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Twin rigged 'fin

Queensland plate boat company Yellowfin adds a new twin rig addition to its line-up of tough offshore fishing boats. KRIS SWERES reports.

THERE'S SOMETHING PRETTY tough and impressive about a big plate boat rocking up to the ramp with two donks strapped to the back. It says to me, "We're ready for some serious fishing business" and with many pro fishermen and charter operators opting for two outboards instead of one, it stands to reason this is a good choice, right? Yellowfin's new 6200 C "Twin Pod" falls right into this category. With head-turning looks and a layout

designed for serious offshore fishos, this boat is set to be another winner for the Queensland plate boat manufacturer.

PROS AND CONS

I guess under any normal circumstances two of anything is usually better than one? Well, there are points to consider for each side of the argument that should be mentioned. Firstly, there's the obvious safety aspects of having two motors. When you're far out at sea and your only engine starts playing up, the trip can quickly turn sour, not to mention down right dangerous. With a second engine you can always return to port and attend to the mechanical issues in safety – a huge plus in anyone's books. More remote places where tow-backs and Coast Guard rescues simply aren't an option will see Yellowfin's Twin Pod stand out as a very attractive option.

Handling, manoeuvrability and better hoeshots are other features of a twin engine set-up that appeals to many boat

owners. Acceleration can also be faster, as well as top speed, but this can greatly depend on engine size, props and if they are available as "counter rotating" models. In a nutshell, outboards that spin in opposite directions are more efficient when set up in pairs. Depending on the brand and size of the motor (each manufacturer has its own specifics) is whether or not they will be available in particular sizes. Counter-rotating engines have long been used to neutralise propeller torque, which improves vessel handling and performance.

Although a bit pointless and egocentric (but it has to be mentioned) two motors look really good and have a certain "bollocks" factor that a single block just doesn't have. Go for a test drive in a boat with "twins" and see what I mean. When the two motors roar in unison and you're planing in no time it's a sports car type feeling that puts a smile on your dial!

On the day we had a pair of Yamaha F100s bolted to the back and although not

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1 Yellowfin's new 6200 C Twin Pod has a build and deck layout that's clearly aimed at serious offshore fishing.

2 One donk or two? The twin Yamaha F100s fitted to the test boat, while not counter rotating, certainly complemented the overall package.

3 The Yellowfin hulls are typically solidly built and deliver a smooth, well carved ride.



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counter rotating they we're what I'd expect from Yamaha: simply awesome.

On the other side of the coin, two engines will obviously cost more, could be heavier, and could add extra cost to servicing. This can be a serious consideration when purchasing a new boat. The other factor is the excellent reliability of modern motors. The chances of breaking down at sea is far less than the days of yesteryear when offshore fishos regularly carried auxiliary motors. Unless you are spending a lot of time way out at sea or in remote areas it could be seen as an overkill.

FEATURES

Yellowfin's Twin Pod Cabin will be available on the 6200 (tested) and the 6700 models. As with the entire range they feature tread plate welded floors which are also self draining. An optional deck wash hose can also be fitted if you're someone that gets bait, fish and blood spread around the place. Bunks of 1.8m can be found in the cabin and allow for that overnighter or heaps of storage for day trips.

As these boats are primarily set up as serious fishing boats they contain some essentials that no boat should be without! More rocket launchers than Osama's personal guard, berley bucket and stainless steel rack/cutting board, 135lt in floor kill/ice tank and a 65lt live bait tank with innovative see-through lid. The cutting board was positioned nicely with super convenient rod holders hanging off the back. I couldn't help but think of float baits for big reds or even cubing for tuna with everything at your finger tips. There is even a transom door for those larger pelagic species to be wrangled through or simply to make entry for anglers a lot easier. Up front is an easy access anchor well. It also features a couple of pre-moulded anchor holders which can make an easy exercise of swapping picks over. Grab rails are positioned at an arm's length throughout the boat so when rough seas make their presence known, you won't be falling all over the place.

Yellowfin Twin Pod Cabin 6200

LENGTH: 6.30m

BEAM: 2.4m

DEPTH: 1.2m

WEIGHT: 940kg (Hull Only)

POWER: Rec. 150hp; Max. 230hp

MAX. LOAD: 924kg

FUEL: 200 L

FIT OUT: ★★★★★

RIDE/HANDLING: ★★★★★

PERFORMANCE: ★★★★★

FISHABILITY: ★★★★★

OVERALL FINISH: ★★★★★

VALUE: ★★★★★

OVERALL: ★★★★★

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AT THE HELM

The cockpit is a pretty sleek and tidy affair. Everything seemed to be perfectly in its place and manoeuvring such a lug of a boat was as simple as my 3.5m tinny (well almost). The seats are super padded which again added that extra degree of comfort in a bit of Gold Coast Broadwater chop – 30 knots of chop to be exact!

The floor space in the entire Yellowfin range was a real standout for me. I am a huge fan of a large empty deck area with everything tucked away securely. Batteries, cables, wires, in fact everything is out of sight so when your'e connected to a monster king or head shaking snapper you wont be able to blame much when you bust off. I don't know if that's a good thing or bad! You can easily fish 4-5 anglers from this boat without anyone feeling spatially challenged. After a few hours rubbing shoulders with even your best mates in other boats you'll love the space these boats offer.

Hulls are the standard for the range with a 20 degree deadrise and deliver a smooth, well carved ride. The bottom is constructed from 5mm plate and sides are 4mm, which equates to a rock solid feel. This boat felt tough and offered a solid feel. From the moment I stepped on board I enjoyed a very solid dry ride. The 20 degree deadrise also helps it slice through the water. It's a really nice feeling to have when you're about to head out in sloppy seas. These rigs also feature a 200 litre under floor fuel tank which is a fair whack of juice in anyone's language. Getting to and from those secret GPS reef marks won't be an issue.

Yellowfin boats have certainly delivered another cracking package with the 6200C TP which will have much appeal to safety conscious boat owners and serious offshore fishermen alike (not to mention a lot of fellow anglers muttering under their breath and wishing they were onboard). ■