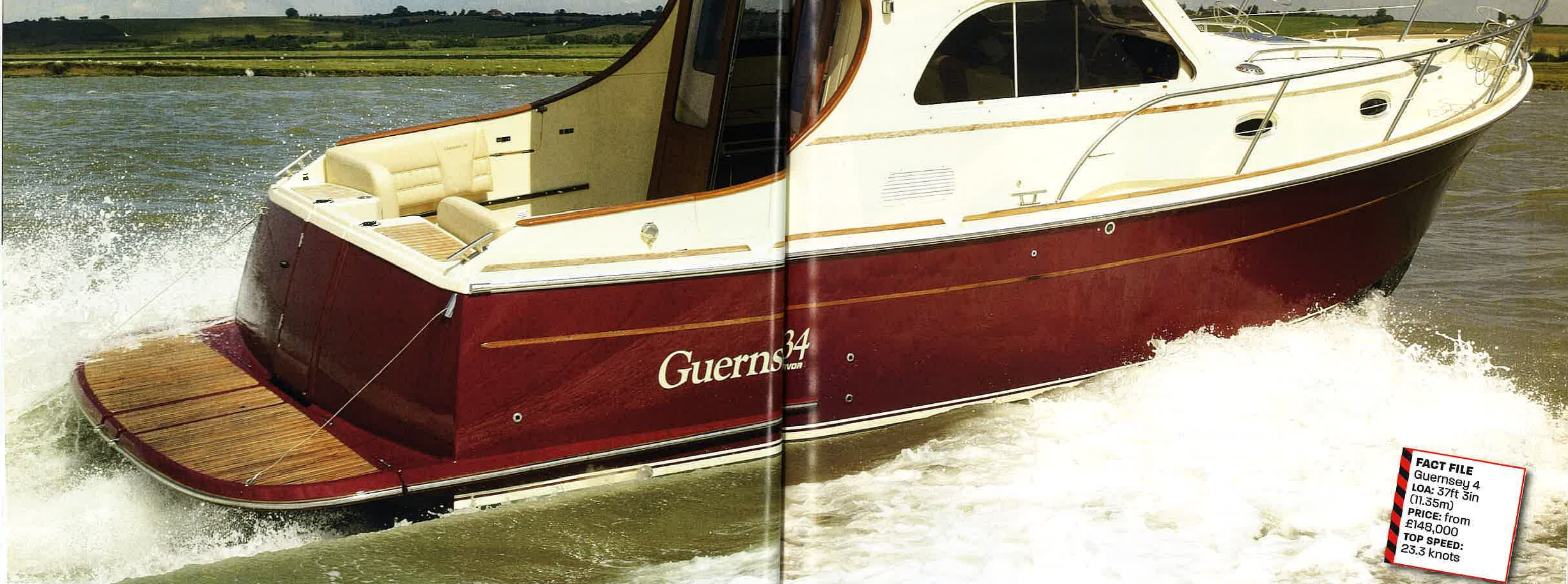


MOTOR  
BOATS TESTED

# Arvor Guernsey 34

A change in style for this yard, and it's one that has been beautifully executed. This 34-footer certainly impresses

REPORT BY MARK TURLEY



**FACT FILE**  
Guernsey 4  
LOA: 37ft 3in  
(11.35m)  
PRICE: from  
£148,000  
TOP SPEED:  
23.3 knots

**H**ere's a conundrum. What's built in Poland, under the auspices of a French company, which itself is part of a huge American corporation and goes by the name of a UK Crown dependency?

The answer isn't that difficult, seeing as this purposeful-looking craft has 'Guernsey' emblazoned on its quarter, but it shows just how convoluted modern boat-building has become. However, this new move by a builder of basic but

pretty solid, wheelhouse-toting, shaft-driven sportsfishers, shifts them up a couple of gears in terms of size and plushness.

## Design & Build

Its multi-ethnic lineage has already been discussed, but the 34's length isn't exactly straightforward either, as the bathing platform – a solid, 3ft (0.90m) deep affair – can be drawn up by an electric winch to lie against the transom. A neat trick to save on berthing costs one

assumes, and the '34' relates to this stunted version of the boat. However, apart from this and the boat's clean, somewhat curvaceous retro lines, another attention-grabbing feature is the huge, very sociable layout of the combined cockpit and wheelhouse.

