

Arvor 690 D

PILOTHOUSE CABIN, SHAFTDRIVE DIESEL. THEY DON'T MAKE THEM LIKE THAT ANYMORE! WELL ARVOR DOES AND THE 690 DIESEL PROVES TRADITION HAS ITS PLACE IN OFFSHORE FISHING



"By far one of the
nicer finishes to a
European trailerboat -
simple, clean and neat"

KEVIN SMITH



LEFT 'One for one' (litres of fuel to NM travelled) at 16 knots all day long thanks to MerCruiser Diesel
ABOVE The Pilot House cabin was well received and should be, visibility and headroom plus ventilation
benefits from the design.

BELOW Although most owners tend to moor or stack Arvor boats, the 690 D is a realistic trailer option
with careful planning.





Arvor boats have long held a real fascination. They are classically European in design, with the timeless features of a seafaring classic. Some consider Arvor to be "gentlemen's boats" with a traditional trawler-style pilothouse, wide walkaround sides, huge self-draining deck and all finished off with a safe, reliable and economical diesel shaftdrive. Arvor were one of the first production fibreglass boatbuilders to fit fully enclosed hardtops as standard. The Arvor 690 Diesel is no overnight sensation, and in fact is quite modern, beautiful and very functional.

Not all fishermen are blood and guts offshore warriors, yet the Arvor 690 Diesel is well and truly capable of parading in this area when called upon with its unique

nautical ability. It has "traditional fishing boat style, yet works on the theory of slow and steady wins the race," said Steve Starling, backed up by John Ford's: "She's a little ship!" The common ground among all judges at AGB 2016 competition was that the Arvor 690 Diesel had well and truly earned its stripes in the Fishing Boat category, even though its unique design also places it within the realm of a crossover cruiser.

Shaftdrive boats have real appeal and are the norm among the professional fishing and skiboat fraternity. Arvor has stuck to its guns with the benefits of shaftdrives, and done it in conjunction with the bonus of Mercury diesels. The straightforward drive design, combined with the economy and safety of the 115hp Mercury 2.0lt diesel has real-time

advantages, particularly in heavy usage and mooring applications.

Tim van Duyl said, "She provides easy passage, and with some personalisation could make a good small gameboat." Damn right, with a lockable cabin, great visibility and a huge cockpit with good freeboard leading to a very workable transom complete with kill and live bait tanks.

The Arvor design has very full bows with strong shoulders creating an almost rounded foredeck with plenty of floatation. You could easily throw lures at a thrashing school of tuna from the bow and fight a big one with sure footing.

While no skiboat out of the hole, you will be pleasantly surprised by the performance from the Mercury diesel. She takes a little while to get up on the plane



"The Arvor incorporates many modern tweaks and innovations – toilet onboard and waste storage is a nice touch, as is the aft helm station" STEVE 'STARLO' STARLING

facts & figures

Arvor 690 Diesel

PRICE AS TESTED
\$103,250

OPTIONS FITTED
Cockpit helm station, sea toilet and tank, portside flip-seat, rocket launcher, outriggers, Simrad 7in combo, FUSION stereo, VHF

MATERIAL GRP
TYPE Monohull, shaft drive
LENGTH 6.88m
BEAM 2.54m
WEIGHT 1600kg
PEOPLE (DAY) 6
FUEL 90lt
ENGINE 115hp Mercury Diesel

SUPPLIED BY Arvor Australia
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OPPOSITE Pilothouse design plus step down helm means massive amounts of headroom and width for three standing side-by-side.
BELOW Portable cooker is a handy touch.

ABOVE LEFT Fold-away seats are an Arvor specialty and work exceptionally well.
ABOVE RIGHT Diesel efficiency and low maintenance shaft drive layout make the 690 D a great long term value proposition.

Arvor 690D

76.9 out of 100

	Ford	Smith	van Duyl	Starling	Beattie
Fishing suitability	8	8	8	9	7
Innovation	9	7	8	8	5
Design and layout	8	7	8	8	7
Quality of finish	8	8	8	9	8
Handling and ride	8	6.5	7	8	6
Stability at rest	8	7.5	7	8	7
Ergonomics	9	7	8	9	7
Std. equipment	8	7.5	8	8	7
Value for money	8	7	9	8	7
X-Factor	8	8	8	8	6

but when she's up there she's got plenty of torque to hold her speed, even when climbing up the back of a large swell. Throw down the throttle and she supplies a good planing speed that will hold at a sensible 18 to 20kts all day, which is plenty for most offshore applications.

The moderate-vee hull with broad shoulders and ensuing deep chines certainly pushes some water in a head sea, yet the moderate-vee shaftdrive configuration stays upright in turns aided by the torque from the big prop and rudder which keeps the hull upright – a bit like driving a cat or a three-wheeled motorbike. Inside the lockable cabin Arvor has maximised the available space by

providing twin upholstered bolster-style seats mounted to a fibreglass module for extra storage facility. The 690 Diesel has a small sink recess as well as a large vee-berth that is extended with a combination of lift-out and folding inserts, creating quite some sleeping room. The head room is terrific and the compact dashboard is well presented.

Overall, we all just love the Arvor 690 Diesel. Her unique mellow mix of cruiseability and fishability teams well with her safety, overall layout, stability and economy. The shaftdrive diesel configuration will ensure that Arvor boats are here for a long time. Solid, dependable, safe and seaworthy – it's an Arvor! ■

