



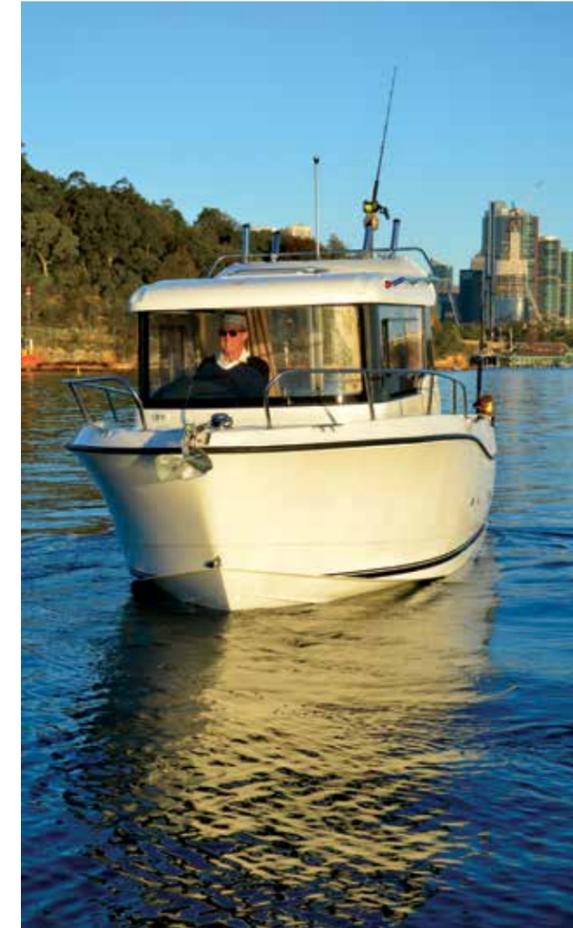
LOCAL REVIEW

Arvor 675 Sportfish

FANCY-FREE FISHER

A unique aesthetic and fishability out the wazoo make Arvor's 675 Sportfish a contender for any serious weekend cruiser.

STORY AND PHOTOS **Kevin Smith**



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compromise. Yet the Arvor 675 sportfish comes pretty close to ticking all the boxes.

A closer look at what’s on offer, Trade-a-Boat tested this boat in 2015 and although it’s the same hull, the upgraded options to trick up the layout and high-performance horsepower alternatives are most certainly worth another look.

Stepping aboard, a well-balanced combination of creature comforts with numerous fishing features is prominent. The 675’s cockpit and transom boast nice high gunwales with wide coamings and recessed rod-racks. The decent sized live-well can hold a fair amount of fresh baits ready to be pinned for those big gamefish or bottoms, and the dual big-fish kill tanks/hatches are ready to be loaded up with the day’s haul.

There’s a transom walk-through, as well as good access to plumbing and fuel tank in the centre hatch, and some really good seating options including a transom and port side gunwale recessed bench with optional infill table for the cruising and chill-out times.



CLOCKWISE FROM ABOVE Arvor’s tug boat profile has a special charm; The spacious pilothouse is a good refuge from the elements; Outside, this rig is built to fish

When an opportunity to venture over the border to test the Arvor 675 Sportfish with latest Mercury 200 horsepower V6 four-stroke came up, I couldn’t say no. Sure, I was cutting into the legendary John Ford’s turf – so to say – but hey, he can’t have all the fun to himself down there.

The easily identifiable European-designed Arvor boats are no newcomer to Australian waters, particularly in the New South Wales and southern states. Distributed by Arvor, based in Sydney, they promote an extensive and unique range of trailerable and non-trailerable, fibreglass sport-fishing and weekend cruisers up to nine metres in length.

What makes them easily identifiable at a glance? Sporting a pilothouse-cum-tugboat or even mini-trawler styled design throughout the range, the external aesthetics most certainly stand out and give away the brand. Arvors boast a wide

beam, beefy round shaped bow, high gunwales, and a decent sized enclosed pilothouse styled cabin that’s most certainly grown on me over the years. However, I’m quite sure this design is more suited to those looking for more of a classic or refined look, rather than the standard sporty lines found on most boats nowadays. They also come across as quite a versatile does-it-all type of boat when you take a closer look, and the option of outboard or diesel inboard power, that’s also really appealing.

VERSITILE FISHER

Arvor produces some superb weekender-styled boats with all the creature comforts and bells and whistles included, however, they are geared to a specific niche in the market. Let’s face it, most avid boaters in Australia chase the perfect combination between comfort and decent fishability – pretty tricky as there’s always

I also like the optional rear slide-out bimini cover for the extra shade, however, a bit of fine tuning to stiffen the frame up would be nice. Self-draining decks also make cleaning much easier and eliminate the need for constant bilge pump power when storing the boat on pontoons.

Aside from looking the part, the pilothouse cabin features a lockable sliding door which not only protects you from the elements, but also gives you the option of leaving gear onboard if your boat's in storage or on a pontoon. I do like the cab's internal layout, as it manages to incorporate ample storage throughout, seating for four, a 12-volt fridge, small sink, head with holding tank, and a large convertible bunk, without making it feel cramped.

