



## Stacer 475 'Easy Rider'

It will come as no surprise to learn that bowriders are the fastest selling boats in Australia next to open tinnies, and not surprisingly, just about everybody has a number of bowriders in their range. The growing Stacer range is typical, with no less than 4 so-called Easy Rider models in their range – and it looks like there's more on the way. Last month, we had the chance to run one of the very latest models, and came away convinced the Australian bowrider concept is continuing to evolve . . .

**T**he Stacer 475 Easy Rider, or "bowrider" to use the generic term, is typical of this modern generation of wide beam, high freeboard, big volume aluminium boats that are proving so hugely popular with Australian boating families.

This particular EVO hull is available in a number of configurations including: centre console, runabout, quarter cab and of course, this bowrider model.

It's a terrific hull, and it's easy to see why it's so popular. It's stable, roomy,

comfortable to walk around and has absolutely stacks of room for growing families.

The bowrider concept is also fantastic in the sense there is so many things you can do with them. The seating set-up, for instance is unusual, in that there are actually seats here for a whole family – and comfortable ones at that. This is very often NOT the case in many popular cuddy cabs and runabouts.

Apart from the obvious comfort that this provides for every member of the family, for once including the kids, this

also allows the boat to be used for a wide variety of roles.

Here, in a \$23,000 package, is a boat that can be used most successfully for towing kids on tubes and wakeboards, entry level skiing, social skiing for adults who are pretty good at it and want to stay in touch. It's also a terrific hull to take the family snorkelling or serious scuba diving if that's part of your particular boating passion.

However, having acknowledged all of these features, let's get back to its role that we're most interested in at F&B – using the boat as a family

fishing boat. And once again we find the boat is absolutely ideal for this role – it can be used superbly to fish at anchor, on the drift, near shore, down by the rock walls for luderick, or back inside in the river for anything from flathead in the mouth to bass and perch back upstream where the freshwater begins.

Let's have another closer look at the design specifications.

**Design** Overall, the 475 does measure 4.75 metres from the bow to the transom but in fact it has an overall length from the bow roller to the transom plate of 4.85 metres. On a trailer, you'll need 5.90m clearance in the garage, and 2.0m in overall height without canopies or biminis up in position.

It has a beam width of 2.17m – and that's taken right out to the waterline so it's actually bigger than that sounds in comparison to most fibreglass boats, for instance. The hull depth is 1.15m (again, that's a very "tall" figure by many GRP boat standards) and when we ran the tape over it, we found that some of the other measurements were also substantially bigger than many of its competitors.

For example, the rear cockpit measured from the opening into the bow section back to the transom is a full 2.100m in length, with an average 1800mm or 1.8m in width between the coamings. This is a huge area – and fantastic for the whole family. But on top of that, you've got another area forward of the windscreen where the seats measure another 1.050m long and 530mm wide. Translating that into family speak, that means you could have 3 kids up there under 12 very easily, a couple of adults and a couple of ankle biters at rest, or a couple of adults cruising along without any problems at all. It's quite a big, comfortable area and of course for kids it's just fantastic. There's probably no more exciting place to be in a boat than up in the bow section safely down in the seats and enjoying all the thrills of riding through the air over the water at speeds of anything between 20-30 knots.

The boat is set-up nicely in the seating department. There's swivelling seats for Dad and Mum, there's a rear lounge for a couple of kids or friends, and although the squab is a bit narrow (unnecessarily so given the length of



the cockpit) it's still quite comfortable for an hour or so without too much drama. And for kids, it's perfect.

As noted, there's more seats up front in the bow section but just in the rear section, with the bow section shut off, you've got very easy seating for a family of five.

Other measurements of note for fishos include observing the coamings are a very useful 180mm wide, which means additional rod holders can be positioned intelligently right around the boat without the bases intruding too much into the free cockpit area.

Internal freeboard is a good 590mm, and for a boat this size that's very good. That's measured at the lowest point in the cockpit too, you'll be pleased to note.

The maxi pod transom system the Stacer incorporates provides that wonderful wall affect across the back of the cockpit, and this goes a long, long way to creating a level of seaworthiness that is extremely pleasing to see in a family boat of this type.

It puts the outboard right outside on its own ledge across the transom, and this is not the waste of space you might think – the area is used very intelligently indeed.

On the inside of the ledge, it's a battery shelf leading across to the area where the electrics' master switch is located and on the outside, apart from providing for the outboard itself, it's also a terrific swimming platform and boarding ladder area for the tribe