

# Arvor good weekend

A 20-foot workboat, designed in France and built at Nowra in NSW, is the very epitome of the classic yachtsman's tender. Simon Kent reports.

PHILOSOPHER'S say that necessity is the mother of invention. Peter Collins is far more practical than that. He says that if you're in business and you see a need, then you step in to meet it. Do it well and successful is sure to follow.

For a man who started importing Nanni diesels from France and is now struggling to meet demand for the Arvor range of fibreglass powerboats, Collin's is every bit as good as his word. And his product, for that matter.

"The little Arvor 20 is a real success story for us," the principal of Collins Marine told *Australian Yachting*. "She was designed for Channel fishermen in France who wanted a sturdy little boat to take them out to their crab pots and lines and then bring them home again.

"They specified a hard chine hull for stability with planing possible at low speeds. They wanted it kept simple, simple,



Stern access is a breeze.



Cockpit room for 12 (at least).

simple, with easy access to everything. It also had to be fast, have zero maintenance and be able to be pulled from the water if necessary.

"Open deck space and a good work area aft of the steering station was important. As was easy access forward for handling lines and the like. One final, unspoken, pre-requisite was that the boat should look like a boat and not like a little tug-boat. Sweet lines are always important in helping any new boat greet the market."

## All those criteria

The Arvor 20 certainly fulfills all those criteria. For starters, speed and stability come from the sharp 5-cylinder 2.5L Nanni turbo diesel. Its freshwater cooled and comes with split, 80L-fuel capacity.

Viewed from afar the lines are pleasing. The bow is high without being bluff, the coach house is on the centreline and discreet. There is good access forward down either side of the coach house (handholds come via the wrap-around extruded stainless steel rails) with unobstructed vision from inside.

The steering station is pretty basic with a simple fold down seat for the skipper. No armchair Admiral's here. Instruments include an electric switch panel with circuit breakers, fuel gauge and full engine instrumentation. There is a tiny vee-berth in the bow (lockers underneath), overhead lighting, compass, electric wiper, interior switches and, well, that's about it.

The Arvo 20 is not really meant to be a sleep-aboard boat. Nor is it meant to travel far offshore to the edge of the Continental Shelf in pursuit of Marlin and assorted billfish. It really is a fun thing to toss around during the day on pretty sheltered waters with a few mates. It will easily eat up a coastal trip if the weather is right, but you'd have to choose the day.

There's plenty of room for a few Eskys both in the cuddy house and aft anywhere in the large deck area. There's space for some rods (if you fancy some trolling) while at the stern there's easy access for swimmers via the duckboard,



The deck is clear of clutter.

drop down ladder and stern gate.

The finish is first class and the entire package looks a treat. This little boat is perfect for the sailor who likes to get some real power under their feet on the weekends while anchoring is a snack thanks to the split bowrail and moulded chain entry/exit point.

## Test day

On our test day we found a reasonably flat Sydney Harbour all to ourselves. A few Farr 40s were out in the run-up to their recent World Championships. We spied them down at the far end of the Harbour, from our CYCA launching point. With a nod of approval from Peter, I opened the throttle and we took off.

The transition from idle to full planing speed was effortless. Up came the bow and pretty soon we were sliding down out bow wave to be skimming across the water. The revs required to keep us there

**"The Arvor is perfect for the sailor who likes to get some real power under their feet on the weekends."**



The Arvor 20 is a perfect choice for sailors who like some style.

dropped as we planed and the boat was level at all times.

The first little wake we came to was easily passed. The boat gently shuddered

in much the same way as a car would crossing a speed hump at 5 kilometres per hour. No dramas. No troubles. It was that easy.

After we found the boat's I decided to test our cornering ability. With no slackening off in speed (we were doing close to 18 knots) I slammed the helm down. The boat went immediately into a tight turn to port but remained perfectly level. We didn't even dig a chine in. Round she went in a beautiful, controlled turn to complete a full 360 with nobody having to clutch a handrail. The big rudder and deep vee hull worked effortlessly to keep us on course without drag or shuddering.

After the turn we went back to straight and fast. I looked at Peter and he had the sort of grin you usually only see on a split watermelon.

"I think if we were packed to the gunwales with day trippers back there, they wouldn't have spilt a drop. Whaddya reckon?" he asked. "I think you get half a dozen foldable director's chairs on the stern deck area. Then another six to eight people standing. Even with that load we'd have no trouble getting onto the plane or tracking straight, fast and true.

"This is not just a good dayboat, either. She would make a tremendous yacht tender. Just the thing for a superyacht owner who wanted a boat to run from ship to shore or carry the crew around.

"Of course, you wouldn't want to haul the boat aboard. Why would you? It looks at its best on the go."

## Specifications

Length overall: 6.16m

Beam: 2.48m

Draft: 0.65m

Approx. displacement: 1300kg

Fuel tank: 80 litres

Engine: Nanni Diesel 85hp

CE certifications

Standard Equipment

Stainless steel pulpit

Stainless steel keel protection

Bow roller, anchor locker

Mooring cleats

Safety glass windscreen

Cabin hatch

Navigation and mooring lights

Electric bilge pump

Two rod holders, two stainless steel

gunnel rollers

Fully plumbed live bait tank

Emergency tiller

Removable fibreglass cockpit bench

Electric switch panel with circuit breakers,

fuel gauge, full engine instrumentation

Electric wiper

Interior lights

Compass

Walk through transom




The hull will get up and plane.

## Conclusion

The little Arvor 20 is the sort of tender that will take you anywhere in real style. It has a good finish, willing engine and heaps of space on deck. While it isn't intended for deep sea trawling, it's at its best with a happy team of day sailors aboard.

If you also want to do a little fishing, the boat is perfect. From the plumbed bait tank to the net rollers fitted on either side of the cockpit, you could have a swell time drowning some worms in search of the catch of the day.

The choice is yours. 

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