

Stacer 509 CrossFire Review - BoatAdvice



by Dom Wiseman

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We had thought that Stacer already had a comprehensive line-up of boats to suit seemingly any purpose but for 2016, in response to dealer and customer feedback, they have added a new model range aimed at anyone looking for a versatile “in-between” that can be used for watersports and fishing on flat water.

Named the CrossFire, the platform utilises the Nomad hull already and is available in four different model sizes, 489, 509, 539 and 579 and comes with a three-year warranty. Where it differs from all other Stacer models is in the internal layout which Stacer says is designed as 80% fishing, 20% fun but after my first run, in the Stacer CrossFire 509, which is 5.26m long, I’d say it’s skewed the other way around.

WHAT YOU GET

The 509 CrossFire is a side console that utilizes [Stacer's](#) new side console unit, which allows for a

large multi function display screen to be mounted in the dash. The tough, durable plastic console is big enough to accommodate a 9-inch display and engine gauges or a 12-inch system that displays the engine gauges on the unit. It also provides some open storage underneath and has space to the right of the steering wheel for a radio and switch panel. The throttle is mounted on the side of the gunwale within easy reach while driving seated. Reaching it standing up, should you wish to do so, is a bit of a stretch. There is also a small open storage space here with some space taken up by the steering cables. A small hatch in the front of the console provides access to a dry storage area.

The console is mounted well back in the back two-thirds of the boat. The helm pedestals are a fairly standard cushioned style with four positions in the boat. They feature a high backrest and are white with grey highlights. At the transom an optional ski pole was fitted to the test boat while a small transom-mounted live bait tank sits on the rear port side. Rod holders, there are four in total, are located in the gunwale, two in the rear corners and one on either side at the front. A small storage space sits just above floor level beneath the transom. For fishing fans the entire port side is taken up by a lockable rod locker which will accommodate most Australian rod lengths. The anchor light is also located here.

[Stacer](#) has included the new Shark carpet throughout which is as durable as the old carpet but is a tighter weave which means fishing hooks dropped on the floor will not imbed themselves into the carpet. There is space for a dual battery set-up in centre of the floor, which is ideal if you opt for the optional electric motor and bracket.

All that is fairly standard in terms of set up for a boat of this style, however, the entire front of the boat is taken up by a vee shaped seating arrangement. It provides great access to the front of the boat and the anchor locker located under a timber carpeted hatch in the right at the bow. In standard guise, the seating here comes without cushions or a backrest, however, these are an option you can select when purchasing. There's plenty of storage here for lifejackets and safety gear on either side. For serious angling Stacer provide an option for an infill and there was talk of a modular live/kill tank set up for which you can see a fitting on the starboard side. The seats have an angled front edge which increases space in the cockpit.

The freeboard internally is deep enough across the entire boat and the standard fittings including radio, rod holders, cleats, transducer brackets and transducer.

For anyone concerned about load carrying, the 509 CrossFire is capable of a basic load weight of 653kg. Some fishermen I know will come close to that with their tackle box alone!

POWER

All [Stacer](#) supplied Boat/Motor/Trailer packages are fitted with an [Evinrude](#) outboard. The test boat had a 115hp E-TEC direct injection model, which is fuel efficient and powerful, strapped on the back. Operating at a max rev range of 5500 to 6000rpm they do not require a breaking in period. They also come with a three-year limited warranty and only require servicing every three years or 300 hours. The torquey nature of these outboards makes them a suitable option for this style of boat where water sports will be a serious consideration. The engine weighs 155kgs

ON THE WATER

The 509 CrossFire performed extremely well in the flat conditions with no obvious handling issues. Sitting behind the console is comfortable and provides a great view of the surrounding water. The acceleration provided by the 115hp Evinrude ETEC is impressive and has the boat literally jumping onto the plane, even with four adults on board. The hull does have a slight curve that helps get it up onto the plane quickly. Trim the engine up a little and it sits perfectly on the flatter rear part of the hull and runs smoothly across the surface. While the water was flat on the test day the hull clearly has enough angle at the entry to slice through oncoming waves.

Turning is also responsive and predictable while the hull is extremely fun and playful. We would have loved to have seen some rougher conditions to really test the capabilities of the package; however we weren't able to find any on the test day. When crossing the wake of other boats the 509 CrossFire slicked through the wake and dropped into the troughs with ease. For families who will be heading out in fair-weather conditions, something we all try and do, the hull will perform admirably.

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TOWING

The standard trailer for this boat is made in house and is a 1400 Alloy model with skids and mechanical brakes. It can be towed behind a standard medium sized family car. It's a single axle trailer, which can be tricky to reverse, so if you're unsure, practice before you head to the ramp.

OVERVIEW

I really like the concept of the 509 CrossFire. The vee seat design up front adds space without impinging on space, providing a versatile set up for water sports and fishing. Families will love the options this package will open up while thrill seekers will find enough fun and performance with the Evinrude 115 engine fitted.

POSITIVES

Versatility

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Driving

NEGATIVES

Seat cushion not standard

Driving standing difficult

NUMBERS THAT MATTER

Price: (as tested) \$44,589

Construction: Aluminum

Length Overall: 5.26m

Beam: 2.22m

Max hp: 115hp

Engine Fitted: Evinrude E-TEC Two Stroke DI 115hp

Fuel Capacity: 77 litres

Capacity: 5 people

Weight on trailer: (approx.) 950kgs

