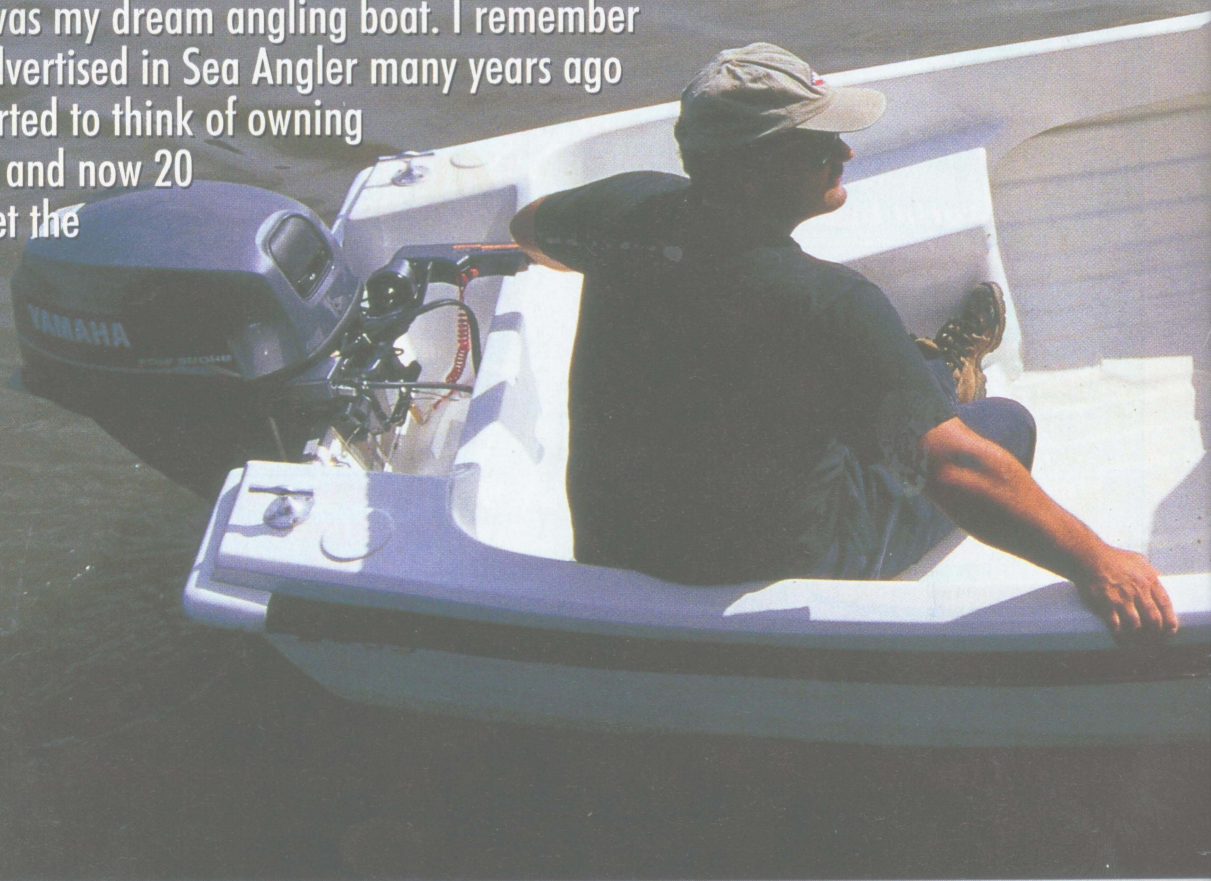


Dream boat

The Arran 16 was my dream angling boat. I remember seeing them advertised in Sea Angler many years ago when I first started to think of owning my own craft... and now 20 years later, I get the chance to test drive one!



I can still remember wishing I had a boat like the Arran 16, although I never did get to own one and when eventually the adverts stopped appearing in the magazine, I thought that was the end of a great looking sea boat.

Then, about three or four years back, I received a letter from a reader on the north-east coast asking me if I could remember where, and who used to build the Arran 16? Of course, I couldn't help and I forgot all about it.

It's funny how things pop their head up again because this

summer I got the chance to test an Arran 16. It is not often that I get excited about reviewing a new boat, but on this occasion I finally had the opportunity to run a critical eye over what had once been my dream boat.

The Arran 16 is still produced in the north-east, with the boat's marketing now in the hands of Dave Naitby. Dave, a retired policeman, was actually the person who originally contacted me a few years back requesting information on the boat!

Playing the detective Dave managed to track down the original Arran moulds and like a Phoenix from the ashes, the 16 is now back in production.

I drove up to Whitby to test the boat and when I arrived she was already sat alongside the marina pontoons. First impressions are important and my first reaction was she looked like a purpose-built inshore angling boat.