The full screen, wide side glass and top hatch vent keep it light and airy. At the helm the dash is well-configured with plenty of space for gauges and electronics and as tested the electronics pack included a seven-inch Simrad NSS Evo 3, Fusion MS-RA70N sound system and vessel view link. The dash could easily be reconfigured to take a nine-inch or even 12-inch screen if the budget allows.

Up front, the bow and anchor-well with windlass anchor is easily accessible via the port and starboard walk-around, and it's also a nice elevated area to fish from.

There's a plethora of new options available to trick-out the 675 Sportsman, depending on how far you want to go and how far the budget

will stretch of course. Arvor have looked at the common items being requested, then simplified it into combo packs: 'cabin comfort pack' includes berth filler, curtains, roof hatch vent, water pressure system, 12V fridge and stove; the 'cockpit comfort pack', which includes cockpit table, aft and port side flip-seat; for the fisho there's the 'fish pack' that features water outlet (cockpit), live-bait system, two additional rod-holders and fish-locker (hatch) pump out. Plenty of options to choose from.

STABLE CRUISER

A highlight to testing the Arvor was having the classic Sydney Harbour Bridge and Opera House as sunset backdrops, but that comes at a price. I



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Facts & Figures

ARVOR 675 SPORTFISH

PRICED FROM

\$88,490 including Mercury 150hp FourStroke

PRICE AS TESTED

\$116,574

OPTIONS INCLUDED

Smart pack, electronics pack, swim platform extension, sea toilet with holding tank, forward windlass, active trim, sun awning, mooring kit, Mercury 200hp V6 FourStroke, Active Trim.

GENERAL

TYPE Multipurpose Cruiser/Fisher

MATERIAL GRP

LENGTH OVERALL 6.55m (21'6")

BEAM MAXIMUM 2.54m (8'4")

DRY WEIGHT 1,585kg

DEADRISE 17°

CAPACITIES

PEOPLE 7

BERTHS V-berth

REC. HP 150hp

MAX. HP 200hp

FUEL 200L

WATER FRESH 32L

ENGINE

MAKE/MODEL Mercury V6 200hp

TYPE V-6 [64 degree] with Dual Overhead Cam [DOHC] and 24-valves

WEIGHT 215kg

DISPLACEMENT 3.4L

GEAR RATIO 1.85:1

PROPELLER INERTIA 14.7x16p

MANUFACTURED BY

Arvor Boats

AVAILABLE FROM

Arvor Boats Australia

Unit 26/17-21 Bowden Street,

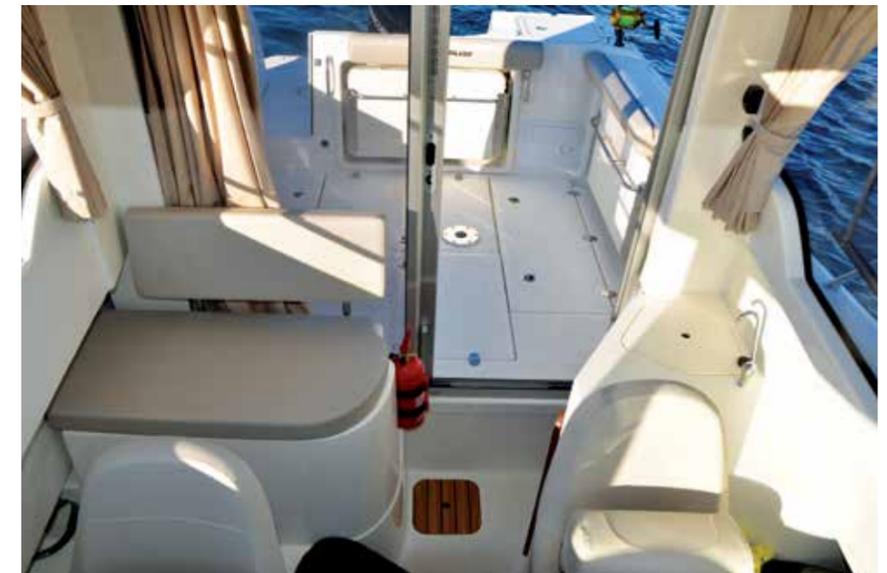
Alexandria, Nsw, 2015

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W Arvor.com.au



CLOCKWISE FROM ABOVE There's seating for four, with an occasional fifth; The lockable pilothouse means you can leave some gear on board; The bow is easy to access; Arvor have managed to squeeze plenty into a relatively modest footprint



bleat about Moreton Bay being rough, but you guys can keep that hustle and bustle between the ferry wakes down there. Consistent angry wake chop up to a metre in all directions from the ferries is what you get down there. Add a decent wind to that chop and you are guaranteed a sour ride on any trailer boat.

Luckily the Arvor comes with a free stability pack, which is in the form of a 2.54-metre wide beam and 17-degree deadrise. The 675's stability at rest and underway is top of the class and most certainly eliminates the Michael Jackson moves on deck, even in the toughest of chop. That's a big positive when anchored, drift fishing offshore, and even better for general safety on board with the family when cruising.

