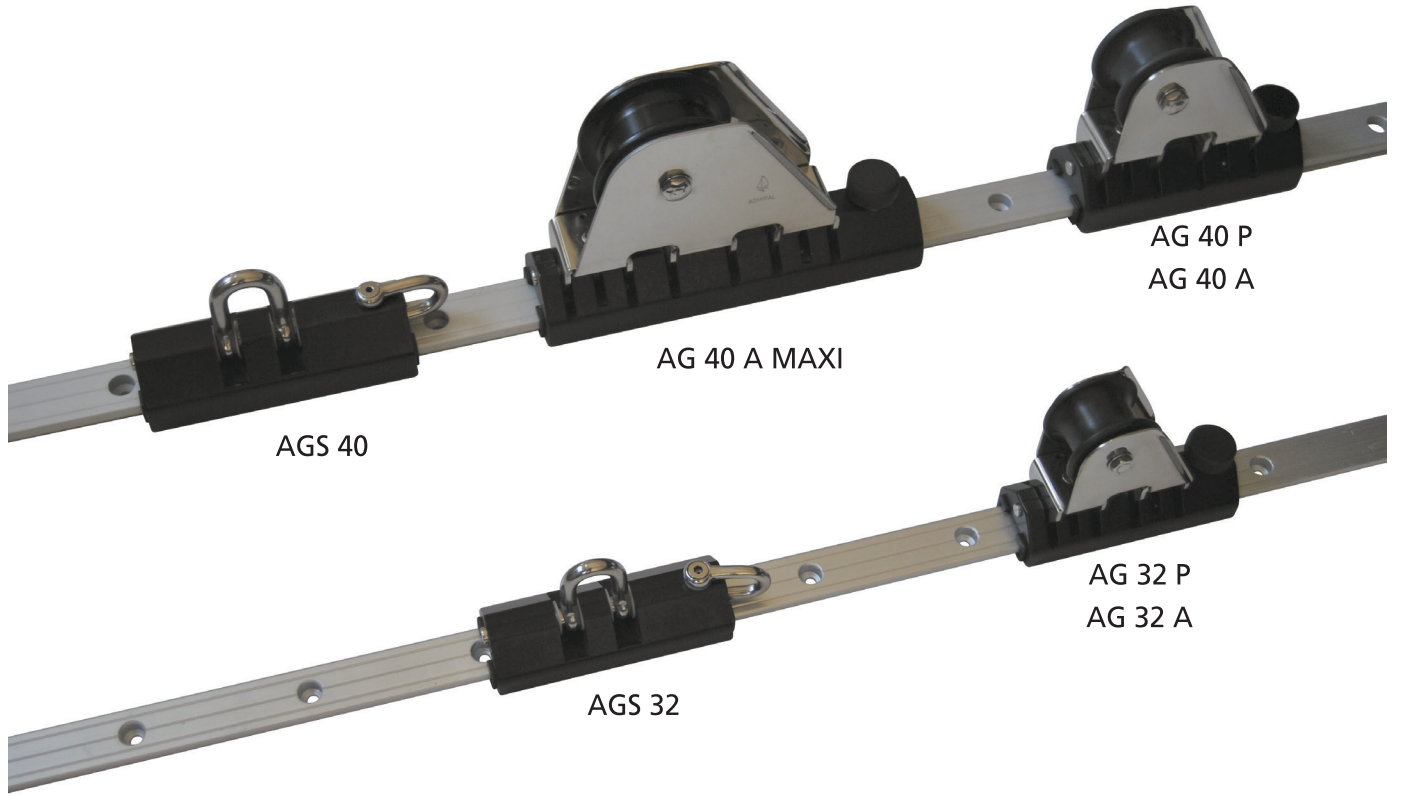
Gas and Hydraulic Boomvangs
Gazlı ve Hidrolik Boomvangler