The Arran 16 is a simulated clinker-style fishing boat moulded out of what the manufacturers describe as heavy duty GRP. She has a traditional displacement hull with a full-length keel and two

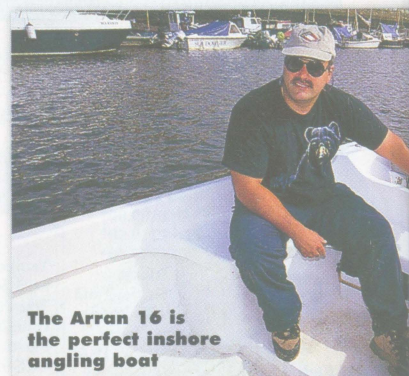
deep bilge keels.

These provide stability, strength and ensure that she remains upright when beached with all three keels being protected by galvanised keel bands. Around 420kg of reserve buoyancy is provided by foam within the hull.

The test boat had a straightforward open cuddy design, but closer inspection revealed a very clever feature. The actual cuddy is secured in position on the main hull via four strong snap latches. Release them and the cuddy can easily be removed leaving you with a large open fishing boat.

Obviously this could cause problems if navigation lights or electronics are installed in the usual way, but a little thought could easily devise a system whereby the electrics could be disconnected by some sort of block connector, when it was necessary to remove the cuddy, say during the summer.

In an ideal world you could have two types of boat; an open boat with heaps of space on fine days or perhaps when drift fishing, with a substantial cuddy to provide protection from the worst of the elements when sat at anchor.

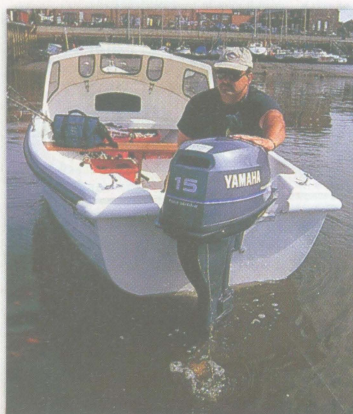


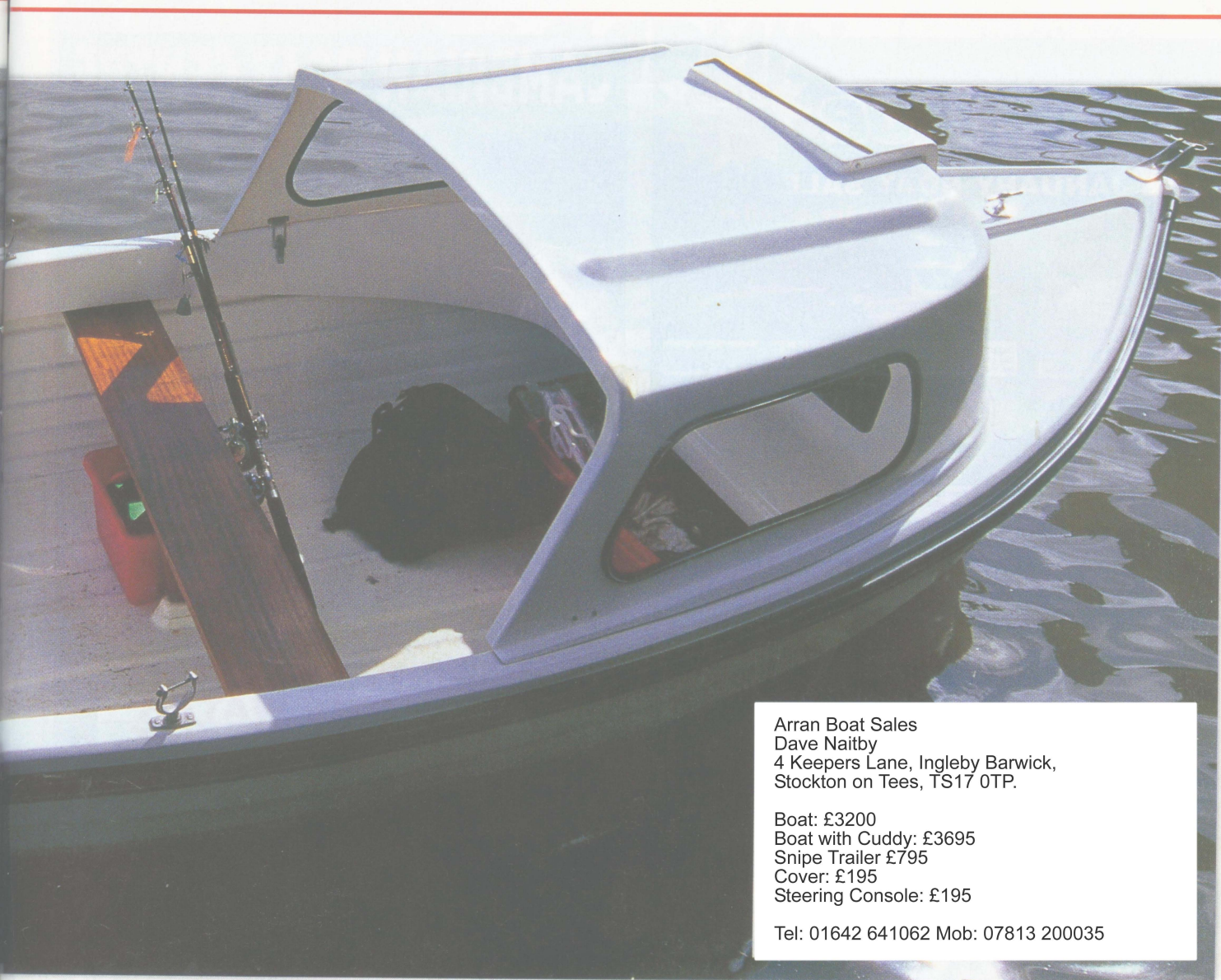
The Arran 16 is the perfect inshore angling boat

