

**COLVIC
CRAFT**

A Boat Test by BILL BEAVIS

An edited article from *Yachting & Boating Weekly*, June 25th, 1969.

HIGH SPEED AMAZON 31'



Sitting behind the controls high up on the flying bridge racing along at 24 knots, it's not easy to forget how exhilarating this sort of boating can be. When the Amazon was on extended sea trials to Ostend the return 90 mile trip to Whitstable, in choppy seas, was made in five hours. Proof that only in a high-speed cruiser can you go to Ostend and back in a weekend and not worry too much about the weather.

Go further, visit more places in a short space of time and be confident of being back in time for work on Monday morning. The Amazon 31' is designed for high speed comfort.

The most striking feature about the Amazon is its flying bridge. Apart from the navigational advantages there is something very satisfying about sitting in such a commanding position. Here you are unquestionably top dog.

Visibility is excellent. It is possible to see right over the bows even at intermediate speeds before the boat reaches the plane and levels out. The steering position is on the port side. You can see along the entire length of the boat at a single glance which is most advantageous when berthing against a low jetty, such as found in a marina.

Surrounded on three sides by windows and a cockpit cover to stop sneaky draughts from astern, the flying bridge makes a perfect suntrap. The canopy above slides right back in fine weather, yet when sealed it's good and watertight.

The bridge, and gangway leading to it, makes only a small encroachment on the accommodation below

and the designers have placed this directly above the saloon table where reduced headroom is quite acceptable. I like the steering wheel. It is the runabout type, small, high-g geared and requires only slight movement to turn the boat hard round. This gives you perfect control, unlike some craft where half a dozen turns and both hands are needed for the same manoeuvres. There are enough instruments and dials on the control panel to fascinate a fighter pilot, clear to read and well laid out.

They include a speed and distance log, echo sounder, compass, engine temperature, oil pressure and fuel gauges, rev counters, klaxons, hydraulic outdrive lifting controls, trim tab adjusters and fire warning and foam smothering controls. The switches and individual fuses are neatly arrayed in a panel at the helmsman's side. There is a swivel-operated searchlight mounted on top of the canopy and each of the three front window panels has its own independent wiper. To complete the fittings there is, at the helmsman's feet, a small sliding window through which it is possible to tap the cook on the shoulder for drinks and sandwiches.

The forecabin is every bit as large as the main salon. It has a dinette, two double berths, a cocktail cabinet and seating for eight people. In fact it has been designed for party or evening use by adults while the children can be left undisturbed in the main salon.

Between the main and forecabins is the toilet and hanging locker. These would be better described as a bathroom and walk-in wardrobe, as they are so big. A chest of drawers and a shoe box have been built into

the wardrobe while the toilet includes dressing table, washbasin, cabinets and mirrors. There is also a shower and an air vent fitted with an electric fan.

Just as the skipper will be enamoured with the flying bridge, so will his wife, or cook, love the galley. It is well-lit and has a long and clear working surface. The cooker is recessed and covered with a Formica top. There is a pressurised water system and hot water provided by a Valiant Calor Gas heater.

Opposite the galley is the main dining table which is swivel-mounted to facilitate access to the far seats and can be lowered to form a double bunk.

The interior finish of the Amazon leaves nothing to be desired and, of its class, it is quite the most impressive I have seen.

One very neat feature on the foredeck is the self-draining deck locker just abaft the winch. It provides storage for the anchor, cable and mooring lines, so there is nothing to trip over. Even the lid lays flush with the deck.

The hull is GRP, semi deep-vee with a fine entry to reduce pounding. A radius has been introduced at the transom to make construction stronger and improve sea-keeping qualities in a following sea. The boat's sides have a slight outward flair, a desirable feature that not only increases the width of the side decks but eliminates what would otherwise be a large flat area. The moulding is to Lloyds specification and the finish again faultless.



The boat behaves extremely well under way. It reaches the plane effortlessly and is responsive to the slightest touch of the helm. A sharp turn at high speed produced no cavitation, nor did it heel alarmingly.

DIMENSIONS

LOA 31 ft. Beam 10 ft. 10 ins.
LWL 25 ft. 10 ins. Draft 1 ft. 9 ins.

SUGGESTED POWER UNITS

Twin 6-cylinder Mercruiser 160 h.p. petrol engines, with sterndrive units and power trim, remote controls, engine hour meters. Approx. speed 25 knots.

Twin Volvo Penta Aquamatic D21/250 75 h.p. diesel remote controls, engine hour meters. Approx. speed 10 knots.

Twin Volvo Penta Aquamatic D29/250 92b 92 h.p. diesels, remote controls, engine hour meters. Approx. speed 15 knots.



Colvic 31 Express Cruiser (formerly the Amazon 31) Hull and Superstructure mouldings available from:

Ardleigh Laminated Plastics Co. Ltd.

Wheaton Road, Industrial Estate East, Witham, Essex. Telephone: Rivenhall 4303.