These open fully into each other, so that the greater part of the boat is up for use, while benefiting from a good degree of shelter. Hefty bi-fold double doors are there to batten down the wheelhouse area when needs be, or

“ The combined wheelhouse and cockpit make a great social area ”

alternatively a simple canvas enclosure can be supplied. The actual cockpit area can be fitted out with simple slatted fold-down benches if you want a boat to fish from, or alternatively it can be kitted out with a bevy of wraparound seating, complete with sunpad infill.

The wheelhouse is spacious, considering that a well-appointed galley unit is ranged behind the helm seat, and the dinette seating can be jiggled to face forward or aft, depending on whether you are underway or socialising. Adding to the scene,

the window line offers a great view out and there's generous headroom too.

Nip down below and you are straight in the main cabin, with its double berth and clothes storage cheek-to-cheek, right forward. The door to starboard gives access to the comfortably-sized toilet compartment, but reaching the midships cabin – or rather mattress area – is a matter of ducking through a hinged partition in the aft bulkhead, whereupon you





Arvor have really cranked up the quality of the fitout and finish



A proper gas oven for the galley

tumble straight onto the mattress. In reality, it's not a bad size and there is good sitting headroom, but I can imagine claustrophobics would have a tough time being shut in here.

As for below-the-waterline action, this is somewhat simpler, with a medium to deep vee planing hull, finished off with a short skeg arrangement to support the single shaft and associated sterngear.

Finally, we mentioned that Arvor had cranked up the pace in terms of fitout and we were pleased to discover that this involves much more than showy lights and a few bits of veneer to cover mouldings. The joinery is well executed

**Design & Build**

Great wheelhouse/cockpit. Sturdy in look and build



Practical ideas and a good attention to detail have been worked into the fitout.

**Accommodation**

For UK boats, the wooden, bi-fold door arrangement across the back of the wheelhouse

and there is plenty of it, plus fixtures and fittings – such as the stainless work, which looks solid and enduring.

area comes as standard, although this can be substituted by a simpler, but less secure, canvas screen. The great thing about the doors is that due to the substantial overhang to the rear of the superstructure, they can be left open, or just part open most of the time, regardless of the weather.

The good-sized, wood dinette table over to port drops to form a berth. The backrest to the forward portion of the settee flips over to provide a two-person, co-pilot seat when underway, complete with a chart area and grabrail. Behind the helm station, the galley enjoys a decent run of workspace, helped by

the fact that the basin unit juts out to incorporate a large cupboard. The rest of the stowage is down to a nest of sizable drawers, but perhaps mixing these with another locker would be more useful. Cooking facilities include both gas hob and oven, rather than the ubiquitous microwave. However, seeing that a gen set is an option, a microwave could be accommodated.

Headroom through the wheelhouse area is generous and between the opening hatches in the deckhead, sliding side windows and rear doors it can be as light and breezy as needs be, yet snug when necessary.

Descend a couple of steps and you're immediately in the main forecabin area and, although it shuts off from the wheelhouse for privacy, there's plenty of room to move around. The double berth is biased to port, leaving the starboard-side fitted out with shelves and a half-height wardrobe. There's also a useful, deep fiddled shelf running outboard of the berth and a huge stowage compartment under the bed.

The second sleeping area, accessed via a hinged panel in the rear bulkhead, is more mattress than cabin. But it's less coffin-like than it first appears, even if you do have to crawl in. And the result is plenty of sitting headroom and legroom, and an opening port into the wheelhouse providing further ventilation. Within this 'cabin' there is a small locker for night-time odds and ends, while outside in the main cabin are a couple of fiddled shelves and a wardrobe.

“Cooking facilities include both gas hob and oven, instead of the ubiquitous microwave”



When underway, visibility is top drawer with lots of window area and three wipers

The toilet compartment rounds off the accommodation and although it was nice to find the mouldings broken up with plenty of woodwork, and the Corian vanity surface has trays for washbags, there's nothing to stop everything from getting splashed while using the shower.

**Accommodation**

Great views from wheelhouse. Cosy area down below



**Exterior**

The bathing platform may be designed to hinge up, courtesy of an electric winch, but it's very substantial with teak slats breaking up the moulding. The central transom door is no lightweight either, while to help get over the deep, safe coamings up to the side decks, small sections have been engineered to drop down. It's a great idea, but it would be even more useful if they doubled up as steps. A grabrail in the region would be handy too; something that the rest of the boat is not short of.

