



## SAVAGE 435 JABIRU PRO Reviewed by Wayne Kampe

**A** move to warmer climes has seen Savage back and better than ever. These days the former Victorian made craft are produced under the roof of the giant Telwater conglomerate at Coomera, QLD. Amongst the Savage range coming off the assembly line is the acclaimed 435 Jabiru Pro - one of the original 'punt' style sportfishing boats which these days, are a must have for many calm water sportfishos.

Comparing the Telwater constructed 435 Jabiru Pro with a friend's older but still going strong craft saw me noting just a few changes. There was a little more floor depth, and a tad more beam, yet the very strong rolled decks, ample storage capacity and all important hull efficiency which extracts good performance from modest power remains unaltered.

Up front there's a solid bow eye with a wide and very strong foredeck adorned with side rails which are useful around the ramp or maybe for a quick tie up for a few casts to a likely hot spot. Storage under the Jabiru's thirty centimetre high carpeted front casting deck is via paired lockers.

Of definite value was the seat spigot set up between the hatches, allowing an angler to work up front while using the foot control of an electric motor to position the rig. Located centrally in the rear of the Jabiru's casting deck was a large roto-moulded well which allows buyers the option of further storage, or alternatively there's full factory plumbing to serve as a competition sized live well.

Within the large, fully carpeted work area aft there's sufficient uncluttered space for four anglers (which is the craft's capacity)

to fish in easy comfort. Side rails and rod holders are useful, as is the fact that there are no less than three seating positions aft of the console. One is set to port (somewhat forward for best weight distribution) and another to starboard to cater for a side mounted console if fitted, while the seat nearest the engine had its mounting on the forward face of the rear thwart which formed part of the aft casting deck/storage area that extended right across the stern.

Easily opened hatches allowing access to fuel tanks or a battery were standard fitment. Note that all shelving in this area is situated off the floor - as it should be - with the Mercury's tote tank snugged onto the port shelf.

Pedestal style swivel bucket seats were fitted to the test rig, and I found knee and leg height to be ideal everywhere. Most

Over the short wind chop and wash in the Coomera River, the Jabiru rode very well thanks to the proven fine entry and excellent above water flare bow design mated to a 12 degree deadrise aft, with no inclination to bang or make excessive noise as she was driven hard over wash from passing craft.

Thanks to well formed under-hull pressings I also found that the 435 Jabiru Pro could be turned very hard without side slip, and figure of eight turns at speed were very neatly executed indeed. Stability at all times was brilliant, whether underway or at rest. Just what one should expect from such a well designed punt.

The ride was quite dry but as with any other open boat of this size and configuration, users might need to put on the spray jacket if running across windblown chop coming from the side.

In summing up, I consider that the Queensland made Jabiru gives nothing away to its predecessors whatsoever and still retains great value for money in a basic, no frills fishing rig that is suited to sheltered or semi sheltered water fishing applications right around the country. The test rig was not painted but paint, along with a host of other often requested features such as a bow mount plate, battery tray, full length side rails, rod holders, side pockets, transducer bracket, Bimini, side console and transom step are available ex factory.

**Price as reviewed was \$14,500. For more information contact your local Savage dealer or have a look on the net at [www.savageboats.net.au](http://www.savageboats.net.au).**



importantly this included while driving the tiller steer 40 Mercury two-stroke.

With engine ratings from 30 to 40hp, the Mercury two-stroke Long Shaft 40 was ideal power for the 435 Jabiru Pro with its 222 kg hull. Two up the craft planed at 13.1 kph with minimal engine power. Cruising at around half throttle saw a speed of 35 kph on the GPS, with wide open throttle recording a brisk 48.4 kph.

In typical two-stroke style, the 40 Mercury just wanted to get up and go, and a twist of the throttle saw instant pick up at virtually all engine revs. Conventional two-stroke engines tend to be overshadowed by four-stroke and hi tech direct injection models these days but they are still potent power plants. I noted that the 40hp Mercury two-stroke was not at all noisy and virtually smokeless during test runs.

