



Virtually every aspect of the Arvor is done differently, and it is this seemingly 'dare-to-be-different' phenomenon that is its very appeal, its mystique if you like. And what else would you expect, for its origins begin in Europe, in 'flamboyant France'. Here in Australia, Sydney-based Collins Marine scored somewhat of a coup by securing a licence agreement just on five years ago, that allows them to manufacture and market the design here, albeit with a few additions to 'Australianise' it. And surprise, surprise,

Collins Marine just happens to be the Nanni diesel agent also, so the engine liaison is continued on this side of the world too.

Collins Marine is an aggressive marketer, and attendees of all the major Boat Shows in Australia will have noticed the Arvor product on display, but perhaps because of the initial 'phone-box' image many would have walked on by without stopping to 'look under the bonnet'. Had they done so,

like me they would have come away impressed with the concept, and the level of specification and presentation. While Collins Marine market the boat in the NSW and Victorian States, in Queensland it is marketed by arguably Australia's largest second-hand dealership in John Crawford Marine. While it is fair to say Collins Marine market the boat well, the equally enthusiastic JCM dealer principal Matt



Top: Perhaps a little unusual for a cockpit design, none-the-less it was most functional/practical.

Below: Despite its limiting size, the helm station was still very well appointed.

deck-wash, a bait station, rod-holders, and well-positioned grab rails – all as standard!

The cabin is what you would loosely describe as a mini version of a traditional ship's wheel-house. You step down from the cockpit sole, into the cabin, and you have before you a stand-up helm level that is cosy to say the least. It had every right to have been considering the size of the cockpit, yet in saying that there was still room for a V-seat arrangement up for'ard, and space for a Porta-potti too. Despite its apparent wheel-house first-impression, this helm station still had the electronics and Nanni instrumentation on the generously-sized dash, grab handles, skipper and passenger fold-down wall-seating, switch panels, compass, mobile charger, wipers, a neat stainless steel steering wheel, VHF radio, and best of all, really good visibility.

It had it all, with good presentation and more importantly, specification of build, which at the end of the day is what this boat is all about; it was a robust, durable user-friendly boat that was designed and built to last a veritable lifetime. To each side and ahead of this cabin structure was a (non-skid) walk-around feature that while a little hard to manoeuvre along, did however open out to a good safe working area at the bow, both for anchoring and for fishing. And while this was a tighter squeeze to get down each side of the wheel-house, at least Arvor has had the sense to fit plenty of grab rails, so it was a safe exercise.

Nanni Diesel – Power With a Difference

By now you may be enjoying some appreciation of the 'traditional' type of boat the Arvor was – easy to use, practical, and built visibly strong, as it

surpasses USL Waterways Survey Standard 2C (6+1) here, and the European CE standard overseas. And this ideal extends even further, for mounted amidships and under a not overly-insulated engine cover, we discovered a power-plant that went seemingly back to the very beginning of time with displacement boats – an inboard diesel engine – a Nanni diesel engine.

This was going to be a real 'ball of fire' I thought at the time, but once again I was pleasantly surprised for this inline 5-cylinder 85hp, 2499cc turbo and inter-cooled Kubota-based freshwater-cooled 5.250 TDI Nanni diesel performed very well, through the hydraulic TM 345A Twin Disc Techno-Drive gearbox and conventional shaft drive, to what was a huge fan, a four-blade 17" diameter x 22" pitch nickel-bronze propeller.

The engine when underway was very quiet, very smooth and it had a surprising amount of grunt for a relatively small-horsepower engine. As already stated, if you want to get there in a hurry then this is not the rig for you, but in saying that, it still shifted the Arvor along, even with the new and 'tight' engine, at 23 mph. It had heaps of grunt down low, and best of all, despite being a diesel, the engine far from drowned out the ambience of the occasion.

The engine mounting and presentation was in keeping with the rest of the boat, in fact better, for I was very impressed with the engineering aspect. The peripherals were all mounted appropriately strongly, and all were very accessible from a maintenance perspective – even down to the prop shaft gland that was right at your fingertips. Also in the engine bay were the fuel and water tanks, the batteries, and the pumps for the deck-wash and engine.

Solid Handling Performance

Both at rest and underway, the Arvor was very stable, and despite the fact the hull was not overly heavy at 1300kg, there was a definite feeling of solidarity about the ride. We put it through a decent chop/wave situation and while they weren't mountainous by any stretch of the imagination, you could certainly get a feel for the potential of the hull. We were able to throw the Arvor into a tight turn at full speed, and it was super safe and super positive – no ducking and diving in beam seas.

