

The Arvor 20SF is designed for the fuel-conscious fisherman and commercial operator, rather than speed-merchants. David Granville reckons this unique boat is in a business class all of its own.

The Arvor 20SF is quite a unique boat. Indeed, quite different to anything previously seen on the Australian market. It combines the flexibility of being trailerable with the reliability and economy of diesel shaftdrive power.

The trailerable diesel shaftdrive concept has many advantages and I'm surprised

we haven't previously seen vessels of this configuration in Oz.

The Arvor 20 is a French-designed boat, which is now built at Nowra in New South Wales. Standard power for the Arvor is an 85hp turbocharged five-cylinder Nanni Diesel engine.

Our testboat was the Arvor 20SF (SF denotes Sports Fish), which had a few

more fishing-friendly options than the standard boat.

Traditionally the Australian trailerboat fisherman wanted to go fast, hence the popularity in outboard-powered trailerboats. However, with fuel prices hitting a dollar a litre, many trailerboat owners are finding it too expensive to run their big carbed two-stroke outboards.



Fortunately some relief has arrived in the form of four-stroke and direct-injected two-stroke outboards, but in some boaties books, they still can't quite match the economy or reliability of a diesel.

The 85hp Nanni Diesel doesn't turn the Arvor 20 into a rocketship. However, with a top speed of 21kt, it will get you to your favourite location in reasonable time and cost you bugger-all to do it. Arvor claim an average fuel consumption of 4lt/hr at troll speed and 10lt/hr at cruise.

FRUGAL ON FUEL

It is these impressive fuel consumption figures that are grabbing the attention of

recreational and commercial operators alike. Built to survey standards the Arvor 20 offers commercial operators a boat that enables them to keep running costs to a minimum, ultimately improving their bottom line.

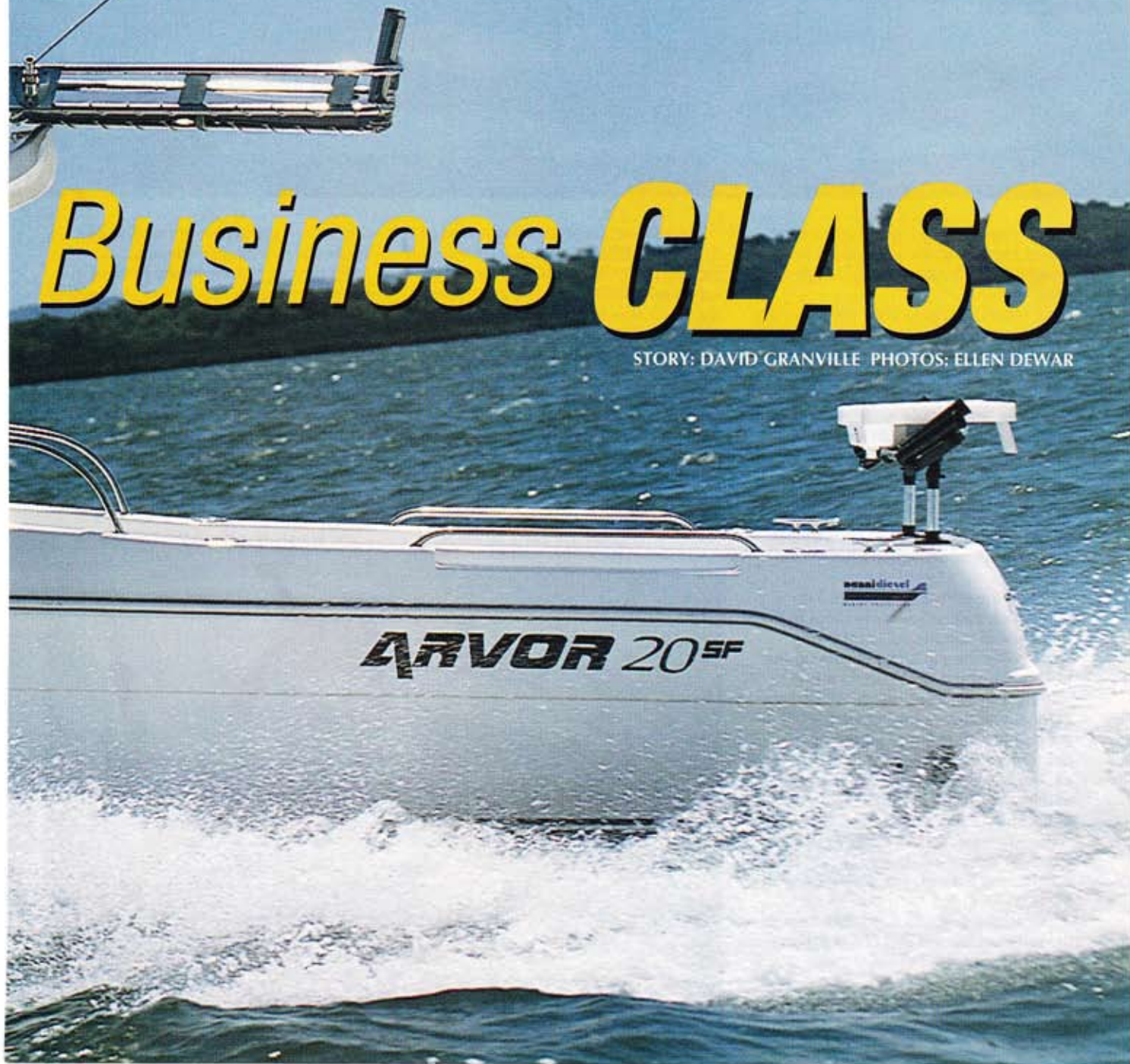
Several commercial operators, including marine pilots and charter businesses around the country, already have the Arvor in use and are praising its seaworthiness and outstanding economy. An excellent example is the Australian Quarantine and Inspection Service (AQIS), who took delivery of an Arvor 20 for the Sydney Olympic Games. During its extensive use throughout the 21-day Olympics, AQIS reported an average fuel consumption of 5lt/hr.

