



# BOAT PROFILE

NIGEL WEBSTER

# YELLOWFIN 5700



Outside of Australia we are sometimes recognised as a strange bunch of anglers that love our "tinnies". I remember reading a South African fishing journalist describe in good humour - our colloquial descriptions of beer cans and fishing vessels, and how they collectively described a big part of the average Aussie's significant passions! Many Australian anglers would have grown up fishing from "tinnies" and it was with some sadness that a large group of anglers watched the Yellowfin brand of boats disappear from the boating market in the 1980's. During that period, the Yellowfin boat was designed and sold as a family fishing boat and as the fishing market evolved the demand for these vessels reduced. The name was always associated with a quality reputation and as such, the rebirth of the Yellowfin brand has

been met with favour among long standing advocates of the brand. The new look Yellowfin boats have however hit the market with a new purpose. The modern boats are designed to be dedicated fishing boats that maintain a design and geometry suited to an offshore range of boats. Market research established that a niche market existed in the small to medium sized range of offshore boats. The Yellowfin design "thinktank" set about developing a product that satisfied certain criteria. The new boats had to provide exceptional plate boat performance and be constructed to the point where anglers walking off the street could drive away a vessel with nothing more to add to it than a sounder!

I was keen make the most of an opportunity to test the new Yellowfin 5700CC (5.7 metre Centre Console) and establish what these boats and the design



The new look Yellowfin 5700 Centre Console cuts a striking pose.



The boat is designed and fitted for the modern day angler.

offer today's angler. Having established a day where I could meet with the Yellowfin team and test drive some boats, I awoke to find the weather pretty ugly. I packed my wet weather gear, and contemplated the fact that it was great conditions to really put a

vessel through some decent test work!

### First Impressions:

I met the test team at a local boat ramp, and saw the 5700CC for the first time. The boat and trailer look a good match with simple but solid



Ergonomic seating arrangement and a roomy console make the boat a pleasure to drive.



The boat comes quipped with an efficient transom fishing area and non slip flooring.

looking designs. You sometimes see boats looking a mismatch for their accommodating trailer but this definitely wasn't the case with the 5700. The boat is a striking looking plate boat in that it is a big flat sided boat for a 5.7 metre with a deep hull and very solid reversed chines. The boat had all the immediate attributes of an effective offshore boat. These included but were not limited to high sides, a decent sized console/seat and windscreen, well positioned railing, efficient transom fishing area that includes live bait tank and transom pod with in-built berley bucket, simple interior layout and storage areas. An attribute of the Yellowfin boats has always been the quality of the product and the welding and paint finish shows that this tradition continues. The boat makes for easy towing with the dual axle trailer and is a breeze to get in and out of the water.

### Performance and Ride:

It is easy to establish that a lot of design work has been put into the latest generation Yellowfin hulls. These boats are made from 4 and 5mm aluminium and maximum rating has them fitted with 150Hp outboard engines. Tested statistics show that these boats will push the speedometer to 76.2km at 5600RPM with a tested boat weight of 1008kg. The hull design is built to provide a cruising speed around 40Kph at 3000RPM which means fuel efficiency is comparable with 4 stroke statistics at 14.4 litres of fuel per hour. The boat is fitted with a 160 litre fuel tank which means fishing range for anglers is as good as you will require for a 5.7 metre boat. Yellowfin boat test boss Cliff Antees believes the boat will continue to perform well with lesser powered outboards

including 135Hp and 115Hp models.

The 5700CC was put through her paces by myself on a particularly windy day and the boat ticked all the boxes of an efficient riding vessel. Hull design ensured the boat pushed out of the hole incredibly easily. The boat feels light weight to drive and immediately I wondered about "keel grab" and fishing stability. I didn't have to wonder too long because the team showed me how stable the boat is to fish from, and driving the boat myself answered the "grabbing" questions. At planing speeds, I pushed the boat along and through wind chop and couldn't get the boat to pull out of my steered control. This has been an issue I have had with previous tinnies I have owned. Overall, I was most impressed with the steering quality of the boat. The boat was very easy to get on and off the plane as well as maintain easy steering control throughout operation. In the event that I dropped the boat off the plane, the transom pod and high sides ensure water did not get anywhere near internal equipment. The blustering wind provided a great basis from which to test the dry riding capabilities of the boat. I have not driven any centre console that won't throw some water at you during certain conditions. I pushed the 5700CC into, with and across the wind and chop, and was impressed with how little water ended up in the boat. Apart from the occasional patch of fine spray the reverse chines did a great job of throwing all water away from the boat. During my test work on the dryness of the ride, I was able to really push the boat through some tight cornering. I never felt a loss of control, and was happy with stability and holding capabilities of the vessel throughout high speed turns. The testing process

was also made pleasurable by the ergonomic seating arrangements and roomy console. The boat really is very easy to drive.

