



Yellowfin 6200C

Words - [Rick Huckstepp](#)

It has been a couple of years since Telwater relaunched the Yellowfin brand, and a serious make over at the transom will see them stay near the top of the popularity stakes.

LIKES

Sturdy build, good match with twin pod set up, handles well in sloppy seas

DISLIKES

- A grab rail around windscreen should be standard on a rig of this stature
- Some boaters will insist on flush mounting electronic cabinets as an anti theft precaution.
- A higher brow on the dash in front of the helm might assist

OVERVIEW

- Resurrecting a much-admired name

Back in the eighties, Yellowfin was a household name in boating circles. They were boats that were built from heavy-gauge alloy plate, strongly constructed and favoured by commercial fishers and recreational anglers that pushed the envelope in their fishing escapades.

I can still visualise them around the ramps in the Northern Territory where the hardest environment exists for boats in this country. Displaying bare alloy where paint once was, beaten off with the constant thrashing against mangroves, steel crab pots and net floats -- not to mention rock bars and logs pounding the underside. They were tough and to be admired!

They were designed to take years of beating on the high seas and other coastal areas around this country, without the need for constant repairs to hull and superstructure.

In 1981, then owner Bob Caruthers sold out to a group who manufactured under the same name for another nine years at which time changes in trend and fashion saw Yellowfin get shelved to make way for new models.

That was until a couple of years ago when Telwater resurrected the brand name.

The models that Telwater made available then were the 6700, 6200 and 5700 in cuddy cabin and centre console configuration. They were obviously popular as the model range stays the same today but has evolved into what we reviewed here, a twin-pod application. Single engine applications are available as well.

PRICE AND EQUIPMENT

- Lots of extras

The model we tested is a factory package priced at \$75,950 and from there you can start adding optional extras. Yellowfin boats are heavily customised by their owners to suit their fishing needs.

HULL AND LAYOUT

- It's all about fishing!

The build remains the same as the original models with bottom sides of 5mm while topsides are 4mm with the same beam and deadrise at the transom, across the Yellowfin range.

Also identical is the transom bulkhead layouts with starboard side, walk-through aperture fitted with a door that hinges down to make a step onto the deck, rather than swinging to one side which requires a larger-width aperture to cater for the thickness of the door. With the boarding ladder deployed a large fish could easily be dragged through here onto the deck. When in the open mode on the deck, the door has a heavily-chamfered forward end so toes do not get stubbed when traversing the walk through. There is also an application of heavy duty non slip tape under foot.

Under this companionway the loom from the helm station comes from the starboard side of the boat, across the deck and up into the central area of the transom bulkhead where two cranking batteries are housed on a shelf along with the battery isolation switch.

It is good to see the fuel filter is installed under this shelf so any leakage is onto the deck and easily disposed of away from potential sources of spark.

The port side of the transom bulkhead housed a 65-litre plumbed live-bait tank which would be a good place to stow dead bait as well, being handy to the burley pot and muncher should you take that option.

The bait rigging table has rod stowage and is removable if desired and a 135-litre kill tank in the central deck is plumbed to drain astern and has a manufactured hinge which looks like it is bulletproof, as does the supporting frame under the hatch.

If you are concerned about the lack of stowage space on board you won't be heard when gracing the Yellowfin. The side pockets are cavernous and the overhanging coamings are some of the widest we have seen in trailerboats of this size. They are about 300mm in width at the forequarters tapering only slightly at the aft end.

While this adds some serious rigidity to the gunwales, it is also a good place to park the backside in smooth seas when having a fish and for bolting on downriggers and outriggers. In fact, outrigger mounting plates on the cabin walls are standard should you want to mount the outriggers higher rather than on the gunwales.

The height of the coamings in relation to the thighs also offers some good aid to balance when doing the deed on big fish, and foot-under access below the side pockets won't be an issue at all.

Yamaha's digital instrumentation is fitted across the dashboard above the helm and occupies any space available that might have been used for flush mounting electronics cabinets. The only option here is to gimbal mount your depth sounder and chart plotter and there's plenty of room for a couple of those.

Hydraulic steering is standard with the wheel low set allowing uninhibited view of the instruments.

Also standard on the 6200C is a rocket launcher which is mounted on the aft shoulders of the cabin walls and would be isolated from the bimini should one be fitted as an option. Solid spigots welded here allow the struts to be bolted on and six rods may be stowed across the top. There is flex in this system which is acceptable provided it is not overly pliable. The weight of your fishing gear will dictate how much flex is present. Too much flex and alloy work hardens, becomes brittle and cracks. This may or may not be the case here but putting four rods and reels up here in the 50lb class would make me a little nervous.

