

Check this out - Something you don't often see behind a cat - a beautiful smooth, flat SINGLE wake and prop flow.



Webster Twinfisher 4.9

Report & Pics by F&B's Peter Webster & Ruth Cunningham

If we've had a surprise package thrown at us in 2009, this 4.9m Webster Twinfisher easily takes the cake – it was not expected to be as good as it proved, nor as well finished, and not nearly such an appealing package – but it is all of those things. And much more.

We didn't go to Brisbane's Nudgee Creek to test the Twinfisher as such. As you'll read elsewhere in the magazine, we were actually on duty testing the latest 60hp Honda outboard Greg Nickerson's Northside Marine team had skilfully installed on the transom of a Stacer 479 Nomad, and kindly offered to provide a camera boat for the Honda



Northside Marine salesman Ross Tanner did a great job as driver of both the Twinfisher and the Stacer. Well done!

trials.

When he and Ruth talked about using the Twinfisher as the camera boat, we both thought that would be a darn good idea. Interesting, too, because we've heard a lot about the new organisation behind Twinfisher, now headed up and manufactured by Daniel and Kelly Schofield in Orange, NSW.

Regular readers will have observed that our state editors in just about every corner of Australia referred to the new Twinfishers in their columns recently. Needless to say, we were keen to have a look at them for ourselves, and made arrangements to do just that. But this was a bonus – we were there for the Stacer



Main Specifications

Hull Length 4.9m
 Max Beam 1.88m
 Max No Persons 5
 Gunwale Height 650mm
 Gunwale Width 120mm
 Fuel 100 litres
 Hull Material Aluminium
 Hull weight Approx 475kgs
 BMT Length 6.50m
 BMT Height Approx 2.1
 Rec Power 60-90hp (XL)
 Plate - Bottom 3.3mm
 - Sides 2.5mm
 Floatation - Two airtight
 sponsons



479 / Honda 60, and if a Twinfisher was available for camera boat work and a quick trial, we weren't about to complain!

It all worked out beautifully – the Northside team had the Stacer/Honda package running sweetly, we recorded the extra good figures you'll see elsewhere, and when the time came to shoot pictures, we switched boats and jumped into the Webster Twinfisher.

Now the writer has to confess to having some prior knowledge of the Twinfishers back in the days when Ron Webster made them, and it wasn't an entirely satisfactory experience for either of us. I was concerned that the Twinfishers had some real shortcomings with the single engine, the standard of finish and some of the construction methodology.

So it was going to be interesting to check it out all over again, circa 2009.

Well, as they say in the classics, you could have knocked me over with a feather.

Ruth took over the controls as per usual, I picked up the cameras and we started work taking pictures for the Honda/Stacer report. Within minutes, both were commenting how good the Twinfisher felt, how surprised we both were at its standard of finish, and how



pleased we were with the package Greg and his people had put together with the single Honda 90hp 4-stroke on the transom.

Hell, this rig was percolating! It was doing it with a standard of performance that was very much the equal of any similar sized mono - or cat for that matter. But hang on, it's only got one engine . . . How can this be so?

From Ruth's perspective, driving the rig in a pursuit or chase position, is a task she has done for years with enormous skill. She was doing things at the helm that she would only do on boats that she really trusted; it takes quite a lot of nerve to run alongside 'stray' boats when you're travelling side by side at over 30 knots – especially if you have to sit in their first wake wave . . . so please don't try this at home!

Sure, Ruth probably does this better than almost anybody in Australia but the fact is we went all the way down the Nudgee Creek and then up again before we actually stopped to think that we were working with a brand new, untried (by us, at least) single engine cat that was performing flawlessly. No cavitation, no froth, no funny wake – it was just a single engined boat – ba-boom!

Initially, our thoughts were concentrated on the Honda/Stacer "victim" because that's what we were there to film and so the Twinfisher became a sidebar to the main game until the photography and the pursuit work was finished and then we headed back to the ramp.

With Northside's young Ross Tanner doing a sterling job in the driving department (that takes nearly as much skill as it does in the camera chase boat) we were very pleased with the outcome and took