At present the 85hp Nanni is the only power option for the Arvor 20. While 85hp isn't a lot for a 6.0m boat, it is adequate for this style of hull. It would be tempting to throw in a 135hp or 150hp engine and see what sort of speed you could achieve — but that could be courting disaster. Having a full keel, the Arvor 20 isn't designed to turn corners at high speed and although the additional horsepower might give you greater speed in a straight line, it could be dangerous in a tight turn.

As it stands the 85hp Nanni and Arvor 20 are a good, safe match. You can pull into a turn at full revs and maintain integrity. Indeed, the Arvor turns very flat — it doesn't lean into a turn like a deep-

Business **CLASS**

STORY: DAVID GRANVILLE PHOTOS: ELLEN DEWAR



ARVOR 20SF

Price as tested:\$62,450

Options fitted: Bimini top, deckwash, rodholders, cabin hatch, berley bucket, 27MHz radio

Priced from:\$58,950
(with 85hp Nanni Diesel)

GENERAL

Material: Fibreglass

Length (overall): 6.16m

Beam: 2.48m

Rec/max hp: 85hp

Weight: 1400kg (hull only)

CAPACITIES

Fuel: 80lt

Water: Nil

ENGINE (as tested)

Make/Model: Nanni 5.250 TDI

Type: Five-cylinder, turbocharged, intercooled diesel

Rated hp: 85hp

Displacement: 2499cc

Weight: 285kg

Drive (Make/ratio): Twin Disc / 2:1

Props: Nanni four-blade 19 x 22in

SUPPLIED BY

Magnit Marine, Dandenong (Vic),
tel (03) 9706 6445



relatively shallow, although a high bowrail and handrails on the cabin roof provide good security when moving forward. The small foredeck features an anchor locker (with heavy-duty bollard) and moulded bowsprit (with stainless roller).

COMPACT CABIN

The cabin on the Arvor 20 is compact but offers enough room for two burly blokes to stand side-by-side. The helm area is fairly basic, with a stainless steel wheel, Nanni single-lever gear/throttle control, tacho, fuel gauge, switchpanel, warning lights and ignition. There is also a flush-mounted compass and enough room on the dash to mount a couple of good-sized electronics. The SF model also comes with a 27MHz radio as standard.

A fold-down seat means the helmsman can either seat or stand and stainless grabrails are provided for both helmsman and passenger. An overhead hatch in the cabin roof provides necessary ventilation.

The cabin also features a small V-berth, with storage below, which can be extended on the starboard side with the application of an infill. The testboat was

also fitted with a porta-potty.

The big three-piece windscreen provided excellent vision and a standard windscreen wiper disperses any unwanted spray.

Other additional features on the SF model included a bimini cover with five-pot rocket launcher, saltwater deckwash, midships cleats and transom-mounted berley bucket.

Although the Arvor 20SF won't be everyone's cup of tea, it will definitely appeal to the fisherman who isn't necessarily a speed-freak. Indeed, it will definitely appeal to operators who place higher emphasis on fuel economy than speed.

With a bit of customising it would also make a pretty neat little sportsfisher. When was the last time you went trolling for the day and only burned 50 bucks in fuel? Sounds appealing, doesn't it?

Clockwise from right: The 85hp Nanni offers excellent fuel economy; A more traditional helm position with tiller arm inserted; The Arvor's shaft and rudder assembly; The cockpit coamings are a good height and two aft compartments provide ample storage.

