

**F&B's**  
**QUICK TEST**

# JBS 4.75 C.Console

(The Updated Version of F&B's "Red Ink")

One of the more enduring reports that we've run in F&B concerns the original 4.3 m JBS Side console we named "Red Ink".

This little red boat had an astonishing effect on everybody that ever came in contact with it. The original Project showed that in a boat as small as 4.3 m it was possible to achieve "big boat" levels of stability, ride comfort and a very high degree of safety. This was brought about by virtue of the full length buoyancy tanks and yes, a true self draining cockpit.

In fact, I lost a bottle of Bundy on the issue of safety, as I'd bet builder Cliff Joshua that it wouldn't support its own weight, let alone that of its crew if it was filled up with water - come in spinner! With the assistance of a bare footed Damon Olsen (not a small chap, I might add) we tried very hard to sink the red boat. Apart from Damon getting wet ankles when he stood right back on the transom and forced the bung 'oles under water, we conceded that Cliff was right, and due the bottle of Bundaberg's finest.

Although the *Red Ink* Project was concluded several years ago, the inquiries for the craft have never stopped rolling in.

Late last year, Cliff completed the latest version of "our" little boat, and brought it down to Runaway Bay for a quick pre-delivery run.



Interestingly, it was fitted with an 85 hp 2-stroke Suzuki - not something we'd choose in this era of smooth, quiet and extremely economical 4-strokes, and an engine that was unnecessarily powerful for this hull.

However, it gave us a chance to look at the first of Cliff's new "Hi-Lift" transoms specifically created to maintain the craft's static float plane even if it's carrying a much heavier engine that this boat was originally designed to support.

As you can see in the photographs, what he's done is fill out the bottom right through and under the original duck boards (or 'swimming platforms'). He's created a distinct ledge right across the transom, now "filled in" with boat underneath.

This feature, combined with a number of modifications they've recently made to their main boat building jig, means that the original 4.3 metre *Red Ink* hull has now been



pulled out to a full 4.75 metres - although the basic cockpit area has only changed a smidgen.

In this case, Cliff has built either a very big centre console or a tiny shelter cabin. I'm not sure what it's called, but it works surprisingly well and provides a very useful storage area for tackle boxes, clothes, esky, etc. It measures 980 mm wide and there's 1.550 m from the head of the cabin back to the seat box (see photo). Behind the seat box there's still a net area of 1.465m with 1.73 m beam between the coamings. With 110 mm wide coaming flats and a one level floor throughout, there's a fantastic amount of fishing room in what is still a relatively small craft. It also has a huge kill tank (1150 L x 590 W x 200 H) so there's plenty of room to put away a big catch of snapper or mackerel.

Running the boat in mill pond conditions brought back many fond memories. This is still an exceptional hull and remarkable for its

amazing stability, soft dry ride and easy planing ability. It doesn't need anything like 85 hp because it's not a fast hull.

What makes the JBS 475 so delightful to use at sea, is that it will plane right down to 11 or 12 knots and just poke along through the hills and valleys of the ocean with a disarmingly soft, dry ride more fitting of a boat about 10 foot longer.

Indeed, such is the inherent seaworthiness of this boat I wonder whether it doesn't encourage people to go where perhaps they shouldn't go in a 16 footer - witness Damon Olsen's run in *Red Ink* out to the Gardiner Banks north east of Fraser Island!

Mark you, there's ample evidence to show that seaworthiness is not necessarily related to boat size. A boat like this, having full length buoyancy tanks and a self draining cockpit, driven by someone well versed in small boat handling at sea, could go just about anywhere.

Note the JBS 475 is available with a choice of hull shapes - 8 degrees (here) 12 degrees and 16 degrees of deadrise (vee at the transom) which Cliff varies according to the boat's application. Boatowners staying inshore are better off with the 8 or 12 degree hull, to get the better stability and more economical performance. Boatowners regularly fishing offshore would be better off with the slightly



softer 16 degree hull and a bit more power to compensate.

**Summary** Still one of the best small craft in Australia without any doubt at all. It puts most pressed alloy boats of this length to shame in terms of ride comfort, seaworthiness and safety. Yes, you'll pay a premium for this, because it's obviously much more expensive to hand build a boat like this in plate aluminium than it is to mass produce a tinnie on a production line from pressings. From the writer's viewpoint, it's simply a question of budget. Many people do not want a big boat at all - but most boatowners appreciate the big boat features such as ride comfort and safety. In the JBS 4.75 it's proof positive that you can get big boat features in a small boat

package and what I believe is still an extremely competitive price.

As shown here, the basic centre console version, complete with fairly ordinary paint work, outdoor carpet on the cockpit sole, the acrylic windscreen, push

pull steering, underfloor fuel tank (100 L) but no mechanical or electrical fittings, the JBS 4.75 will cost \$10,800 including GST from July 1, ex-Brisbane. For further information and literature about this craft, please phone Cliff or Lillian

Joshua on (07) 3806 1787. Readers with Internet on line should check out their advertisement on page 31 of this issue for their E-mail and home page address.

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