



The hull is designed to deflect the water away.

# New Stabicraft - 609HT

HI there, one of the spin-offs of being a writer for BNB is the opportunity to do a few boat tests.

Being out on the water in a shiny new boat can hardly be regarded as work, and the only hard part is remembering to be objective about the boat on test.

The weather also has to play its part with enough wind to bring up some waves to test out the handling.

Ben and I arrived at the Cleveland ramp midweek and the weather was perfect for testing the two Stabicraft boats that the crew from Leisure Marine Capalaba had waiting for us beside the ramp.

The model on test here was the 609HT.

Most readers will now be familiar with the Stabi design concept of constant deadrise deep vee plate alloy hull surrounded by rectangular section alloy tubes.

This results in a very capable hull with immense reserves of buoyancy.

The boats have a fairly unconventional look to them that might not find favour with posers that would rather have "bling" than a practical fishing boat.

I personally like the look.

What can't be argued is the high standard of workmanship.

The standard of the welds, both mig and tig, are excellent and even when you look into the hard to get to places you will see good welds.

And it doesn't stop with the welding, as all the alloy work has been cut very cleanly and to close tolerances, which I imagine is done using computer-controlled equipment.

What this adds up to is a lot less stress on the welds than on a hull with badly fitting components.

The paint is flawless and sensibly has only been applied to the topsides, leaving the unpainted tubes



Boat Test  
by RON MOLE

and bottom to deal with the inevitable bumps and scrapes that leave a painted bottom looking pretty sad after a few years.

The 609HT has the "wheelhouse" hard top configuration that is becoming more common on large trailer boats.

This is a good setup with full weather protection while standing up driving in rough conditions, and a lot better than trying to peer through a set of foggy and distorted clears.

It is also more space efficient than a typical half cab or walk around of similar size, leaving more useable and important fishing space out the back.

The cab on the 609 has tinted glass all around with the side windows sliding for good ventilation. It also has a couple of very efficient wipers on the screen.

The dash has the engine management gauges, in this case Honda, fitted across the top with a large flat section below for fitting the sounder and GPS.

The wheel is set at a good height for either standing or sitting.

Its helm seat has a tilt up cushion to give more room for standing in rough water and provides some thing to lean back on.

The passenger has the same type of seat but mounted on a box with another seat attached to the back of the box.

The cuddy cab has the usual vee berths with storage underneath and down the sides.

A large hatch is located on the deck for handling the ground tackle into the separate anchor well.

There is also easy access forward from the back of the cab around the outside.

Side decks have a non-slip finish and are wide enough for a sure footing,

There are solid handrails running down both sides of the roof to hang on to while moving forward.

The rear section of the boat is a nice obstruction-free fishing area with flat chequer plate floor and screwed down panels covering the 200 litre fuel tank.

This amount of fuel should be adequate for most offshore missions, especially with today's more fuel-efficient engines like the 150hp Honda.

Side comings have large side pockets, which are always handy.

The batteries and oil bottle, if needed, are in a separate compartment up off the floor with an external battery isolation switch.

The transom has a built in live bait tank and this boat also had an optional "bait station" with a larger live bait tank topped by plastic cutting boards.

On the passenger side of the transom is a lift out door to walk through to the rear platform and a fold down boarding ladder.

The transom also houses the fuel filters, fuel taps and bilge well with 1250lph bilge pump.

Out on the water we headed across to Peel and at this stage it was still fairly flat, allowing us to

open both boats up. The 150 proved to be a good match for this hull with lively acceleration and topping out around 75km/h.

All that extra planing surface provided by the big rectangular tubes down either side give the Stabi slightly different handling characteristics to the usual deep vee hull.

They tend to sit flatter in hard turns and also are less sensitive to trim.

When accelerating hard from a stop these hulls don't climb up onto the hump but sit level with a smooth transition onto the plane.

Using the trim the nose can be tucked in for running into the chop, but trimming right out the prop will blow out long before the bow climbs high and starts bouncing.

Another bonus of the side tubes is that these boats are very stable at rest.

Twenty degrees of deadrise in a light plate alloy hull can be very tender, that's why most are a lot less.

Less deadrise also means harder ride into the chop.

The Stabi's 20-degree deadrise works well into the chop and all that extra buoyancy is good when running downhill.

Out in the open, north-west of Peel, the northerly was pushing up the classic ugly bay chop so we ran the boat through it from

all directions, including hard turns across the face of waves, and didn't get any nasty surprises.

This is a boat that inspires confidence and I think you would have to be doing something pretty silly to get into trouble in one.

On the spec sheet the approximate towing weight is listed at 1150kg, which seems light for a boat of this size.

This opens up a bigger range of tow vehicles as well as easier handling at the ramp.

I also drove the other bigger boat on test quite a bit for the photo shoot and it was pretty impressive as well. ⚓

## PERFORMANCE

RPM	Km/h
3500	40
4000	51
5000	67
5300	70
5800	75

## Specifications

Length Overall: 6.2m  
External beam: 2.38m  
Tube thickness: 3mm  
Hull thickness: 5mm  
Dry Hull weight: 660kg  
Recommended HP: 130hp  
Max HP: 175hp  
Number of People: 7



The looks of Stabicraft have come a long way since the first model.



Live bait tank and bait board. Batteries are off the deck in the centre compartment.



The helm with plenty of visibility.



Passenger seating and stowage.



Rear boarding deck and an economical Honda.