## Fishability

A lot of thought has been put into the design of the 5700CC and the simplicity provided to the angler

is clearly evident. General fishing positives included the application of quality non slip flooring and safe step heights around the vessel. The boat is equipped with good thigh height sides which makes fishing so much easier for general offshore support on those lumpy days. Stability

is an important factor in any fishing boat. The hull geometry inherent in these boats provides a stable fishing platform without comprising riding qualities. In my opinion this equation is often the hardest to get right in fishing boats. The transom area has been well thought out and provides a lot of fishing room. The majority of your offshore fishing will be done from the back of the boat, and this area of the 5700CC has been considered to the centimetre. Everything you will need for a day's fishing is in easy reach from the stern. Bait board and shelving, rear and side rod holders, plumbed live bait well and under floor kill well are all situated at the transom. An extended transom pod keeps the motor away from the fishing area and has also been used to hold a solid berley bucket. No-one likes cleaning boats at the end of a day's fishing, but an obvious factor with the simple 5700CC design is how easy cleaning can be accomplished. The self draining deck makes life all the more simple! A retractable ladder, door access, railing and non slip floor surface make this a very accessible area when on the water.



Storage space is adequate and well thought out.



Transom area showing close proximity of important items – live bait tank, rod holder and a berley bucket.

## SF SPECIFICATION BY5700CCB

### Boat Model – Yellowfin 5700 Centre Console

Material – Aluminium  
Length Overall – 6.44m  
Length Bow – Transom 5.80m  
Transom Angle – 16 degrees  
Deadrise Angle – 20 degrees  
Bottomsides – 5.00mm  
Topsides – 4.00mm  
Transom Material – 5.00mm  
Beam – 2.40m  
Depth – 1.20m  
Length on trailer – 6.80m  
Height on trailer – 2.75m  
Trailer Length – 6.8m

### 5700 Yellowfin Centre Console

Transom Shaft Length – EXLS  
Dry Weight (boat only) – 860 kg  
Rec H.P. – 115 HP 86 Kw  
Max H.P. – 150 HP 112 Kw  
Fuel Tank Capacity – 160ltr  
Steering Type – Hydraulic steering  
Max Main Motor Weight – 231 kg  
Number of People (BASIC) – 7  
Max Load (BASIC) – 681.00 kg

### FITTINGS

Accessory Kit Large  
Anchor Tube (2)  
Burley Bucket Medium Kit  
Cutting Board Alloy  
Drink Holder Cups (2)  
EPIRB Bin  
Outrigger Mounting Plates on Side Decks  
Rod Holders S.S. x 4  
Twin Battery Box & Switch Qtx  
X Bollard On Front Deck (2)  
X Bollard Transom Corners (2)

### FLOOR

Self Draining Floor Treadplate

### FUEL TANK

Fuel Tank (160lt)

### HULL

Anchorwell  
Casting Platform Carpeted Lid  
Centre Console Yellowfin  
Kill Tank (Plumbed 135ltr)  
Live Bait Tank (Plumbed 65ltr)  
Rear Ladder  
Scuppers Self Drain Floor  
Side Pockets Large  
Transducer Bracket  
Transom Door

### PAINT

Painted Hull 570

### RAILS

Bowrail High 32mm / Bowsprit  
Rail Grab Transom 32mm  
Rails Side Long 32mm

### SEATS

Seat Centre Console Yellowfin

### STEERING

Hydraulic Steering  
Steering Wheel (Cruise 3 Spoke)

### Optional Extras Available:

Anchor Winch Plate on bow (STARBOARD SIDE ONLY)  
Bimini & Envelope Yellowfin  
Deck Wash  
Fire Extinguisher Bin  
Radio GX600 VHF AE50 Fitted  
Paint – Two Tone  
QL Trim Tabs – Lectrotabs  
Rear Lounge Fold 3/4 Yellowfin  
Rod Holders Stainless Steel (2)  
Stress Free Winch

### WARRANTY

3 years

This method, as recommended by marine electrical engineers, reduces the chances of a charge (current) running through the hull.

The boats are filled with underfloor foam and this satisfies two functions;

1. It provides basic floatation as a safety precaution, and helps quieten down the hull while underway.
2. The 5.00 mm thick hull sheets and a 20 deg transom deadrise (which gets sharper towards the bow) provides a quieter and softer ride.

The stem line of the new boats was relaxed to provide a sharper look but more importantly to create a softer and drier ride. The extruded chines have a wide extension, designed to deflect sharp spray away from the hull while also providing lift in running swells. The hull was also built with a reverse chine offering improved stability at rest but also increasing the lift at the transom, which has created a hull that's extremely efficient. For example, the boat will plane quickly and at lower revs and the reverse chines get the boat higher out of the water creating a higher top speed, and better fuel economy at normal operating speeds.

## Summary:

It is great to see the Yellowfin brand back on the market. Boats such as the 5700CC are built with the current angler in mind but the good old fashioned quality associated with the brand. If you are in the market for an offshore plate boat then definitely consider taking one of the 5700CC boats for a test drive. Springwood Marine on the Gold Coast are doing special prices for these boats at present with prices starting from around \$52,000. This is great value when considering these quality boats will be ready to put on the water and start fishing!