Let's take the tour

Access forward for anchoring is through a large opening hatch in the front of the cuddy. Moulded seats are provided beneath the cuddy with plenty of headroom, with stowage for the anchor and warp or other items of equipment provided in a spacious bow locker and with additional open stowage space provided beneath the forward seat.

A steering console can be installed on request, though on the test boat steering was via the engine tiller, which unless you routinely run long distances will be





Arran Boat Sales
Dave Naitby
4 Keepers Lane, Ingleby Barwick,
Stockton on Tees, TS17 0TP.

Boat: £3200
Boat with Cuddy: £3695
Snipe Trailer £795
Cover: £195
Steering Console: £195

Tel: 01642 641062 Mob: 07813 200035



fine, especially when the cuddy is removed because you have an uninterrupted view forward.

Inboard freeboard was adequate, though I must confess the deck surface could easily be improved upon with a coat or two of quality non-slip paint. A central wooden thwart serves as a seat amidships, and again

with a little more thought this could easily be adapted so as to incorporate useful stowage space for small items of equipment.

Moulded seats are provided within both the port and starboard quarters, with sufficient space beneath the transom well to stow both a standard 5-gallon fuel tank and battery box. Any water drains into a sump aft from where it can be expelled overboard by a pump.

Deck hardware fitted as standard includes a bow roller, polished alloy mooring cleats, rowlocks and a winching eye, while the excellent gel coat finish is protected outboard by the installation of

heavy-duty rubber fendering.

The hull is rated for use with outboard engines from 6hp up to and including a maximum of 15hp. Dave informed me that he had recorded speeds of up to 16 knots when the bigger engine option was fitted, though a more practical cruising average would be around 10 knots.

A characteristic of a displacement hull is that each hull has a maximum attainable speed, regardless of engine size. With this in mind I am sure that a 10hp engine would provide all of the power needed to make the boat perform. If you plan to carry a lot of gear or fish areas with a strong tide run, then it might be worth considering a larger engine.

The test boat was fitted with a 15hp Yamaha four-stroke, which not only performed impeccably, but also confirmed what I thought about engine ratings for this type of hull.

...and so to sea

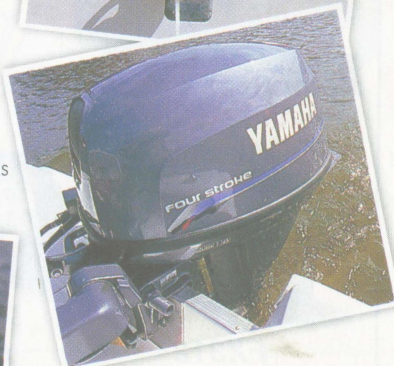
My all-to-brief trial took place within and around Whitby harbour, though with a mirror-calm sea offshore little more could have

been achieved had we ventured further offshore.

So far as performance and handling qualities are concerned, there is little more I can say other than the Arran 16 met my expectations. She's certainly a very stable platform from which to fish from, and there is plenty of room for two anglers to fish in comfort; three with the cuddy removed.

In short the Arran 16 is an ideal inshore angling boat to be kept either on a wet mooring or towed behind the family car.

My instincts were right 20 years back when I first saw the boat in the magazine. If I had the cash then I wouldn't have been disappointed with the boat... and I am pleased to see this fine boat has a new lease of life.



Top: The cuddy is held in place by four heavy-duty clips

Above: The Arran can take engines up to 15hp

Left: You get a pair of rowlocks for powering the boat by oars

