

# BOAT TEST - ARVOR

*The Arvor 215 is significantly different from the original 20 footer*



It's been more than 10 years since Arvor's brilliant 20 footer emerged on the Australian boating scene. It's a boat that has won the hearts of many admirers of craft with classic lines and has managed to carve out a rather unique market niche. When it arrived here, the Arvor concept was radically different from anything we had seen in Australia before, but it has slowly caught on right around the country and the brand now enjoys consistent sales success.

Arvor boats will never be for everyone. Those who need to travel at warp speed all day need not consider an Arvor, but for the fisherman looking for comfort, stability, economy and consistent all-round performance, they are well worth investigating. None of the Arvors are by any means cheap, but the entire range offers a high standard of workmanship and super-solid build.

Last week I climbed aboard the first of Arvor's brand new 215s to come into Australia. This model sports many of the original boat's winning features, but also offers several significant design improvements over the first 20 footer. It's a far 'snappier' looking boat and one that would be a natural progression for any previous owner looking to upgrade.

As already mentioned, like most craft in the Arvor fleet, the 215 is no flying machine. Powered by a 115hp, common rail Cummins diesel, it's flat out at 21 knots and cruises all day at an economical 15. It certainly climbs onto the plane faster and cleaner than the original 20 footer and is reported to be just as good on fuel. The hull is 6.88m long, has a beam of just over 2.5m and displaces around 1650kg. That's a fair lump of boat for a 21 footer and is best towed behind a

four wheel drive or larger family sedan.

The Arvor's fuel tank holds just 90 litres, which provides a reasonable operating range in good conditions. However, for extended cruising you'd need to load a few jerry cans aboard. Initial data would indicate fuel consumption at cruise of less than a litre per nautical mile, which is hard to beat in a boat of this size with any other propulsion system.

One of the Arvor's winning features is its terrific cabin set up. I doubt you'll find a craft of this size and style that offers better all-round vision at the helm. The wrap-around windscreen is both stylish and extremely functional, while the hard top height is very generous. It sleeps two in a high degree of comfort, making it a viable proposition for overnighting. Attention to detail down in the cabin and around

# 215



*The helm station is extremely comfortable*



*The cockpit is deceptively spacious*

the helm is extraordinary, but typical of what we've come to expect from Arvor's tradesmen in Poland.

An aquarium-style live bait tank with clear front panel is standard, as is a sturdy marlin board, and there's a handy transom door to facilitate easy boarding. This is also useful if you're lucky enough to land a bigger than average fish! The standard fittings list is quite a comprehensive one and includes VHF radio, AM/FM CD player, twin electric bilge pumps, electric anchor windlass, hydraulic steering, electric wiper (driver's side), dual cockpit lockers, auxiliary outboard bracket and bait preparation board. There really is little else that needs to be included to make this boat an efficient, comfortable offshore fishing/cruising rig.

In the cockpit you'll find a couple of teak bench seats, which reflect the boat's

European heritage. These are a lot more comfortable than they look and can be folded away in an instant if so desired. There are a couple of handy sub-deck lockers that can be used as fish bins and access to the engine beneath the floor is quick and easy. There's ample room to work around the engine for servicing or minor repairs and the whole cockpit floor is flush and easy to keep clean.



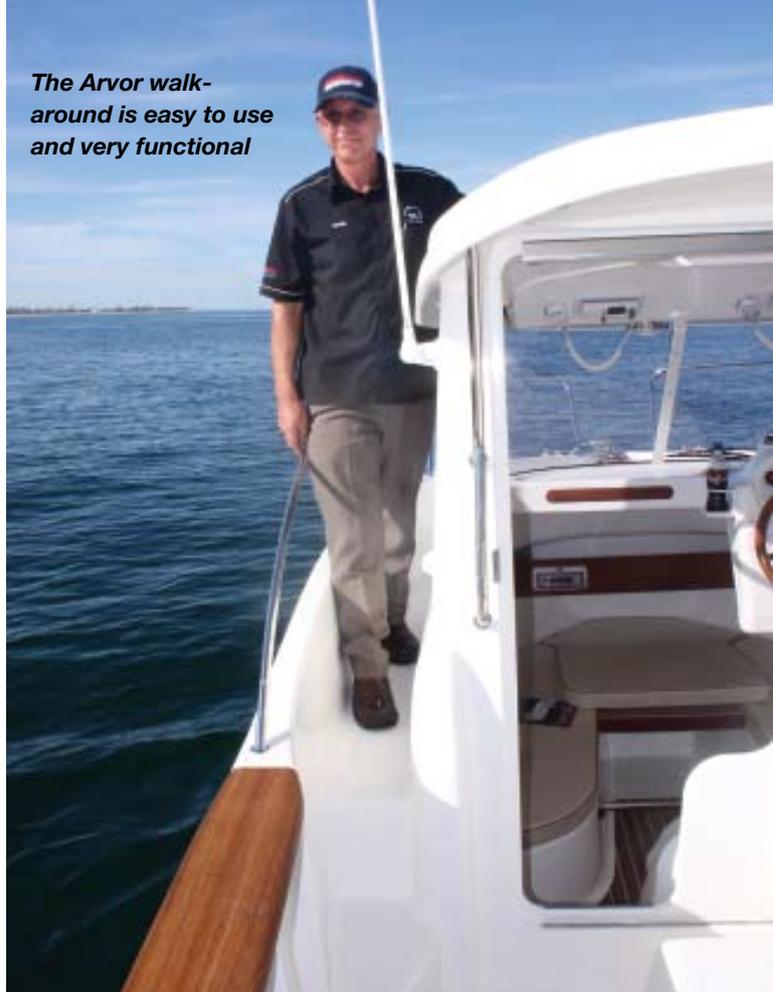
The Arvor 215's walk-around corridors are wide enough for the average adult to use in comfort and safety. The ability to move around the boat in pursuit of a feisty fish is a decided asset, particularly when you're at anchor and can't change position in a hurry. There are plenty of grab rails and hand-holds along the walk-around perimeter for optimum security. All timber fittings are teak and railings, bollards and other deck hardware is high quality stainless steel.

As is the case with all models in the Arvor range, the 215 comes with emergency tiller steering. This can be engaged in the event of an equipment malfunction, but it's also very useful if you enjoy sitting back at the transom and putting along at displacement speed with a snook line trailing out back. Converting to tiller steering takes just a few seconds and represents a novel change in today's world of high speed/high tech boating.

Conditions were dead calm when I took the new Arvor for a spin outside of North Haven Marina in late February. As anticipated, acceleration from rest was well short of breath-taking, but once on the plane, the hull felt solid and extremely predictable. It's a very easy boat to drive, particularly with hydraulic steering fitted as standard equipment. Although we had no wind or sea to contend with on the day, I'm confident the Arvor 215 would be as capable and predictable in rough conditions as any of its brethren. It feels particularly solid and shouldn't be troubled at all by our infamous summer gulf chop.

As mentioned previously, none of the Arvors are cheap, but you do get a lot of boat for your money. The 2150 retails from Sports Marine for around \$112,950, which includes radios, marine carpet and registration.

*The Arvor walk-around is easy to use and very functional*



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