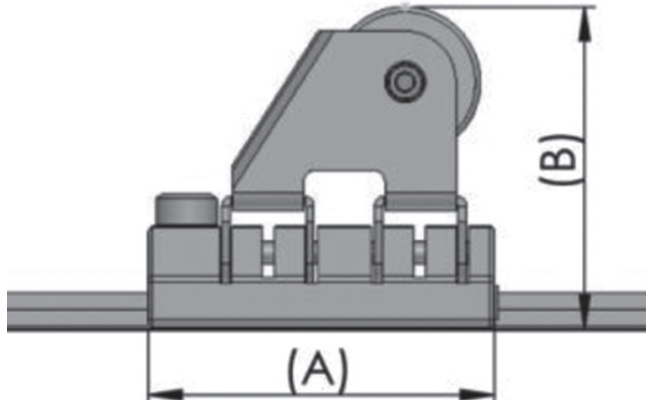
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GENOA CARS & TRACKS GENOA ARABALARI VE RAYLARI

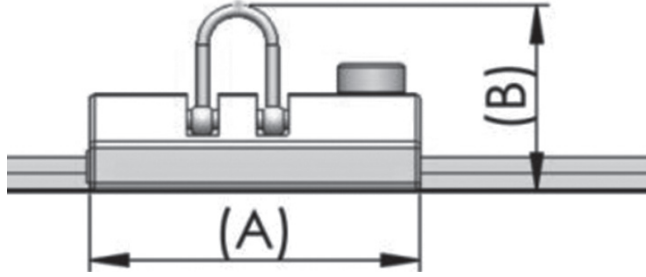


MODEL	SAFE WORKING LOAD ÇALIŞMA YÜKÜ (kg)	SHEAVE MAKARA	ROPE İP KALINLIĞI Ø (max mm)	TRACK RAY (mm)	TRACK END RAY BAŞLIĞI
AG32P	1600	Polyacetal	20	32	Plastic
AG32A	1900	Aluminum	20	32	Plastic
AGS32	1900	-	20	32	Plastic
AG40P	3000	Polyacetal	25	40	Plastic
AG40A	3600	Aluminum	25	40	Plastic
AGS40	3600	-	25	40	Plastic
AG40A MAXI	5200	Aluminum	30	40	Plastic

- The cars and tracks are made of anodized aluminum. Arabalar ve raylar eloksallı alüminyum olup ray başları plastiktir.
- The sheave supports are stainless steel (AISI CrNi). Makara taşıyıcıları AISI CdNi kalite paslanmazdır.
- It is a track system with balls. Bilyeli makara sistemlidir.

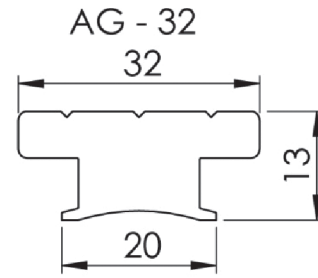
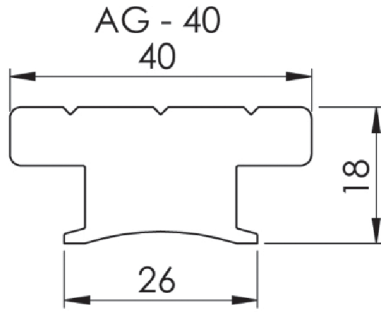


