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REVIEW

July 6, 2018



Stacer 499 Sea Ranger SC 2018 Review

Stacer has added new side and centre console models to its plate alloy boat range. The first of these tough new fishing boats is the Stacer 499 Sea Ranger SC

The introduction of the Stacer 499 Sea Ranger SC expands Stacer's plate alloy boat range to around two dozen models across seven hull sizes. The 499 Sea Ranger SC is now the entry plate aluminium model, available with a centre console or a side console helm configuration. We tested the latter, paired with a smooth, powerful Evinrude E-TEC 90hp DFI two-stroke outboard.

Overview

Stacer has been in the news recently for its [innovative new Revolution hull bottom shape](#). What has escaped many, however, is this longstanding Aussie trailerboat manufacturer's expansion of its production-plate alloy range.

Half a dozen or more new entry sized plate boats, and the introduction of a full range of centre cabin boats, has boosted the heavy-duty plate alloy line-up to a massive 24 models. Family boaters and fishermen can now choose from a variety of configurations and layout, including side and centre console open deck fishing boats, as well as cuddy cabins, centre cabin and semi-enclosed hardtop offshore fishing boats.

The flagship of the Stacer plate alloy range is the impressive 759 Ocean Ranger Expedition hardtop family cruiser/fishing boat. At the other end of the range, the entry model is a new side console boat, the Stacer 499 Sea Ranger SC.



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What we like!

- A strong, durable production-plate boat
- Self-draining, all-welded allow floors
- Versatile size, practical fishing layout

Not so much!

- Console needs a wind shield/deflector



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slim-line three cylinder 90hp E-TEC two-stroke outboard.



Price And Equipment

The Gold Coast's Whitewater Marine has package prices for the Stacer 499 Sea Ranger SC starting from \$37,300 with an Evinrude E-TEC 75hp longshaft (20") DFI two-stroke outboard riding on a single axle Stacer alloy braked trailer.

This is pretty decent value for a 5.0m heavy duty plate alloy boat - particularly as it includes lots of good gear and equipment.

Among the standard inclusions is a big poly plastic anchor well on the foredeck, fully welded tread-plate alloy casting deck and self-draining rear cockpit and welded side deck extrusions. The 499 Sea Ranger SC gets a moulded plastic side console helm station, bow and stern rails and tie-off cleats, dual pedestal chairs with four in-floor seat sockets, side pockets, kill tank, VHF radio, transom live bait tank, four welded alloy rod holders, and more.

Our test boat was set up as a demonstrator with a range of optional extras as well as a more powerful 90hp Evinrude E-TEC DFI two-stroke outboard. The additions lifted the price to \$46,126.

The extras fitted to the test boat included hydraulic steering, a high-performance Viper propeller, a Lowrance Elite-5Ti fish finder/GPS, a bow trolling motor plate with battery box, deck wash, vinyl hull wrap, horizontal rod storage locker, Stacer's Mega chopping board, a third pedestal helm chair, rear boarding ladder and a 12 volt outlet on the console.





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Design And Layout

Like most side console boats, the Stacer 499 Sea Ranger SC has a roomy interior with large, uncluttered fishing decks to allow three or four anglers to move about freely and to fish in comfort. The helm console is smaller than most too - which provides for more width and fishing space in the rear cockpit.

The downside to the smaller console is that there is less dash and fascia space to install stuff. That said, the console is big enough to accept a decent sized flush-fitted electronics display, along with the required engine instrumentation, switch panel and the like.

There is no wind-shield fitted to the helm console, but it does have a very useful overhead grab rail along and a couple of flip-out cup-holders.

The sporty looking steering wheel and side-mounted throttle are well positioned to drive the boat while seated, and the skipper has an unrestricted view of the surroundings. The helm controls are easy to use and there is ample foot/leg room beneath the console.



The console does not have a storage shelf, but there is an elevated side storage pocket alongside the helm chair which stretches aft to the transom.

In the Sea Ranger's standard specification, there would be a matching side pocket on the port side. In our test boat this space was filled with the optional horizontal rod storage locker - which has a hinged, tread-plate alloy lid/hatch so you can stand on it.

There is an additional storage area under the elevated casting deck up forward. Beneath a large heavy duty tread-plate 3mm alloy hatch there is a



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Alternatively, fishermen interested in competition fishing can convert the casting deck locker into a large live fish well with a divider to separate fish caught by two anglers.



Moving aft again, there is a kill tank/fish box (which can double as an extra storage location) situated under the cockpit floor just aft of the forward deck. It has an overboard drain for convenience.

The included live bait tank is situated aft, built into the port side transom coaming. It is moderate in size with a clear front glass window for viewing and monitoring the health of your baits.