This detail aside, the side decks are easy to

move along, bordered by a deep, wood-topped gunwale, with handrails right along the coachroof. The foredeck comes equipped with an electric windlass as standard, but has the yard missed a trick by not segmenting the sizeable anchor locker?

In its standard format, the cockpit is fitted with four benches that can be hinged down to get them out the way and there are useful cave lockers and fender baskets worked into the coaming behind.

If you plump for the 'Comfort Pack' – which includes teak decking in the cockpit – the seating is upgraded to a well-upholstered U-settee arrangement. Access to some of the aforementioned lockers then becomes more restricted, but you are still left with a couple

**Exterior**

Well-protected cockpit and easy to get around



of sizable under-deck compartments. Plus, there are a couple of deep bin-type lockers in the transom, perfect for warps, so stowage here is more than adequate.



UK boats come as standard with solid, wooden, cockpit doors



The crawl-in guest berth may not be for everyone but inside there is seated headroom



The main cabin is warm and inviting with decent stowage



Space but no shower curtain for the heads



The helm impressed on test, note the central plotter





### Performance & Handling

When hulls reach this size, they often feel as if they need two engines to keep them balanced and running well, but the Guernsey sits square on the water and never feels awkward or tender. That said, we are not talking anything supersonic here: in terms of speed, the maximum we clocked was a shade over 23 knots. However, the boat's wonderfully, natural, running angle confirms the old adage that if it looks right it probably is – that's very true here.

We also liked the fact that the hull is happy wherever you put the throttle. And although 18 knots might appear to be the setting of choice for passage making, it stays comfortably poised should you ease back further.

If all this sounds a bit stodgy it isn't; the boat responds smartly to the rudder, cleaving tight but smoothly-executed turns in good

order. The only noticeable exception to this is that the boat's pick up is a mite sluggish if you let the revs drop to far, but then waterskiing probably isn't on the menu. A further factor here may be the yard's choice of prop, which appears to have wound the engine down on revs, although the boat was attaining near enough its design speed. As already said, this boat type is not all about speed, but it can be about reach. We would like to see a larger fuel tank fitted, as giving this boat

“Controls in the console fall easily to hand and the steering is smooth and well set-up”



Single engine makes access straight-forward



Neat, removeable side panels for easy deck access

### Engine Options & Access

Currently, just the one, single-engine installation – by way of a thoroughly potent Cummins 425hp unit – is on offer, but that may well change. There's certainly room in the engine bay for twins. Access is via a couple of large, gas strut-

supported, full-length hatches that make up the centre portion of the combined wheelhouse/cockpit floor area. With these open, it's easy to get right round the

Handy rope lockers



Fisherman-friendly folding benches are the norm but these plush seats, along with the teak, lift the cockpit

engine and any ancillaries – such as the batteries, shaft log and most importantly the primary fuel filter and raw water strainer.

Another sizeable hatch further aft gives access to a second compartment, where you'll find the fuel tank and, in this instance, the generator set. It looks well tucked in and not all that easy to reach. Whether the added expense of a generator

### Engine options & access

Tidy and roomy, given sole nature of engine

✓✓✓✓

(£6320 on the options list) is really required on a craft of this size is questionable, not least since the galley is fitted with gas, not electric appliances.

some serious range would suit its character.

The helm position is excellent, with a small, comfortable armchair for the skipper. And there can't be any complaints about the view, with good vis over the bow and right round. Controls fall easily to hand and the steering is smooth and well set up.

We also liked the fact that there is space for the main nav display in the angled console, eminently viewable over the top of the wheel, plus there is a fiddled area to keep sunglasses and other essential bits safe.

All three portions of screen are fitted with a decent wiper, but on the whole, the ride is clear of spray; rising water being cut down and pushed well away by the chines. In fact, there was little to

### Performance & Handling

Hard to find fault, but a bit laboured on hitting throttle

✓✓✓✓

tax the boat at all during our trial, but there is a sixth sense that tells you that the hull's unlikely to have too many vices; a solid, correct running angle says a lot about a boat from the outset.

