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# YELLOWFIN IS BACK!

Report by Brent Delaney

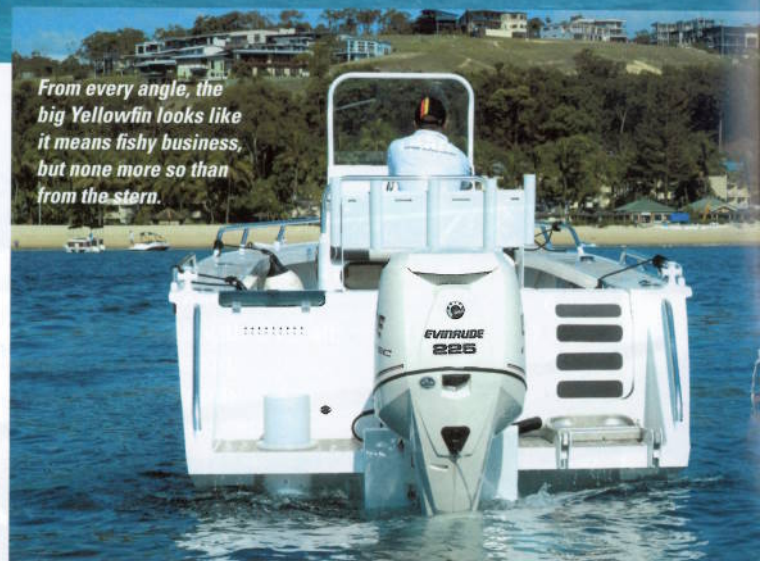
**In the history of Australian sportfishing boat development, the original Yellowfins — a pair of centre-consoles measuring 5.6m and 6.0m respectively — command a chapter of their own. From their birth nearly 30 years ago, they have come and gone at least three times. But now they're back with a vengeance. We preview the all-new Yellowfin 6700 CC, a robust plate aluminium centre console that comes jam packed with standard features that has it biting at the bit for some hot offshore fishing action.**

The newly-launched and redesigned Yellowfin range is destined to appeal to the current crop of offshore anglers who are after safety, comfort and modern sportfishing features to take on the high seas. These tank-esq plate aluminium boats are crammed with fishing-ready features.

Yellowfin are owned and manufactured by Telwater, the giant Queensland-based boat-builder that also produces Quintrex, Savage and Stacer aluminium boats. The ethos behind the range is to provide a solid and dependable offshore boat that is squarely focused on fishing, as is evidenced by the extensive list of fishing-related standard features.

The Yellowfin range consists of three models (5700, 6200 and 6700) which each come in centre-console or cabin configuration. Our test boat was the 6700 CC, centre-console model.

I first spied this boat during Club BRP, bobbing on a mooring off Tangalooma on Moreton Island and my initial impression was that it looked like a no-nonsense workhorse fishing craft. My subsequent experience with the boat confirmed my first impression — there is



From every angle, the big Yellowfin looks like it means fishy business, but none more so than from the stern.

nothing particularly beautiful about the Yellowfin but it is built like a Sherman tank and is extremely functional as an offshore fishing boat.

Moreton Bay helpfully dished out a range of conditions for the test. As storm cells brewed and swept across Moreton Island, a solid chop developed to give the deep-vee bow of the Yellowfin a proper workout. Later in the test period, the bay flattened out to glass.

## RIDE

The test boat was fitted with an Evinrude E-TEC 225hp outboard that featured the new ICON shift and throttle system, the only one (at the time) fitted in the country. The boat is rated to a maximum of 250hp and the big 225hp E-TEC had no trouble lifting this solid plate craft out of the hole and onto the plane.

The Yellowfin has a 20 degree deadrise at the transom and a sharp entry, deep-vee bow that, in theory, should carve through waves. This proved to be the case. This boat cut nicely through the Moreton Bay sloop and chop and delivered a surprisingly smooth

A stern view further illustrates the many standard features that render the Yellowfin ready for action.



