



The 175hp HPDI Yamaha is an economical power plant for the Sea Jay 6.2 Pursuit.



Good vision from the helm area.

Well set up Sea Jay 6.2 Pursuit

SOMETHING I seem to continually mention when it comes to boat and motor tests is the importance of finding a well-balanced package.

Regardless of how good the engine and hull are in their own right, you need to ensure that the right engine is set up on the right hull.

You want them to work together to give a premium ride, top handling and good fuel efficiency.

Too much focus can sometimes be put on price and you often see boating packages set up where the engine isn't going to perform well because it is underpowered for the boat.

This doesn't mean that the engine and boat are no good but just that they won't perform well together.

First-time boaties are not going to know this until they hit the water with the family in tow and then will wonder why the boat won't plane and why it uses way too much fuel.

This is where the onus is on marine dealers and manufacturers to provide a boating package that performs at its optimum capabilities.

Obviously you need a quality hull and engine to begin with, but how they are matched will make the difference to ride and performance.

Knowing how and why



Large side pockets and two gunwale pockets provide practical storage options.



There is plenty of fishing room in the Sea Jay.



Boat Review
by BEN COLLINS

a hull works is very important, especially when it comes to marrying up an engine and then a prop.

The ability to put all the pieces of the puzzle together is integral in ensuring buyers get a boating package that has good acceleration out of the hole, holds the plane at slower speeds and has good fuel economy.

These features are particularly important with an offshore boat as you need that punch when crossing coastal bars.

Being able to plane at a lower speed is also essential as often conditions offshore mean you can't travel very fast.

And obviously with the distance required to travel you want a fuel-efficient package.

A boat package that I recently tested and which ticked the boxes when it came to the correct setup was the Sea Jay 6.2 Pursuit, fitted with a Yamaha 175hp HPDI.

Designed specifically for hitting the deep blue the Pursuit 6.2 has a lot of things going for it which are complemented nicely by the Yammie.

As you can see from figures in the performance bulletin, the hull and en-

gine are very well suited.

The best fuel consumption was achieved around 3500rpm which equated to an optimum cruising speed of just under 21 knots.

As you look a little closer at the data you can also see that the Pursuit comes on the plane around the 3000rpm mark and maintains good fuel consumption through to around 4500rpm.

And this is where you want your performance to be.

Having that window of premium performance allows you to handle a variety of weather conditions or load-carrying capabilities.

These are the things that go into making a good offshore or inshore boat.

However you need to look a little deeper into the makeup of this boat to understand how it has been designed and constructed to handle the tough Australian conditions.

The bottom hull, transom, longitudinal stringers and keel are all made from 5mm 5083 plate alloy.

In addition they are all tied together with 4mm cross bulkheads and fully welded, creating a self-draining floor.

Underneath the floor are air chambers as well as buoyancy foam for extra flotation and safety.

While there is very high integral strength in the hull, it is the design that gives it a solid ride and stability at rest.

Just by looking at the Pursuit 6.2 you can see it has a good deep-vee style hull, allowing it to cut through the waves.

The slightly flared bow also softens the ride and deflects spray.

Reverse chines that run along the waterline assist in deflecting any spray.

Stepping inside the Pursuit there are several features that jump out as positives in making this a good fishing platform.

The seat frames have been designed to enable an icebox to be fitted underneath them.

This gets the icebox out from under your feet and

gives more deck space for fishing.

The test boat was fitted with an optional 110-litre icebox with a split lid that fits the seat frame cavity perfectly and allows the lid to open without the need to slide the icebox out every time.

It can also be optioned up with an upholstered lid, allowing even more seating positions.

Other space-saving devices include two gunwale shelves and two side pockets.

Pockets are also positioned in the helm with a passenger's side pocket to keep all your odds and ends out of the weather.

Additional storage can be found under the cabin bunks and this is a great place to keep your life jackets.

The cabin area has been designed to fit a portable toilet which can be housed out of sight in one of the bunk cavities.

The helm area is functional with good space for your electronics.

