

**YAMAHA F9.9 £2,651**



THE much copied Yamaha is neatly designed and has a good carrying handle. Ours had a smallish gear lever on the starboard side of the engine, but a version with it on the side of the tiller arm is also available, which would be better for auxiliary use on a sailing boat.

Unusually it was a little tricky to start at first, but once running was very quiet and smooth – all the way through the rev-band. The friction adjuster on the shaft clamp was also a little tight, so steering by the tiller was fairly hard work.

Apparently the driveshaft on the new F9.9F and T9.9G has a special narrowed centre section that is designed to

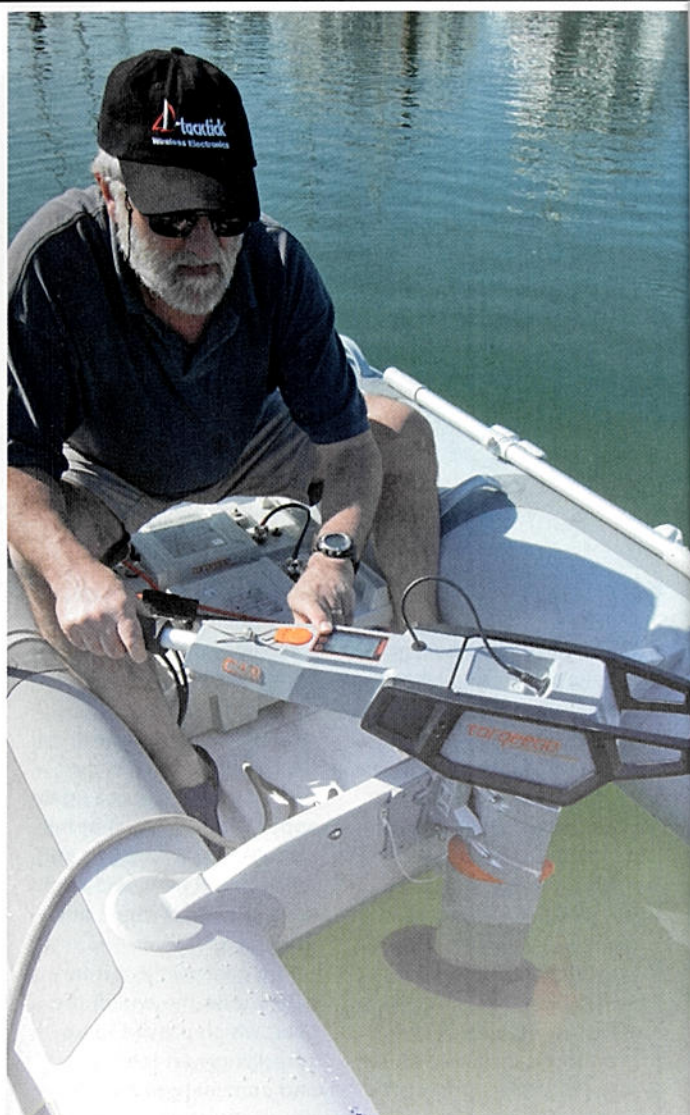
momentarily 'twist' should the prop come into hard contact with an underwater object, protecting the power head, propshaft and other vital engine components.

The Yamaha is available with electric start, remote controls and power tilt. There is also a high thrust model, the T9.9, which is even more compact and has an extra long shaft option (25in), higher gearing and a Dual Thrust propeller that redirects the exhaust flow away from the propeller, said to reduce cavitation and increasing thrust by a further 60-70 per cent.