CLOCKWISE FROM BELOW Walk through access on both sides; Peeling away the layers; A refined Sydney Harbour cruiser; Al fresco convenience, including lighting and additional bimini



“On the water the Arvor 675 Sportsman is no doubt a gentleman’s cruiser, but it comes with the option to go wild”

As per usual there’s a general boating compromise and in this case you won’t find a buttery soft ride at speed in harsh conditions off a design like this. However, the Arvor is not designed to be an offshore high-flying race boat. If you’re happy to run at lower revs and sweet economy between 18 and 22 knots like a gentleman in a warm enclosed cab, then you’re going to be content on the 675.

TORQUE ABOUT POWER

On the water the Arvor 675 Sportsman is no doubt a gentleman’s cruiser, but it comes with the option to go wild if that tickles your fancy, and that is compliments to the new Mercury 3.4-litre V6 200 horsepower animal on the transom. It’s the first of the latest V6 Mercs I’ve throttled, and man they have phenomenal torque for a four-stroke outboard. Gone are the days of

sluggish four-stroke power, as these act more like two-strokes.

On the throttle the new Mercury V6 200 horsepower four-stroke is the maximum horsepower rating for the 675 and although these boats run well enough with the lower power, I think any of the new V6 Mercs would suit this boat – though the 200 would be my first preference.



Performance

RPM	SPEED (kts)	Economy (L/h)	Range (Nm)
1500	6	6	182
2000	7	9	142
2500	8.2	13	115
3000	12.9	19	224
3500	18.5	22	153
4000	24	28	156
4500	29	35	151
5000	32	42	139
5800 (WOT)	38	69	100

*Sea-trial data supplied by the author. Range calculated leaving 10 per cent fuel in reserve.






Mercury 200HP V6

The new Mercury 200hp V6 sports some cool features and no doubt the futuristic-shaped cowl design is the first eye catcher. There are mixed responses to the new shape but hey, advance with the times and don't get stuck in yesteryears style – it most certainly grows on you.

Next, they managed to cram 3.4 litres of grunt capacity into a pretty compact unit, and it's only a featherweight 215 kilograms in the lightest model. The new V6 Merc range is available in black or white, as well as having four accent panel colours – allowing for a touch of personalisation. The digital control and power steering options will most certainly add to a smoother driving experience at the helm.

On the technical side, the performance inspired dual-overhead quad cam and four valve design is

claimed to reach higher speeds. On the Arvor 675 Sportfisher the overall hole-shot torque and acceleration to WOT was simply insane.

The new Mercury V6 range boasts better economy and being a naturally balanced V6 with multi-chamber air-intake, fuel injector covers and specific cowl features – the overall noise reduction and vibration is far less. At low to mid-range revs they are smooth and quiet, however, when you crank up to 5800rpm, you definitely know there's a V6 on the transom.

Available with hydraulic and power steering options, big tiller and joystick piloting – these new Mercury V6 four-strokes are no doubt up there when it comes to features, and of course impressive performance.

“Acceleration from the mid-range is once again loaded with V6 missile torque”

Insane torque out of the new Merc is putting it politely – man, these things have a hole-shot to be proud of and most certainly put more than a smile to your dial. Acceleration is smooth, but super-quick onto the plane. The ideal mid-range cruise speed in moderate conditions is around the 4,000 rpm mark – at a speed of 24 knots and economy of 28 litres per hour, which is not bad considering it's a fair-sized boat.

Acceleration from the mid-range is once again loaded with V6 missile torque, producing a nippy top-end of just under 40 knots at WOT. Like all motors when being throttled, the economy increases and sits at 69 litres per hour on the 675.

Another worthy mention is the optional Mercury Active Trim that was installed to the test boat. As a GPS-based trim system, the Active Trim automatically adjusts the motor trim from hole-shot through to wide open throttle, producing the optimum ride and fuel efficiency. Coupled with digital control and numerous new features on the latest Mercury V6 200 horsepower, the Arvor 675 Sportfisher all but drives itself on the water.



CLOCKWISE FROM RIGHT A tidy array with sufficient electronics and plenty of room to upgrade; The V6 Mercury is surprisingly quick onto the plane; There's a whole lot of torque in the humble-looking outboard





FROM TOP There's scope to scale up the power systems, if need be; All in all it's a handsome boat

THE WRAP

The Arvor 675 Sportfisher ticks a number of boxes when it comes to trailerboat fishing with a bit of comfort combined. Another attractive aspect of the 675 is the affordable price tag considering the size and inclusions. Starting at \$88,490 for a base boat and \$116,574 for the tricked-up hull, its decent value for money when you compare it to similar sized top-end brands. Sure, they might not be as refined in the finishes with plush linings and executive bells and whistles, but they do come with some pretty good features as standard and there's a lot of boat to it. If the 675's simplicity doesn't suit, then Arvor do have smaller and larger models loaded with different styling and more creature and cruising comforts. [↗](#)

Highs

- Comfort and fishability combined
- Large fishable deck space
- Lock up and go simplicity

Lows

- A few finishes could be fine-tuned
- Strengthen the pull-out bimini