There is also additional storage for radios or MP3 players in the console built in underneath the hard top.

This will keep them away from the elements and within easy reach.

The hard top comes standard with eight rod holders for conveniently stowing away your rods, giving a feeling of comfort, especially during the cooler months.

Other standard features include a fully plumbed bait tank and an alloy bait board with four additional rod holders.

For added safety, Sea Jay has housed the fuel tank in the Pursuit in a separate fuel cell, which is basically a tank within its own cavity.

This design eliminates any fuel or fumes escaping into the bilge in the unlikely event of fuel spillage and removes any potential danger associated with a fuel spill.

Although I only had the chance to test this boat in Moreton Bay and not offshore, it handled well for a 6.5m boat and had the overall feel of a bigger vessel with ample fishing room.

The hard top was a feature I liked, but one modifi-

cation I would make would be to insert a window into the front clear to allow a bit more breeze through.

This would also make communication when driving the boat on and off the trailer a little easier.

For more information on the Pursuit and full list of inclusions, give the crew at Sea Jay a call on 07 4152 2111.

The price of the boat as tested with registration, safety gear (including EPIRB), trailer and Yamaha 175hp HPDI is \$88,750.

The 6.2 Pursuit is also available with a Yamaha 150hp Saltwater Series 2-stroke including registration, trailer and safety gear from \$75,200.

You will find video footage uploaded on the Bush 'n Beach Fishing website, so check out www.bnb-fishing.com.au



The optional icebox is a great idea.

Performance Bulletin

Test Date: 17th May 2011

Performance Data

| RPM | Ave Knots | Ave L/h | Ave Nm/L |
|----------|--------------|--------------|-------------|
| 600 | 2.80 | 4.10 | 0.68 |
| 1000 | 4.30 | 6.40 | 0.67 |
| 1500 | 6.00 | 8.85 | 0.68 |
| 2000 | 6.80 | 12.70 | 0.54 |
| 2500 | 8.90 | 14.50 | 0.61 |
| 3000 | 15.10 | 19.05 | 0.79 |
| 3500 | 20.90 | 22.55 | 0.93 |
| 4000 | 25.10 | 28.85 | 0.87 |
| 4500 | 28.30 | 36.40 | 0.78 |
| 5000 | 31.80 | 46.40 | 0.69 |
| 5500 | 37.10 | 51.45 | 0.72 |
| 5600 WOT | 38.80 | 68.90 | 0.56 |

Boat Manufactured by:
http://www.seajayboats.com.au/plate_xtreme

SEA JAY 6.2 PURSUIT

Length (LOA) 6.50M
Beam 2.49M
Dry Weight 1,180KGS
Max Hp 200HP
Fuel Capacity 300L
Weight as Tested (approximate) 1,750KGS

Z175GETOX/11

Horsepower 128.7kW (175ps) @ 5000rpm
Engine Type 2.5 Litre 2-Stroke HPDI 76° V6
Weight 220kg
Gear Ratio 1.86 (26/14)
Mounting Height 2nd Hole

PROPELLER

Series Black S-Steel M Series
Diameter/ Pitch 13% x 17"
Part Number 6G5-45978-03

TEST CONDITIONS

Crew 2
Air Temperature 18.3°C
Wind Speed >10 Knots
Fuel 100L
Water Temperature 23.3°C

TEST PERFORMANCE SUMMARY

Max Ave Speed 71.85km/h or 38.73Knots
Best Cruising Km/L 0.93Nm/L @ 3500rpm
Range, Based on 95% Fuel Capacity at Best Km/L 264 Nautical Miles
8% Prop Slip at 5600rpm

Data may vary due to changes in weather, tide, boat load, hull & propeller conditions, temperature, atmospheric pressure and wind direction. Fuel data gathered with a non-calibrated Yamaha fuel gauge. Speed data recorded with GPS receiver.
Yamaha Motor Australia accepts no responsibility for the accuracy of these readings.
All test data is recorded with the engine fully trimmed in (4), until 5500 RPM, where possible.