The biggest threat to a lesser-powered package like this is the obvious potential for danger in a bar situation or when in menacing following seas, when you need instant power to get

Arvor 20

Model:	Arvor 20 MkII
Price as Tested:	\$84,095
Price Std:	\$67,980 (less trailer)
Designer:	Arvor Marine
Material:	GRP
Type:	Walk-around
LOA:	6.16m
Beam:	2.48m
Rear Deadrise:	12 deg
Hull Configuration:	Vee mono-hull
Trailerable Weight:	1800kg approx
Engine Power:	85 hp
Power Options:	Inboard only
Fuel Tank:	140-litre underfloor alloy

Performance

750 rpm	5.2 mph
1000 rpm	6.2 mph
1250 rpm	7.4 mph
1500 rpm	8.2 mph
1750 rpm	9.6 mph
2000 rpm	13.8 mph
2250 rpm	17.2 mph
2500 rpm	20.6 mph
2700 rpm	23.4 mph

Note: (The above are average 2-way speeds - recorded on a hand-held Lowrance GlobalNav 12 GPS.

Notable Standard Equipment

Boarding platform, step-thru transom upright, self-draining decks, emergency tiller steering, underfloor kill tanks, fully plumbed live-bait tank, rear bench-seat, circuit breaker switches, Maxwell roof hatch, VHF radio.

Notable Options on Test Boat

Boat hook, cockpit light, bait station, wheel-house carpet, bunk infill, Porta-potti, Furuno 600L sounder, additional 60-litre fuel tank.

Engine

Make:	Nanni Diesel
Model:	5.250 TDI
Type:	4-stroke
Horsepower:	85hp
Cyl Type:	Inline 5-cyl
Max RPM:	2800rpm
Propeller:	four-blade 17" x 22" Nickel Bronze

Trailer

Make:	Ez-Tow
Model:	Arvor
Axles:	tandem
Suspension:	leaf springs
Braked:	manual override
Rollers:	keel, side multi
Std Equip:	submersible

lights, winch, jockey wheel
Boat Package Supplied by:

John Crawford Marine

Ph. (07) 3890 2322,

Email: jcm@logicworld.com.au

Website:

www.johncrawfordmarine.com.au

Collins Marine (master agent), Ph

(02) 9319 5222, Fax (07) 9319 5561,

Email: peter@collinsmarine.com.au

Website: www.collinsmarine.com.au

you out of trouble. I must say I was initially sceptical of a power-plant this size, in a boat that is unashamedly portrayed as a serious bluewater hull, as well as a serious work hull (which invariably equates to the same end requirements), but I am happy to say the sheer low down grunt from this large-capacity engine and gearbox package was more than adequate.

Another reservation I had was with the underhull shape, and again especially in a 'downhill' or 'bar' situation. Any hull that has a tunnel for the propeller, has traditionally in the past suffered from all sorts of inherent aeration and directional problems, but Arvor has perfected this design configuration nicely, with the addition of a flatter and therefore wider tunnel section, and has then added to this a very substantial keel section that runs virtually the full length of the hull. Arvor describes the hull as a semi-displacement hull, which kind of irks me as it is either one or the other, but in this instance it rose up and out of the water with a level displacement-style attitude, but when you looked out the back it exuded all the symptoms of a planing hull. It was obviously an efficient hull too, for it didn't visibly 'tow' the ocean around behind it, and no matter what speed we did, it assumed the same level attitude and virtually drove itself.

Conclusion

The very concept of the Arvor 20 Series II is not for everyone. For a start, it is available only with inboard power, and diesel at that, it is not a speedster by any stretch of the imagination, and there are no layout options/alternatives - what you see is what you get. But if



it is a good wholesome boat you are after, that is very stable and handles well in big seas even at a cruising speed of 18 knots (and using incidentally just 10 litres of diesel per hour), one that performs sufficiently well (responsive) to get itself out of trouble in bar situations, a boat that has a huge working cockpit from which to fish or dive (or whatever else your passion may be), and finally a boat with exceptional re-sale value - then this is the boat for you. It has an endearing character about it, and the more you scrutinise it the better the semi-displacement ideal looks/appeals. Priced as tested at \$84,000, it is at the top end of the price bracket - but if as I say you do your homework well, compare apples with apples, you will surely come to appreciate the fact this boat has everything you could ask for, and more, and should appeal to more than just the 'purists'!



Above: A huge big working cockpit - depending on how you view it, the engine cover can be a blessing or a pain!

Left: The engineering aspect was brilliant.