

SAVAGE 435 BAY CRUISER

Reviewed by Andrew Norton

The entry level 435 is one of most popular models in the Savage aluminium range and has the features needed for family fishing.

Measuring 4.35 metres by 1.87 with a hull depth of 1.07 metres, the 435 has a bare hull weight of 273kgs and 2.0mm bottom and 1.6mm topsides sheeting. The maximum power rating is 40 or 120kgs on the transom.

The hull design differs from conventional Savage aluminium hull shapes in that the entry is fuller with the chines taken further forward. Above the chine level is still convex but the maximum beam is carried further forward, giving more floor space at the helm than the Savage 455 Bay Cruiser! The hull also has a shallower deadrise at the transom without the broad down-angled chines of the 455.

Forward is a cast bow roller with high cheeks to prevent the anchor line from falling off the roller. Unfortunately the nav lights are mounted on the aft ends of the rails and too far forward to shine

through the correct arcs. These should be moved aft to alongside the curved centre opening windscreen, which thankfully is clear for night navigation.

Aft of the bow roller is a mooring cleat directly ahead of a deep anchor well with access to this directly through a side hinged panel in the windscreen. The full width dash is basic but has space for full engine instrumentation and a compact sounder atop this, while to port is the ubiquitous plastic glovebox. The upholstered pedestal helm and passenger seats are supportive and well positioned in relation to the steering wheel. The optional bimini top fitted to the demo 435 was high enough to stand under easily but not too long to restrict casting access between it and the transom and the carpeted floor at the helm area was low enough to provide adequate standing height at the helm. Sensibly the 435 has strong grab rails inboard of the windscreen.

The rolled sidedecks are wide enough to sit on while angling over the topsides and incorporate low side rails and a

single angle plastic rod holder each side. Cockpit side pockets are fitted under the side decks and mounted off the full carpeted main floor to provide toe holds when playing a fish over the topsides.

Ahead of the full width outboard well is a fold-down and removable aft lounge, under which is access to the battery with space opposite for a kedging anchor. A nice touch is the rolled transom capping which has a flat top either side of the outboard cut-out to enable a transom-mount electric trolling motor to be fitted. A checker plate boarding platform is fitted to port of the outboard mounting but I'd re-locate this to starboard so a longshaft auxiliary outboard could be mounted here if needed.

Brisbane Yamaha of Burpengary QLD, which supplied the demo 435, chose to fit a carburetted two stroke Yamaha 40VETOL in line with the usage requirements of most of the potential owners. The 40 was the maximum rated power but at 88kgs only 73 percent of the maximum transom loading, providing good fore and aft hull trim even with





passengers on the aft lounge.

Unlike its premix Yamaha 40X counterpart the 40V has variable ratio oil injection, making refuelling and storage much simpler. The 40V's three cylinders also create far less vibration at trolling speeds enabling the engine to suit the needs of 435 buyers better than the twin cylinder 40X. The 40V is the smallest carbie two stroke Yammie to be fitted with a voltage-regulated alternator to prevent 'frying' the starter battery on long runs to and from a favourite fishing spot and being a de-rated 50 is very under stressed for its output, ensuring a long service life.

With its cold-start fuel primer (much more effective than electrically-operated chokes) the demo 40V started instantly hot or cold. Spinning a 12 inch pitch Yamaha alloy prop and pushing a total of 600kgs including two adults the 40V trolled us at 1.9kts and 700 revs using 1.5lph with hardly any oil smoke appearing. The 40V planed us at only 12.5kts and 3100 revs and cruising quietly at 4000 revs the averages were 17.8kts and 8.6lph. Through full lock figure of eight turns at these revs

no prop ventilation occurred and the mechanical steering was direct but reasonably light.

Into a nor'easter chop to 40cm on the Gold Coast Broadwater the hull wasn't quite as soft riding as the 455 in these conditions but much drier when taking the chop on the port or starboard bow, with no spray reaching the windscreen. The 435 tracked well across the chop or downwind with minimal helm corrections needed and would be a very forgiving boat for beginners.

The Wide Open Throttle averages were 24.5kts and 19.7lph at 5100 revs and although the engine was slightly over propped for this loading it should gain another couple of hundred revs as it runs in.

Back at rest the hull heeled initially then stiffened as the chines immersed and handled two adults (210kgs) standing to one side. With the bimini erected the hull had a slow, slightly bow-downwind drift rate.

The demo 435 was easily retrieved on its keel roller and bilge skid Dunbier Centreline 4.4 trailer, which fortunately doesn't need brakes and so has minimal

maintenance requirements. Overall with its optional two tone paintwork the demo hull was well finished and at 610kgs with safety gear, ground tackle and a full portable fuel tank on the trailer the 435 is easily towed by a current model Toyota Corolla.

As tested and as of November 2009 the 435, 40V and Dunbier 4.4 combination retailed for \$20,490, good value for its versatility and low maintenance costs. For more details contact Aaron Goodchild at Brisbane Yamaha on (07) 3888 1727 or email aaron@brisbaneyamaha.com.au. ◀