MODEL	A (mm)	B (mm)	TRACK (mm)
AG32P	140	120	32
AG32A	140	120	32
AG40P	170	150	40
AG40A	170	150	40
AG40 MAXI	260	185	40

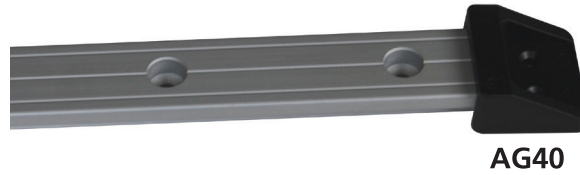


MODEL	A (mm)	B (mm)
AGS 40	170	90
AGS 32	140	70

TRACK CROSS-SECTION / RAY KESİTİ



TRACK HEADS / RAY BAŞLIKLARI



AG40



AG32



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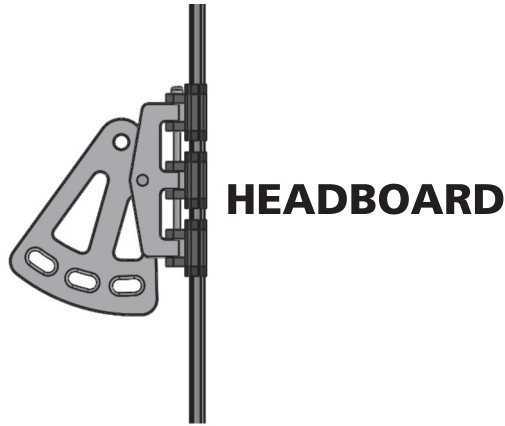
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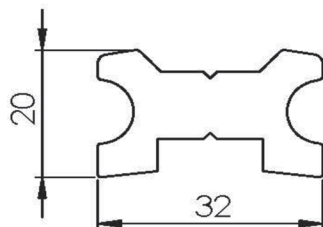
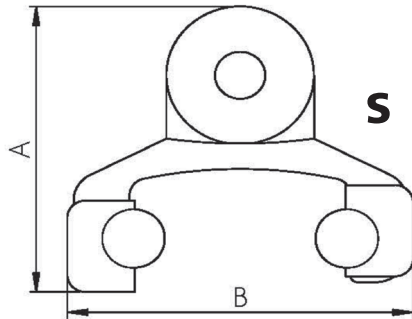
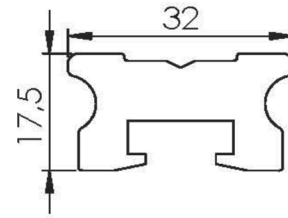
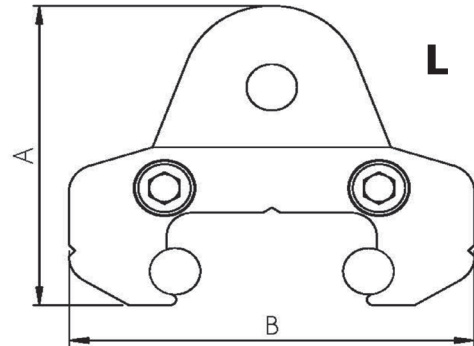
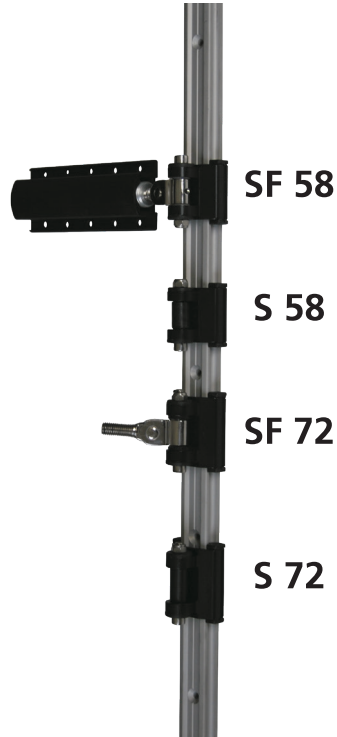


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MAST TRACKS AND CARS, FULLBATTEN SYSTEMS DİREK RAY VE ARABALARI, FULLBATTEN SİSTEMLERİ

