



Fisherman & Boatowner FIELD TEST

The Sea Jay 685 CUDDY

Few boats have received the accolades that have been showered on this Sea Jay Cuddy from highly regarded, Bundaberg based plate (and pressed) ally builder.

F&B Report & Pictures by Geoff Browne in Darwin, NT

I received a phone call from F&B Editor PW the other day with regards to doing a full test on the new Sea Jay 6.8 Pursuit Cuddy cab. Puzzled about why it needed to be done in Darwin, I asked the obvious: "Why???"

He replied that the boat was whisked out from under him and sent to the Top End for the Annual Darwin Boat Show before he could get a look in, and that his first report in F&B had created a lot of reader interest, and needed following up – but at this point, there was only one of these Sea Jay 685s built, and it was on the truck already, heading north.

Shortly after we'd talked, I first saw it at the Darwin Boat Show, and even as I tried to make test arrangements with Byron Hazell, principal of BH Marine, he said "We'd better hurry up! This one is sold, so I won't have it for long - and so is the next one !

Not a bad result on a boat's debut, I reckon!

Design

A quick walk around the Sea Jay 685 while it was still on the trailer revealed sweet, flowing lines with a subtle step in the sheerline, working up to the raised foredeck, a pronounced shoulder flare, a long stem with 33° deadrise tapering back



to 19.5° at the transom with 100mm wide flat chines.

The LOA is 7.1m from the bowsprit to the transom, and importantly the beam is 2.49m to keep it legal. Five millimetre thick bottom plate and 4 mm sides give plenty of strength. The black paint work on the hull sides and white everywhere else is quite well finished but not over the top as all the welds can still be seen in areas that tend to get filled and faired rather unnecessarily - like handrails and such.

The welds are very neat and don't

need to be hidden, anyhow. The transom is about as busy as you would want it with a sturdy folding ladder fitted to the port side with an access door along with a set of Lenco trim tabs (bolted to standoff brackets rather than screwed to the transom itself - great stuff) and the scuppers for the self-draining main deck. These are the spring loaded commercial type that can be closed if needed.

The main deck is actually higher than the scuppers, so water has to actually run uphill first.

The only water that came aboard on test was when the Darwin Pilot boat came past the stern as it was leaving the wharf with about 1.0m of stern wave left behind, so for day to day use, the scuppers could really stay open.

Immediately next to the transom door is a cavernous bait tank which can be plumbed or used as a big bin. The next compartments contain the 2 batteries and switch gear.

A cleaning table is in the centre and the fuel filter is on the extreme starboard side easily viewed.

Two side pockets run the full length of the cockpit with an extra small shelf just under the gunwale, for smaller more easily lost items that tend to disappear forever once they go in a side pocket full of all sorts of