Beneath the bait tank there is an elevated, carpeted storage shelf stretching across the transom. A hatch in the centre of this shelf opens to reveal a battery locker and access to the bilge for servicing, etc.

Notable options fitted to our test boat included the rear boarding ladder and Stacer's Mega chopping board. The latter slots into a transom socket which can also take a ski-pole.

The chopping board itself is a functional unit with a nylon cutting surface, storage trays, cup-holders and four aft facing plastic rod holders.





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forward entry shape and a moderate vee angle back at the transom.

The hull also has pronounced lifting/planing strakes to each side of the keel, and wide, flattened outer chines. This combination allows the hull to lift quickly onto the plane and provides excellent stability at rest and underway.

At sea, we found the Stacer 499 Sea Ranger SC to be an easy handling, dry and well mannered craft. It rides nicely in chop, surfs safely out of wave troughs in a following sea, and takes sharp turns easily and with a nice bite or grip on the water through the middle of the turn.

Throughout our test, the hull felt well balanced, safe and capable. In light of this we would happily run the 499 Sea Ranger SC a dozen or more miles offshore to fish the coastal reefs, or chase small marlin, mackerel, tuna, etc.



As noted, the test boat was paired with Evinrude's three cylinder 90hp E-TEC DFI two-stroke outboard in the longshaft configuration. This is Stacer's stated maximum output for the boat and yet we felt the hull could actually handle a little more power. That said, the Sea Ranger performs well with the 90 on the transom.

Our test boat accelerated strongly from idle and up through the middle rpm range. The boat and engine responded immediately to throttle input, and never felt lacking in power or grunt with two adults onboard.

At wide open throttle, with the boat trimmed out and skimming across the tops of the waves, the Sea Ranger attained a maximum speed of 34.1kt (over 60km/h).

Verdict

The Stacer 499 Sea Ranger SC is the smallest of Stacer's plate alloy boats, but it is also one of the most capable, practical and versatile.

As noted, we'd happily fish offshore waters in this tough, durable craft, yet it is still small enough to troll the estuaries and inshore sand flats for



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...the term motorboat, and you can use it for a range of fishing activities.



PERFORMANCE - SPEED

- 2.7kts (5.0km/h) @ 1000rpm
- 4.0kts (7.5km/h) @ 1500rpm
- 4.9kts (9.1km/h) @ 2000rpm
- 5.9kts (11.0km/h) @ 2500rpm
- 13.5kts (25.0km/h) @ 3000rpm
- 17.3kts (32.0km/h) @ 3500rpm
- 22.1kts (41.1km/h) @ 4000rpm
- 25.9kts (48.0km/h) @ 4500rpm
- 29.2kts (54.5km/h) @ 5000rpm
- 34.1kts (63.2km/h) @ 5600rpm (WOT)

PERFORMANCE – ECONOMY

- 0.7 l/ph @ 1000rpm
- 2.6 l/ph @ 1500rpm
- 5.4 l/ph @ 2000rpm
- 9.3 l/ph @ 2500rpm
- 10.8 l/ph @ 3000rpm
- 13.0 l/ph @ 3500rpm
- 17.1 l/ph @ 4000rpm
- 21.2 l/ph @ 4500rpm
- 25.4 l/ph @ 5000rpm
- 27.0 l/ph @ 5500rpm (WOT)

MAXIMUM RANGE ON 95% OF 77l FUEL TANK: 97.34nm @ 3500rpm

What does the Stacer 499 Sea Ranger cost?

Price as tested: \$46,126 including an Evinrude E-TEC 90hp DFI two-stroke longshaft (20") outboard with hydraulic steering, Viper propeller, Stacer aluminum single axle braked (mechanical over-ride) trailer, vinyl hull wrap, Lowrance Elite-5Ti 50GX (card) fish finder/GPS, a bow trolling motor plate with battery box, deck wash, horizontal rod storage locker, Mega chopping board, a third pedestal helm chair, cockpit lighting, rear boarding ladder 12 volt outlet on the console, a four person inshore safety gear kit, sand



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sand anchor kit, and 12 months QLD boat and trailer registrations.

- Length overall: 5.1m
- Beam: 2.24m
- Hull weight: 542kg
- Depth: 1.10mm
- Weight on trailer: Approx 1,150kg
- Bottom & transom alloy: 4.0mm
- Topsides alloy: 4.0mm
- Maximum power: 90hp
- Maximum engine weight: 185kg
- Engine as tested: Evinrude E-TEC 90hp DFI two-stroke
- Fuel capacity: 77L
- Flotation standard: Basic
- Maximum persons: Five

Supplied by: Whitewater Marine



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