

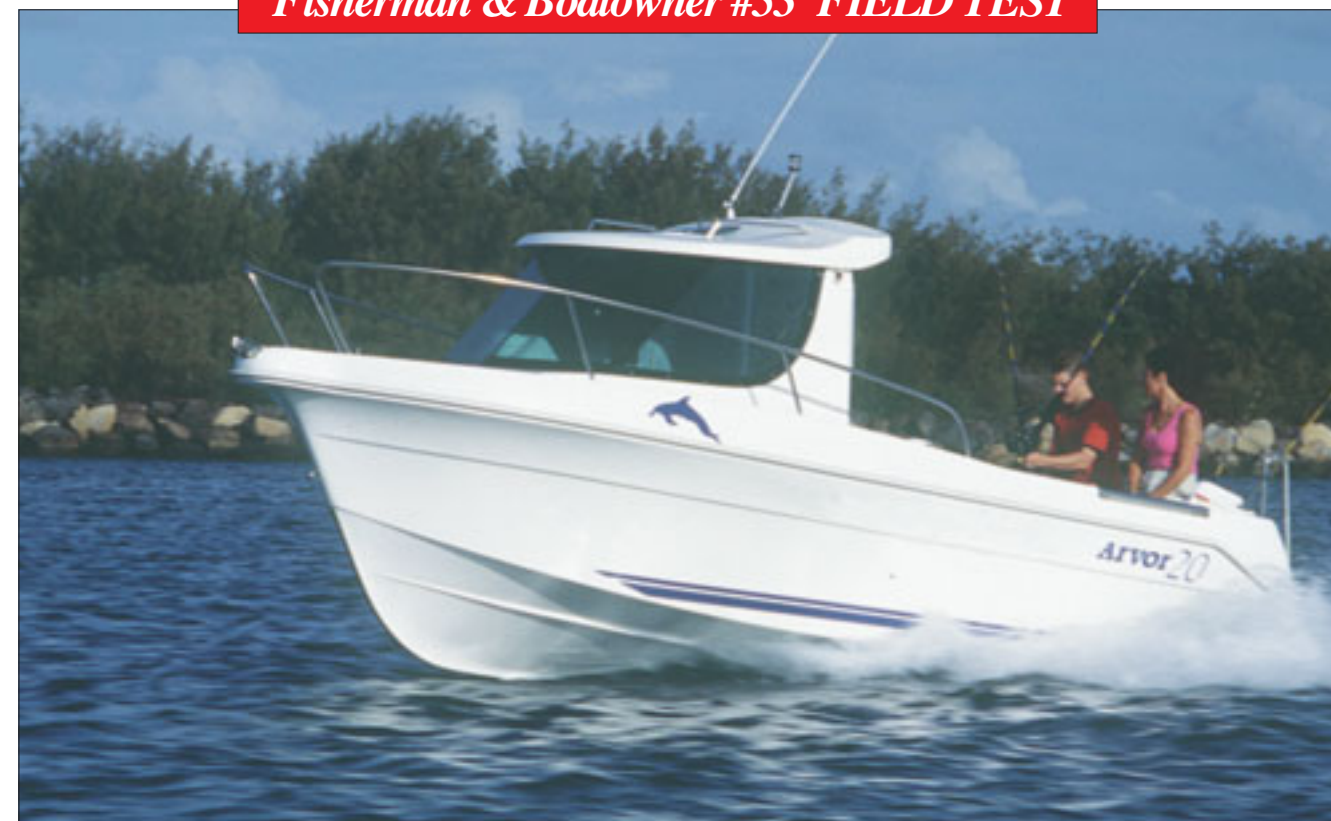
F&B's Ruth Cunningham monitors the Nanni diesel's extremely good (11-13 l/ph) working fuel consumption. Note the excellent access right around the Nanni for easy servicing and daily checks.



**ABM
RETRO
BOAT TEST:**
Unchanged, as first published, written and photographed by Peter Webster in January, 2000



Fisherman & Boatowner #53 FIELD TEST



Arvor Good Weekend !

It's French. It's diesel. It's different. And it could well be the turning point in Australian powerboat design for the next century. Designed in France, built in Australia, the Arvor 20 has made a significant impact already. Last month, Editor Peter Webster put the Arvor 20 through its paces and came back looking for more . .

Every so often, a boat comes along that challenges the 'norm'. A boat that comes from 'outside the square'. Whatever the cliché, it happens, and no doubt some would say, not often enough. But here we have one of the rare exceptions.

A French designed semi-displacement launch with gallic flair and application that is truly universal.

The Arvor 20 is on the one

hand, a very simple, elegant little launch - but on the other, it's a highly sophisticated, beautifully tooled fibreglass diesel sports fisherman the like of which we've not seen for many a year.

Credit for its discovery and importation to Australia must go to Nanni diesel importer, Collins Marine CEO Peter Collins. He spotted the Arvor 20 at the Paris Boat Show and straight away recognised the potential for the

Arvor 20 "down under".

But he quickly discovered the Arvor 20 was already back ordered for the growing Euro market, and there was little hope he would ever secure a reliable supply of the craft built in France. Instead, he made arrangements with the Arvor factory to produce the craft in Australia under licence to the French firm.

It took 10 months to get the GRP mouldings from France and