

Stacer 429 TS NOMAD



For nearly three years, the Stacer 429 Nomad has been a vital member of the F&B production facility, providing the backbone (and the transom!) for our 20-40hp outboard test series. Carefully chosen from the beginning as the ideal craft for the program, it has exceeded all our expectations – and then some.

Ruth Cunningham's at the helm, Peter Webster has the story and pics.

The Stacer 429 was picked up at the factory on September 26, 2007 at around about the same time as we ordered the big 670 Diesel Quintrex Offshore Hardtop, but where the diesel was fraught with various fitting-out problems, the Stacer went to work pretty much the day after we picked it up.

We'd chosen the Stacer 429 because we needed a boat that would handle the weight of 40hp 4-strokes, let alone the almost-as-heavy 20hp 4-strokes that have a lesser power: weight ratio

than the bigger engines. We were confident it would easily handle the 20-40hp 2-strokes and of course, it did. Some of the best tests we conducted in fact were the 2-stroke models, when it was obvious that the decrease in weight on the transom benefitted the whole stance of the craft.

But that's getting ahead of ourselves – let's go back and have a look at the design issues surrounding this interesting craft.

Design

We should note here that this is

still a current production model in the Stacer range and frankly, we can't see any likelihood of that changing in the near future. This is a very good boat, very well designed and suits a huge variety of applications very well.

People often write to F&B and ask what sort of tinny they should have, how big it should be, how much power it should have, etc. Over the years we've counselled everybody who would listen that they should pay particular attention to this 14-15' range (in the old measure) or what is in the metric equivalent, 4.2-4.6m.

Not surprisingly, and this will not



We've trialed a lot of engines over the last couple of years, and with the exception of Mercury and Tohatsu, managed to arrange a good representation of 2-stroke and 4-stroke models in the 20-40hp class. It is impossible to get them together all at once - so this was the next best thing - same boat, same crew, same conditions.

In the next round, we plan testing engines in the 8hp - 15hp 'clamp-on' classes using our 3.55m Horizon tinnie as the outboard's 'mule'.