The windscreen is a wrap around Perspex style with an aluminium frame. Considering where this boat is designed for, it would have been good to see a grab rail around that screen as a standard item.

The seating is made by Telwater and has a robust alloy tubular frame and is easily unbolted from the deck brackets if required.

The modules the seats swivel on feature a bin on the inside edge of each for a fire extinguisher and an EPIRB. The front of each has an aperture through which goods may be stowed.

The deck continues on the same plane into the cabin which has a low V-berth under which the shallow stowage is about a single life jacket thickness in depth. Probably not the most comfortable way to sit but a nap between the hot bites is possible here on the large cushions which are optional and not included in the package. There is good head height in the cabin so crawling through to work the ground tackle from the hatch in the roof won't be an issue.

The serious offshore angle will appreciate the simplicity of this area as it would be a good site to build tackle cupboards and rod racks.

Continuing in the robustness stakes, there are ample hand and bow rails in 32mm tubing all about the boat with two anchor stock tubes mounted at the bow point.

ON THE WATER

- Back to the archives

The test day was one of the better weather wise we had seen for months; in fact too good to test the true capabilities of the Yellowfin.

The twin 100hp Yamaha four strokes were a perfect match for the 6200C with excellent hole-shot and acceleration to 6100rpm where the rev limiter cut in at 74 kmh. It happily cruises at 3700 rpm for a speed of 41kmh and at 4000 rpm the speed on the Yamaha instrumentation is 46 kmh.

As we had such calm weather and the fact that these hulls have not changed, I have delved into my archives to glean my comments on this hull that I noted when they were first released:

"We took the 6200C down to the Gold Coast, a day after a strong wind warning was issued. Although it was cancelled this day, the residual sea was ideal to put these boats to test. Absolute slop coming from all directions, swell up to one and a half metres and fifteen knots of south easterly to get some sea on top of that.

"Running out of the Southport Seaway it became apparent there was something different about these hulls. Waiting for the jarring 'bang' at the bottom of the swell after getting airborne was a non event; it just didn't happen. The odd slap when the biased-loaded boat came down on a listing angle was evident but nothing new here; that's to be expected from any mono-hulled boat.

"Ploughing 12 to 15km offshore through this slop was quite comfortable standing at the dashboard. Standing behind and holding the helm or passenger seat was even better. What was even more surprising was how dry these hulls run. A minimal of spray found its way onto or over the screen even with wind on the quarter; very impressive indeed!

"Dead in the water and drifting with three large adults moving around, the Yellowfin proved very stable. Too deep to anchor, the drift was slowed from the 3kmh rate to zero by holding the big Mercury in reverse against the swell and waves coming onto the stern. The scuppers are a ball in tapered neck style system draining a deep gutter running abeam of the aft deck. It proved to be a 100 per cent effective when backing down hard into the oncoming sea with the deck being doused by the odd wave splashing over the transom bulkhead and water dissipating immediately. Running home through the Seaway the Yellowfin proved it had no issues with a following sea and behaved as it should -- perfectly."

Well nothing has changed except for the power plants and we were impressed with those. That extra motor is the comforter for many heading to sea though in these days of reliability and four stroke outboard motors it seems to be less of an issue.

As with the first Yellowfin's from Telwater, this model 6200C is well worth a test run.

GENERAL

Material: plate alloy 5mm bottom, 4mm top, transom 5mm

Length overall: 6.94m

Beam: 2.4m

Weight: 940kg boat only

CAPACITIES

Max. rec. hp: 230

Rec. hp: 150

Max. engine transom weight: 294kg

Max. load: 924kg

People day: 7

People berthed: 2

Fuel: 200l

ENGINE

Make/model: Yamaha F100D

Type: Four cylinder, four stroke, DOHC, 16 valve

Displacement: 1596cc

Gearbox ratio: 2.31:1

Weight: 170kg

RATINGS

Overall rating: 4.6/5.0

Mechanical/equipment: 4.6/5.0

Packaging and practicality: 4.5/5.0

On the water Performance: 4.6/5.0
Value for money: 4.5/5.0
X-factor: 4.0/5.0

COMPARABLE BOATS

For similar shape look at a Bar Crusher of similar length though the Yellowfin will most likely have a cheaper price point for a factory package.

Supplied by:

Yamaha Pitmans Marine
Contact: Neville Wilkinson
420 Main North Road
Blair Athol, SA 5084
Phone Dealer Contact:
(08)83497599
e-mail: neville@yamahapitmansmarine.com.au
Website: www.pitmansa.com.au

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Published : Tuesday, 5 April 2011
Issue :