

Boat Test – Arvor 230

My maiden Arvor experience came a few years ago when Sports Marine brought in their first 20 footer. Styled differently from anything else I'd seen to that point, I was intrigued by this French-built boat and eager to see how it would perform in South Australian conditions. Constructed around a substantial keel and designated as a semi-displacement craft, the Arvor was certainly a radical departure from the norm.

That initial run immediately dispelled any misgivings I may have had and when I was offered a ride recently in the newly released Arvor 230, I simply couldn't wait. This model is substantially larger than the 20 and, instead of a full walk-around layout, its cabin is offset to the port side. This means you can walk through to the front of the boat via a broad starboard corridor — still handy access for the fisherman, but also providing extra cabin width.

It's a step down into the cabin, where you'll find a neat little sink (50 litres of fresh water) and single burner gas stove. Accommodation is extremely comfortable, with V-berths that convert to a full size double bed, a chemical toilet and excellent

overhead lighting. The helm station is neat and efficient and I particularly like the timber/stainless steering wheel and wooden dash inlay. This is typical of European manufacturers and adds a touch of class. As was the case in the original Arvor 20, the new model boasts amazing all-round vision from the cabin through substantial toughened glass windows and 'screen.

The cockpit is easily big enough to fish half a dozen. Gunwale height is perfect and a pair of gunwale rollers comes standard. These are handy for working craypot ropes or pulling the anchor rope under power with a deep water buoy system. Two rod holders are provided, as is a good-sized live bait tank with glass front. This is plumbed and ready to go. A broad rear boarding platform can be accessed via a removable transom gate and a stainless swim ladder is standard.

As is the case with the other Arvors, the 230 comes with an aft tiller handle system, which enables the boat to be steered from the transom if so desired. Simply slip the handle into its socket and you can drive from the back, which is nice on a calm,

sunny day. This is also handy if you're trolling solo for snook and want to work a couple of lines.

The new Arvor is powered by a 155hp Nanni diesel, which is based on a fuel injected Toyota engine. In typical Arvor fashion, this isn't big horse power for what is quite a bulky boat, but it's enough to have the craft performing exactly as its manufacturers intended. None of the Arvors were designed to be speed machines, but rather to achieve an acceptable cruise and top end while providing a very comfortable ride and exceptional fuel economy — a combination that appeals to a growing number of offshore operators.

Conditions for our test run off Outer Harbor were hot, sunny and calm. This was a little disappointing, as I had been super impressed with the original Arvor 20's rough water handling and looked forward to trying the larger model in choppy water. After clearing the speed restricted zone near the Outer Harbor heads, I opened up the Nanni and headed south-west. As anticipated, acceleration wasn't breath taking, but we were soon up and planing and it took



just a few seconds to attain maximum speed of 24 knots. The Arvor felt extremely comfortable at its optimum cruise speed of 18 knots and this is where fuel economy will be at its peak. You can expect to burn less than one litre per nautical mile at these revs and that's cheap boating in anyone's terms.

As was the case with its smaller sister, the 230 corners like most keel boats, leaning outward in a turn. This is something that takes a little getting used to, but once you get the feel of the hull and the way it reacts, it really is fun to drive. If the Arvor 230 is as capable in rough water as the 20 (and I have no doubt it will be), you could expect a predictable, sure-footed ride. It would take a fair bit of sea to stop it and I would have every confidence in getting home safely if caught out in nasty weather.

In essence, Arvor's new 230AS is an upscaled version of the boat that put the

company on the map — both here and worldwide. If you're not a speed freak, but instead want to go fishing in a solid, reliable, economical and extremely capable offshore boat, it's definitely worth checking out.

SPECIFICATIONS

- Length — 6.70m
- Beam — 2.70m
- Draft — 0.73m
- Fuel capacity — 130 litres
- Engine — Nanni diesel 155hp
- Hull displacement — 1700kg
- * Test boat supplied by Sports Marine.



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230 AS

nanni diesel
energy in blue

TR131S

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