**VERDICT**

**Results on the pull test were good and it was joint first with the Mariner on noise emissions. It just feels and sounds better quality than the Chinese-made engines, but then it should do – costing, as it does, almost twice the price!**

**Contact:** Yamaha  
**Web:** [www.yamaha-motors.com](http://www.yamaha-motors.com)



**TESTED  
9.9HP OUTBOARDS**

**SPECS**

Make/Model	Power	RRP	Eng size	Max RPM
Hidea	9.9hp	£1,369	212cc	5,500rpm
Honda BF10	10hp	£2,149	222cc	6,000rpm
Mariner F9.9M	9.9hp	£2,031	209cc	6,000rpm
Parsun F9.8BM	9.8hp	£1,344	209cc	6,000rpm
Suzuki DF9.9A	9.9hp	£2,375	208cc	6,200rpm
Vector F9.9S**	9.9hp	£1,389	212cc	6,000rpm
Yamaha F9.9F	9.9hp	£2,651	212cc	6,000rpm
Torqeedo Cruise 4T	2.2kW	£2,899***	n/a	1,300rpm****

\* 4-blade prop \*\* 8hp tested \*\*\* Excl batteries \*\*\*\* prop speed

## TORQUEEDO CRUISE 4T £2,899 (EXCLUDING BATTERIES)



THIS is a brand new model from respected electric outboard builder, Torqeedo. As a comparison to the 10hp petrol outboards, the thrust from this unit is claimed to be comparable, which makes it a genuine alternative to a petrol outboard for a yacht's tender, RIB or small cruising craft up to four tons.

This new generation of Torqeedo is more powerful, tougher and, most importantly, fully submersible. They give you instant torque and plenty of top-end power, without the noise and smell of a petrol engine.

Furthermore, a built-in GPS, smart electronics and LCD give you an excellent picture of your speed over the ground and power capacity reserves in either percentage, or time remaining at the current output.

The outboards are much lighter than the petrol equivalent, but do require some pretty chunky batteries, so there's still a lot of lugging around to do! Our's came with two of the latest plug-and-go, 24V Lithium-Ion batteries (the 10hp version needs 48V), which are relatively light and easily carried, but frighteningly expensive at

around £2K a pop! There are two models available, the 2T (6hp equiv/24V) and the 4T (10hp equiv/48V). We tested the latter, but the 2T is still well able to power RIBs and small cruisers up to 3-tons.

The battery requirements of the 4T will obviously limit its use on tenders, but it would be fine on a trailer sailer or similar. The 2T is only 24V, so requiring just two 200Ah AGM batteries at

around £500 each and weighing some 130kg. Running the 4T on four (in series) of the less expensive AGM batteries would mean adding an extra 260kg to the overall load, barring its use on small inflatables, but less of a problem as an auxiliary.

### VERDICT

**We really liked the 4T. It accelerated instantly, was very powerful and easy to use, although the batteries took up a fair bit of space in our 2.5m RIB. We were planing in a few seconds, making 12kn two up and with two 25kg batteries.**

Being the first in the country we didn't have it long enough to do an endurance test, but figures from the company suggest around three hours at half throttle using two 104Ah Li-Ion batteries, or eight hours at low revs.

**All of the test team said they would definitely consider one of these if they had a trailer-sailer or small cruiser, but would want to fit a decent solar panel and/or wind gennie to ensure they had some back up.**

**Contact:** Torqeedo GB  
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Weight	Shaft	Ignition	Gear shift	Prop	Trim	Shallow	Charger	Start	Remotes	Pull	Noise	W'ty
38.0kg	S	CDI	Front	PI/3-bl	4-posn	Y	12V/6A	M	N	85kg	78db	2yrs
42.0kg	S/L	CDI	Front	AI/4-bl	5-posn	Y	12V/6A	M/E	Y	94kg*	74db	6yrs
38.0kg	S/L	CDI	On tiller	AI/3-bl	3-posn	Y	E only	M/E	Y	86kg	75db	5yrs
35.0kg	S/L	CDI	Side	PI/3-bl	5-posn	Y	No	M	HT model	88kg	78db	2yrs
39.5kg	S/L	CDI	On tiller	AI/3-bl	5-posn	Y	12V/6A	M/E	Y	82kg	80db	3yrs
38.0kg	S/L	CDI	Front	PI/3-bl	4-posn	Y	No	M/E	Y	85kg**	78db	3yrs
39.9kg	S/L/EL	CDI	Side/tiller	PI/3-bl	4-posn	Y	12V/6A	M/E	Y	88kg	75db	3yrs
18.3kg	S/L	n/a	On tiller	PI/3-bl	4-posn	Y	n/a	n/a	R-model	100kg	n/a	2yrs