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## **PERFORMANCE**

Boating World's Derrick Levy fired up the engine and confidently drove it off the Targa's immersed platform, then proceeded to show me what this gutsy craft is capable of, before handing over the reins for me to try for myself. I fit into the 'solid' category, and I found that with my weight up in the bow (with Derrick skippering) on the extremely choppy and windy day we had, some spray was caught in the wind and thrown back onto me – however, I can forgive this since really the only time you'd need to be out in conditions like that would be if you needed to be – such as having your boat moored in a cove

and you need to get to or from land. In all other circumstances, be it exploring the coastline from your motoryacht or even just having the Williams Jet as a runabout for the kids, you probably wouldn't be out on the water anyway – but it is good to know the little girl can handle it should the weather suddenly turn. Otherwise, the solution is simple – throttling back to slow speed seemed to solve the issue of a very light shower.

The 80 HP Weber motor will get you to a top speed of around 66 km/h (35 knots) while the bigger 100 horses will be good for up to 77 km/h (42 knots) – if you can hold on tight enough, anyway.

Acceleration on the Williams Jet 285 is extremely good. The propulsion relies on a high torque jet to really squeeze the water in the pump and push it out fast. This is essentially a lightweight PWC, so expect around the same level of performance. I wouldn't be surprised if this tender could outrun most modern sports cars in a full throttle sprint off the line.

This 285 has to be the most nimble boat I've ever driven – even in comparison to PWCs. It is just so light on the wheel and super responsive that you will need to apply some caution on your first time behind the steering. You simply can't go flat out from the get go, as you shouldn't

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in any boat, really, since the faster you go, the firmer you'll grip the wheel – and the less able you are to take your hand off to throttle back. I think that, perhaps, this may be the true reason for the safety kill switch attached to your wrist. This boat is pretty stable and unlikely to flip over, but as is the case with all boats and PWCs, you'll find that it is in fact very safe – in the hands of a good skipper.

I had immense fun jumping over some surface chop and turning and weaving hard through the swell rolling into the bay. A simple going to get groceries from shore tender this is not. This jetboat is more akin to a water-lover's go-karting dream!

## CONCLUSION

I really wish you could see and appreciate, as I do, the level of quality and attention to detail in this boat. In my time, I've seen much bigger and far pricier boats which couldn't compare to the manufacturing quality in the Williams Jet. It's evident that the builders take pride in their work to produce a craft which not only looks good, but pleases the most discerning of eyes.

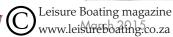
Pricing of a Williams Jet 285 with the 80 HP motor starts at £17 640 (ex. factory).

For more information contact the exclusive importers, Boating World, on (021) 418 0840 or email info@boatingworld.co.za









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