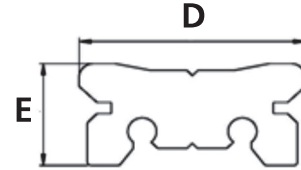
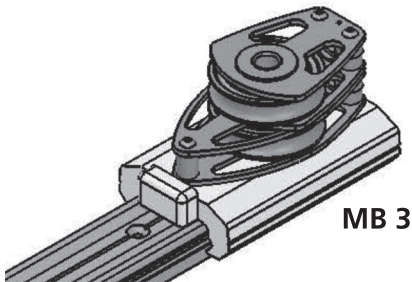
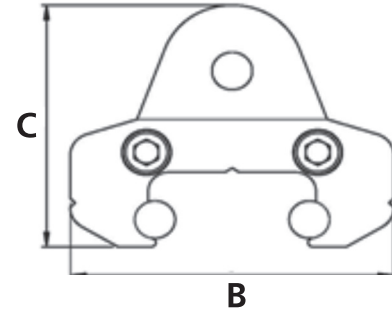
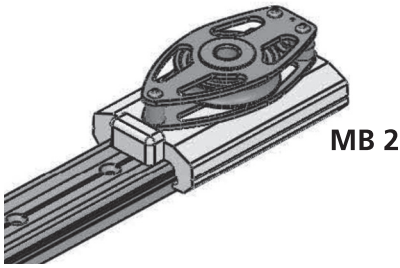
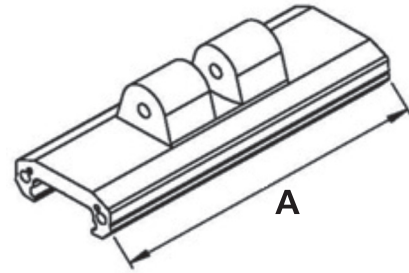
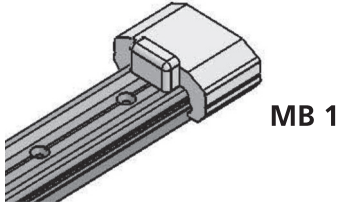
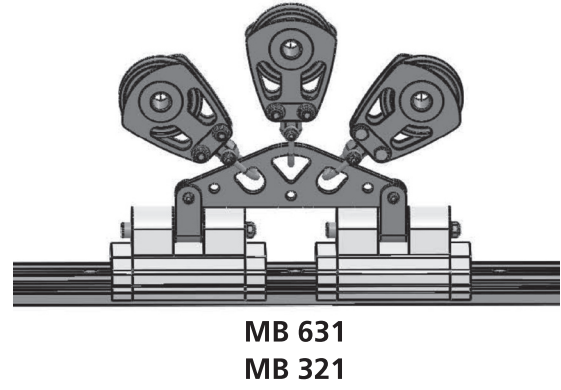
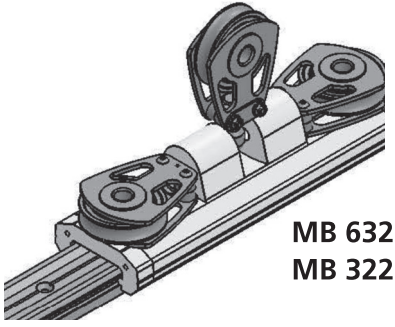


HEADBOARD



MODEL	A (mm)	B (mm)	LENGTH/BOY (mm)
SF 58	47	55	58
S 58	47	55	58
SF 72	47	55	72
S 72	47	55	72
L 76	55	68	76
LF 76	55	68	76

MAINSHEET TRACK-CAR SYSTEM ANAYELKEN RAY-ARABA SİSTEMİ



- 6082 T6 quality aluminum is used.
- They are anodized against corrosion.
- The car works on the track on a torlon ball bedding.
- The stainless steel parts are AISI CrNi quality.

- 6082 T6 kalite alüminyum malzeme kullanılmıştır.
- Oksidasyona karşı yüksek mikron eloksalla kaplanmıştır.
- Araba üzeri torlon bilye yataklama ile çalışmaktadır.
- Paslanmaz kısımlar AISI CrNi kalitedir.

