

North sea road warrior

The popular range of Arvor fishing boats have just got trailer-friendly with the release of the new 215AS

The popular AS (as in asymmetrical) range of Arvor fishing boats has a new model that will appeal to those who prefer to trailer their craft. The vessel in question is the Arvor 215AS, a 6.8m diesel-powered shaft drive that will be equally at home on the road as it will in the water, swinging on an anchor or mooring, or berthed at a marina.

The 215 sits at the bottom rung of the five-model AS range, dominated by the 280AS, but above the \$74,000 Arvor 20 Series II. Weighing between 2800 to 3000kg (BMT), the new 215 is a handy addition to these popular French-designed fishing boats noted for their efficiency, clean cockpits and enclosed wheelhouses.

Officially introduced to Australia at last month's Sanctuary Cove International Boat Show by Arvor importer, Sydney's Collins Marine, the 215AS will continue its boat show tour of duty and be displayed at the next month's Melbourne International Boat & Lifestyle Show and then onto the Sydney International Boat Show later in the month.

Peter Collins from Collins Marine said the new Arvor 215AS is good buying for a cabin cruiser. Prices start from \$103,000. Fuel costs extra, but buyers worried by rising fuel costs will welcome these frugal and efficient diesel cruisers.

ELECTRONIC EFFICIENCY

The 2009 Arvor 215AS features the new model Cummins CMD QSD 115hp electronic four-cylinder common rail diesel engine. Consumption figures were, as yet, unavailable, but the boat was capable of a top speed of 23kts.

As Collins says, the Cummins are frugal engines and the Arvor hulls are slippery. But buyers of these boats tend to be on the conservative side anyway, preferring to take their time heading out to a favourite fishing spot (perhaps steering from the stern with the emergency tiller as in fishing boats of yore) than making it a dash out wide.

Arvors have been a hit in Australia

since the brand was introduced in 1999. Sales have been to all states, except for the NT. You see Arvors are built for colder climates and not so much for the Top End's tropical climate. But while the new Arvor 215AS is at home berthed or on a swing mooring, the vessel's dimensions and weights suits the big end of Australia's competitive trailerboat market. Apparently, a lot of clients successfully trailer the bigger 230AS.

Inshore or out, the enclosed wheelhouse on the Arvor 215AS is perfect for plowing home in rough seas and pouring rain or beating back a cold wind. The wheelhouse sits to port (hence the asymmetrical moniker AS) like the rest of the range allowing a starboard walkway from the cockpit to the bow.

BEAT BACK THE GREEN STUFF

While not airtight, the aft sliding wheelhouse door will, according to Collins, keep out the green stuff if you happen to be in adverse weather. Lockable, the wheelhouse has ventilation flaps in the side windows, full engine instrumentation, VHF radio, AM/FM/CD player, electric windscreen wiper, portable luo and gas stove, and a double vee-berth.

Also standard is an electric windlass,

stainless steel keel protector, fibreglass swim platform with a stainless steel boarding ladder, plumbed livebait tank, fold-down cockpit and helm seats, and hydraulic steering. The self-draining cockpit features rodholders and gunwale rollers, two lockers, stainless steel pushpit, two benches, opening deck hatches, and transom door.

"The Arvor 215AS slots neatly between its stablemates in size, space and cost, while offering the same superb seaworthiness, reliability, affordability and user-friendliness," said Collins Marine.

For more information, contact Collins Marine by phoning (02) 9319 5222 or visiting www.arvor.com.au

ARVOR 215AS

Length overall:	6.8m
Hull length:	6.36m
Beam:	2.54m
Draught:	0.75m
Engine (make/model):	Cummins CMD QSD four-cylinder electronic diesel
Rated HP:	115
Weight:	1.65 tonnes (hull); 1.8 to 3 tonnes (BMT)
People:	6
Berths:	2
Fuel:	90lt

