



JBS 6.4 Centre Cab

It's been quite a while since we tested one of the Joshua family's plate aluminium boats, so we were looking forward to having a run in a new 6.4m on the day it was being delivered to its happy owner. Powered by twin Suzuki 90hp 4-strokes, this rig is in a configuration that has extremely wide appeal for boating and fishing families across Australia. Although this one will be based in Brisbane, it could be used just about anywhere.

Report, Pics by Peter Webster

As most of the long-term readers are aware, F&B has had a long and happy association with the Joshua family. Headed up by one of Australia's oldest working boat builders, the 70 'something' young Cliff Joshua, and his ever patient wife Lillian, this family is growing exponentially into the boat building world.

First it was the youngest son Wayne coming in to join Dad in the family business. Now the eldest son, Malcolm, has joined Wayne and Cliff, building what are proving to be some of the most enduringly popular plate aluminium boats in Australia.

The last couple of years have not been easy for the Joshua's, a downturn that commenced with the tragic death of their original foreman, Reg Kadell, in a traffic accident. This was followed by a period when Cliff, having got back on his feet from this major loss, succumbed to a series of illnesses and medical problems which knocked the old bugger around quite a bit.

In the meantime, Lillian soldiered on, keeping home and factory going with her usual calm aplomb, whilst bringing young Wayne up to speed as the responsible boat builder in the

family business.

Malcolm was still up in Darwin, where he was based whilst cruising the Gulf of Carpentaria with his lovely wife Pauline, in a GRP sailing catamaran they'd built in Brisbane. This was part of a program they'd put in place to get the 'cruising bug' out of Malcolm's system, before they settled down to have their own family.

Watching from afar was quite traumatic, and the couple knew that with Cliff's illnesses looking pretty serious, their cruising life was destined to be curtailed.

And indeed it was, although Malcolm certainly has a stoic view on the situation, largely because he is himself such a pragmatic, happy sort of bloke. He seems to be able to swing with whatever life hands him out, deal with it, and keep smiling.

Today, all four have knuckled down to getting JBS back up to speed, and whilst Cliff and Lillian of necessity have to step back somewhat in the future, there's no way on this earth anyone's going to keep Cliff out of the workshop - about 7 days a week, too! Why? Because, as he puts it "Peter, there's still so much to do - and there's so much happening, it's really very exciting!"

Background Again, just to hark back into history a little, long term readers will remember that we started working with Cliff on that wonderful little 4.3m Red Ink project, a side console 'platey' the like of which we've never seen before or since - and has intrigued readers for the last 7 or 8 years since the project was first launched, run and finalised.

Then we built several JBS 5.2 centre cabs, helping the family develop this into one of the most popular boats of its kind in Australia. This model has grown to 5.5m as it now embraces the maxi-pod style transom which added 300mm to the original hull.

There's a particularly fine example of this being built as this magazine is produced, and we look forward to sharing the latest version of this with F&B readers in a couple of months time.

The 5.5 m JBS is still an outstanding craft that stands pretty much alone in this field at the moment - especially as most of the plate aluminium boat builders are high-tailing it out of the sub 6.0 m class, and heading into the 6.5-8.0m size range, to avoid the ever-increasing competition from the giant Quintrex-Stacer juggernaut.

After we built the 5.2's (as they were then) we then built the 5.8 JBS called *Anyway*. This was another nice boat, which we fitted out very carefully and powered with one of the first 130hp 4-stroke Honda's in Australia. During this period, we also built the big 7.2m JBS cruiser called *Genesis*. It was - and remains - a remarkable craft.

Sadly, its on-going development virtually collapsed following the death of Reg Kadell. This was a terrific blow to the family, and it has taken them quite a long time to recover - and the whole *Genesis* project was basically put on the back burner for 'future development'.

Needless to say, that time is nigh, and for the first time in several years, the Joshua family is now talking about putting that project back in place towards the end of this year.

In the meantime, however, their plans are to concentrate all of their energies and resources on the new 5.5 and this 6.4m centre cab (or cuddy, centre console or half cab) model.

Design As shown on these pages, long-term readers will recognise the familiar JBS hallmarks. The very sweet



Above: A very compact duo - the latest 90hp, 4-stroke Suzukis are just about the perfect installation on this 6.4 JBS combining economy with excellent performance. Below: Isn't this a terrific layout for a spot of bottom bashing !



Below: This is cunning - keeping the deadrise at the transom quite moderate to boost stability and promote low speed planing. recognising that the stern will rarely if ever come clear of the water - especially with 378kg of Suzuki on the tuck.