MODEL	A (mm)	B (mm)	C (mm)	D (mm)	E (mm)
MB 631	160+160	106	90	63	30
MB 632	320	106	90	63	30
MB 633	250	106	90	63	30
MB 321	120+120	68	54	32	18
MB 322	260	68	54	32	18
MB 323	200	68	54	32	18



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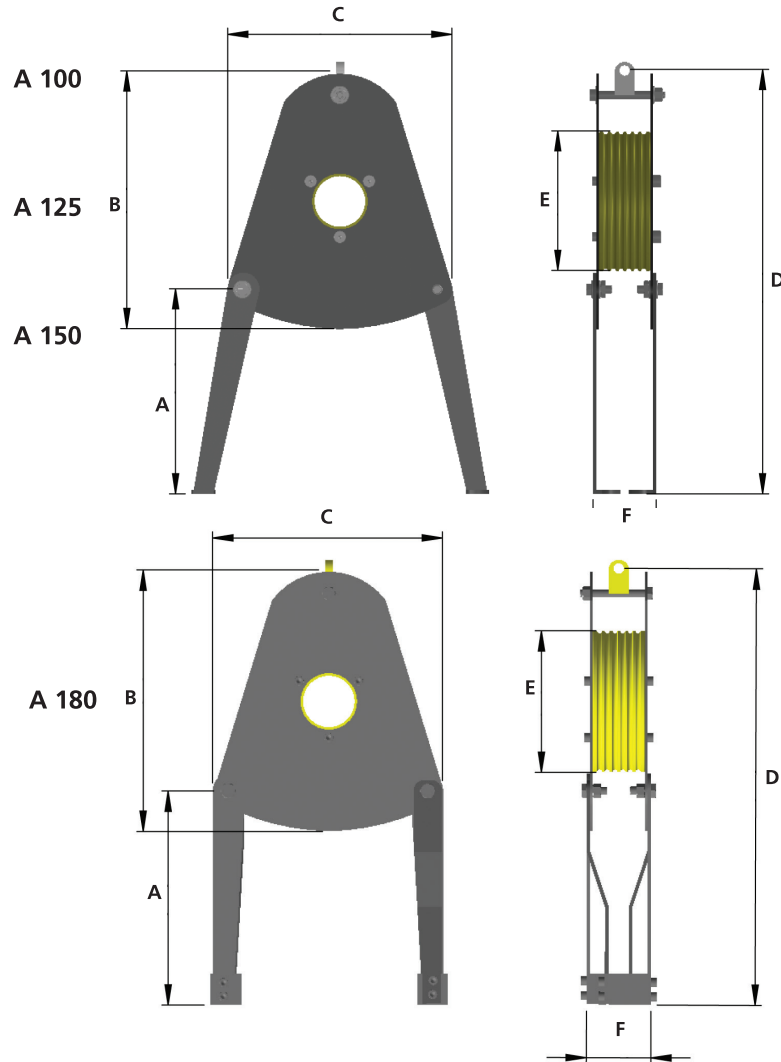
BOOMBRAKES BUMBA FRENİ



The safest way to control the boom during a jibe, especially if not intended!

Bumbayı tramolada ve kavançada kontrol etmenin en güvenli yolu!

MODEL	MAXIMUM SAIL AREA YELKEN ALANI (m ²)	LINE DIAMETER İP KALINLIĞI (mm)
A 100	35	10
A 125	50	12
A 150	75	14
A 180	100	18



MODEL	A(mm)	B(mm)	C(mm)	D(mm)	E(mm)	F(mm)
A 100	220	160	150	370	100	64
A 125	240	200	180	430	120	84
A 150	260	240	210	490	150	104
A 180	280	280	240	560	180	124

Every Admiral product is tested under minimum three times more load than their safe working loads.

Tüm Admiral ürünleri çalışma yükünün minimum üç katı yük altında test edilir.



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