### Specification & Value

The fitout on the Guernsey is undeniably a cut above this builder's usual output, with the whole package much more than a glitz-up. The woodwork is solid and well-executed and the overall quality matches the boat's demeanour – even if our model had some finishing touches to

### Specification & Value

A very good spec at a keen price

✓✓✓✓

make good. It's a keenly priced boat, partly due to its single engine but also for a strong specification. The package price tops-out where similar boats are just getting started.

## Verdict

The 34 really caught our attention. It's certainly a graceful, well-mannered craft to look at, with good performance to match. The cockpit and wheelhouse work well together, and you still have plenty of room when the latter is battened down. The only issue is that rather odd midships cabin arrangement.

8/10

MBM rating

✓✓✓✓✓✓✓✓

## GUERNSEY 34 technical data



### specifications

BUILD	GRP
RCD	B
LENGTH OVERALL	37ft 3in (11.35m)
HULL LENGTH	32ft 10in (10.00m)
BEAM	12ft 7in (3.85m)
DRAUGHT	3ft 7in (1.10m)
DISPLACEMENT	6.4 tonnes
FUEL CAPACITY	114gal (520lt)
WATER CAPACITY	55gal (250lt)

### key dimensions

WIDTH OF SIDEDECKS	10in (25cm) minimum
HEADROOM IN SALOON	6ft 9in (2.06m)
FORECABIN BERTH	6ft 4in x 4ft 0in (1.93 x 1.22m)
MIDSHIPS CABIN	7ft 0in x 5ft 0in (2.13 x 1.52m)

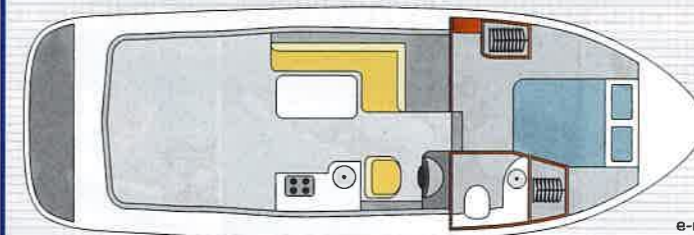
### performance

Engines	single	Cummins	MerCruiser	425hp	diesel
Configuration	6cyl,	5.9lt,	425hp	at 3000rpm	
conditions	wind	NE'y	Force 3,	sea calm	
Load	fuel 30%,	water 50%,	crew 2		
Rpm	knots	gph	mpg	range	noise
1000	8.0	-	-	-	74
1600	12.8	7.7	1.66	151	78
1800	16.0	10.0	1.60	146	80
2000	18.6	11.4	1.63	148	81
2200	21.8	14.5	1.50	137	83
2400	23.3	16.0	1.46	133	84

Range figures quoted above are in miles based on standard fuel tanks and include a 20% margin. GPH & MPG refer to imperial gallons. These figures vary due to weather conditions, air, water, engine temperature, crew numbers, hull fouling, fuel quality and other issues. Noise readings are in dB(A) and were taken in the saloon.

### prices

STANDARD BOAT with single QSB5.9-425 Cummins	inc VAT	£148,000
BOW THRUSTER	standard	
HEATING		£1820
GENERATOR		£6320
ELECTRIC WINDLASS	standard	
SHORE POWER	standard	
COCKPIT TEAK & SEATING		£1710
BOAT AS TESTED		£156,000



ENQUIRIES  
Essex Boatyards,  
Tel: 01702 258885.  
www.guernsey-boats.com  
e-mail: guy@essexboatyards.com

### the rivals



#### NIMBUS 350 COUPE

From £207,000  
The benchmark wheelhouse boat at this size. Pricey, but plenty of Scandinavian ingenuity and two separate cabins. Available with twins. Tel: 01590 677955; www.offshorepowerboats.co.uk



#### MENORQUIN MY100

From £197,700  
All the Mediterranean feel-good factor you might want, plus a fair turn of speed. Single cabin and spacious saloon from this quality yard. Tel: 023 8045 7656 www.epsmarine.com



#### HARDY COMMANDER 32

From £175,600  
Slightly smaller than the 34 and without the Guernsey's expansive cockpit, but a tidy sea-keeper with twin engines and one cabin. Tel: 01692 408700 www.hardy-marine.co.uk