No argument here that the pointy end is functional, both in terms of practical storage and fishing access.



console is a real Trojan horse: big, accessible and functionally compartmentalised.

for an aluminium craft. The ride quality is no doubt assisted by the stiffness of the boat. The bottom sides of the hull are 5mm thick plate aluminium and the upper sides are 4mm plate. In addition, the boat has a welded sub-frame rib structure. The ingredients of the Yellowfin suggest that it should be able to cope with the rigors of wandering the high seas in search of fish. The 6700 CC is a big heavy boat (for aluminium) and it was stable for a craft with a deep-vee bow. The four people on board during the test were able to move around the boat freely and stand on one side without the boat listing dramatically.

## OUT

The centre console of the Yellowfin is quite forward oriented, no doubt to assist balancing the boat and help to get the nose down. The boat has a generous forward casting form (low set as you would expect from an offshore craft) with two big side-by-side hatches that provide some storage under the form. There are more storage hatches under

the floor in the back half of the boat, plus a forward hatch and shelves on the centre console, and more hatches on the lean seat. Its batteries are stored in a recess under the chopping board and the boat sports a 250L fuel tank which should provide adequate capacity for reaching your favourite snapper marks. It also comes standard with a transom door.

The Yellowfin has a utilitarian tread aluminium floor which is self-draining (a vital feature for an offshore boat that is sure to take a few greenies over the bow). The floor doesn't look particularly pretty, but it will last and you will be able to just hose it down to clean up blood and guts. As with most aspects of this boat, fishing function over form has taken precedence.

In general, the layout of the Yellowfin is clutter free, offers reasonable storage for equipment and rods and is focused on fishing utility.

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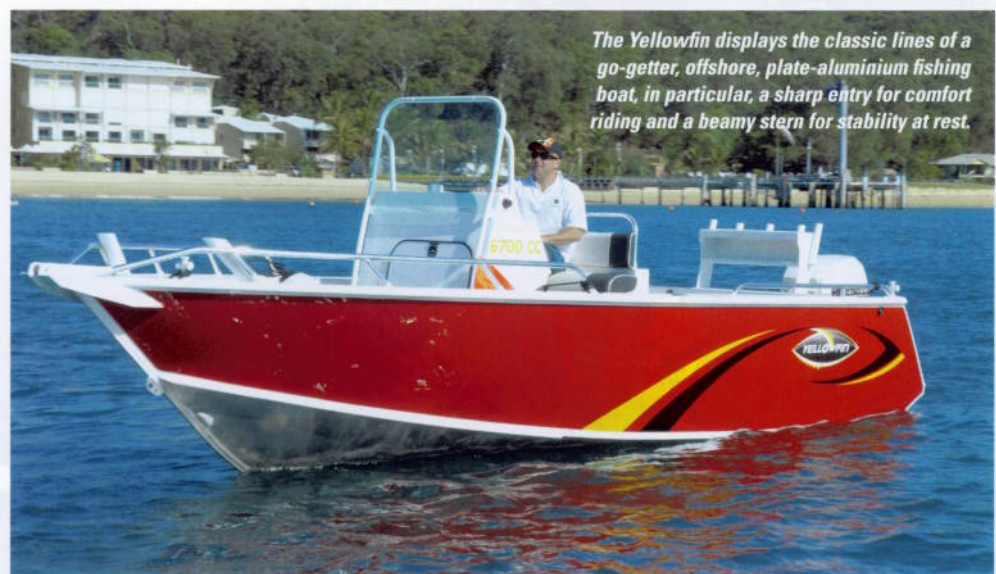
## STANDARD FEATURES

The Yellowfin comes absolutely loaded with standard fishing features that are typically optional extras on other boats. It has a berley bucket set into the transom ready to start dispersing mashed up pilchards. It also sports an alloy cutting board with rod holders, outrigger mounting plates, four additional rod holders, twin battery box and switch, 135L plumbed kill tank and 65L plumbed live-bait tank, a rear ladder, 12V power outlet on the dash, hydraulic steering and a three-year warranty!

As you can see, you can purchase this craft off the rack and take it fishing. The only optional extras that I would include would be a deck wash and a VHF fitted radio. The addition of these would complete this sturdy and functional package.

## SPECIFICATIONS

Length:	6.7m
Length Overall:	7.44m
Beam:	2.4m
Depth:	1.2m
Fuel capacity:	250L
Maximum Horsepower:	250hp



The Yellowfin displays the classic lines of a go-getter, offshore, plate-aluminium fishing boat, in particular, a sharp entry for comfort riding and a beamy stern for stability at rest.