



Sea Jay 565 Venture Cab

Sea Jay boats is a family owned and run company based in Bundaberg. Commenced by Col and Janelle Glass in 1989, Sea Jay has become a real force to be reckoned with in recent years on the national scene, despite the logistical challenges they face operating from their base in central Queensland. During the Sydney Boat Show last August, this pretty new cuddy caught Darren Shiel's attention - and a test of the 565 Venture Cab in question was pencilled in immediately. Darren picks up the story . . .

By design, the 565 Venture Cab is a large (compared to the rest of the Sea Jay range), family day/fishing cuddy made from a combination of plate and pressed aluminium.

With a generous cabin, and an equally spacious cockpit, the boat is designed to comfortably accommodate a small family on daytime outings, or a couple of guys for a Big Day Out - on the water, fishin'!

The boat has reasonable freeboard (not high 'wooded' as is the trend at the moment for larger boats), a decent cabin

with height and length, twin bucket seats on storage boxes and a rear lounge to complement the cockpit.

The set-up is a very attractive package when viewed from the trailer, and has very nice lines. The package has a very modern look, and is quite well finished by Sea Jay.

Measuring 5.65 metres down the centre line (6.2m including bowsprit and extensions) with a beam of 2.42 metres and a hull depth of 1.28 metres, the 565 is quite standard for a vessel of this size.

The 565 Venture Cab features the

'New Image' transom arrangement, designed to minimise engine intrusion, and allow greater buoyancy to the transom region to accommodate all makes of 4-stroke engines.

Also incorporated into this design is Sea Jay's "Reverse Chine" arrangement. Along with the welded strakes, these features are designed to enhance the boat's performance.

Engineering/Construction

Built from 4.0mm plate alloy bottom sheets, and 2.0mm pressed alloy sides,

Performance Figures

Revs	Speed (knots)
1000	2.8
1500	3.8
2000	4.9
2500	6.4
3000	10.8
3500	16.1
4000	19.7
4500	22.8
5000	25.8
5500	29.5
6100	31.2

Test conducted with three adults onboard and 50 litres of fuel. Speed figures with tide as measured on GPS.



the boat is quite standard by aluminium manufacturing principles. Using 15 ribs under the floor in this model, the area is well braced for strength.

The boat is also fitted with underfloor foam flotation, but not enough to meet the sort of specifications being mooted for the proposed new Australian Small Boat Boatbuilding Standard. Still, in fairness to Sea Jay, (and as Editor PW has explained several times recently) there is no such standard at the moment, and by all accounts, it could be a while before it materialises into anything more

than dialogue between the consultants.

Finish

Sea Jay have really picked up their standards of finish of late. The general finish of this boat was quite good, and the equal to anything I have seen from the likes of Quintrex or Trailcraft.

The paint finish is good, welds are clean and well done, and everything is nicely finished. The graphics on the boat really make the 565 look very attractive. The boats are fully carpeted; the inside of the boat has nicely painted sides, which,

although bare, are still reasonably attractive to look at.

Nevertheless, Sea Jay (and many of their competitors, for that matter) still have some things they can do to make a better boat.

The foam on all the boat's cushions for instance, are really just there as a token gesture. The foam on the rear bench seat is very thin, and really is not going to provide any cushioning from the prevailing conditions. The cabin bunk cushions and transom lounge are also vulnerable to this criticism. And what