



# Yellowfin 6700 Cabin

I'm glad Yellowfin has made a return to the market. It's one of those iconic Aussie brands that older boaties like myself have great respect for.

However, today's Yellowfin is a brand new design and will be equally attractive to a younger generation of fishos. That's because it's built by the giant Telwater Group with keen pricing and full dealership support.

The new version of Yellowfin takes some styling clues from the old 1980s model, like well-raked bows and square-edged windscreens but otherwise is brand spanking new. Most importantly, it incorporates tough, plate alloy construction that ensures a safe, capable boat offshore.

The Yellowfin was reintroduced to the market about a year ago and sits as a stand-alone brand separate to Telwater's Quintrex and Stacer labels. Effectively, it allows Telwater to tap into the hard cord fisho it didn't quite win with those other brands.

Certainly, what they have come up with is impressive. It offers a small but very well targeted range of three hulls – 5700, 6200 and 6700 in popular centre console and cuddy deck versions.

Some months back I stepped aboard the 6700 Cabin (cuddy) version that you see here. This a delightful bluewater fishing boat with smooth topsides, exceptionally deep Vee bottom and checkerplate alloy floors. The boat also sports a self-draining cockpit and decent internal freeboard for angler safety.

Appropriately, we copped a stinker of a day for our test. The Gold Coast was anything but golden with rain squalls and a steep wind chop flecked with white caps. It wasn't the brightest of days for a test but that's what you learn to take when you're a boat tester – the good with the bad. In fact, it wasn't too bad because the deep Vee ensured the ride was pretty comfortable as we punched our way against the grey maelstrom.

Offshore conditions this day were pretty horrendous, so after a short peek outside we stayed inshore like any sensible fishing crew would.

Not that you couldn't enjoy this boat amidst the estuary. It's still small enough to make the most of estuary waterways and expand your fishing options. The Yellowfin 6700 can also take the family for a spin on those days you're not fishing, or need to spend quality time with the kids.

The Cuddy deck provides a comfortable cab with sleeping-size berths, upholstered cushions and even a bunk infill if you did want to stay overnight. There's also a range of comfort add-ons like a folding rear lounge to boost passenger comfort.

Yet, make no mistake, the key reason for buying a Yellowfin 6700 Cabin is to go fishing. Serious fishing both inshore and offshore with big kingfish, spanish macks and even marlin in your sights.

What's especially nice about the Yellowfin too is that it's a craft you buy as a complete unit, from the convenience of a dealer and the added support of the dealer if you have any follow up issues.

As standard you get plenty of pescatorial goodies like a transom berley bucket, raised cutting board, plumbed 135-litre kill tank, 65-litre live-bait tank and rod holders. There's also a six-pack, overhead rocket-launcher and outrigger mounting points.

Our test boat was supplied by Springwood Marine on the Gold Coast and included attractive battle-grey coloured topsides, stylish interior upholstery, smart graphics and Mercury 225hp OptiMax outboard. Ready to go



If you're ready for some serious bluewater fishing, then you're ready to become the owner of a new Yellowfin 6700 Cab plate alloy fishing machine. Test report James Hill, photos by Baitbox.

it retailed for \$74,027, including inshore safety gear.

**Design:** The Yellowfin 6700 Cabin incorporates the distinct Yellowfin retro/modern styling with raked bows, fastback transom and clean deep vee hull with 20-degree transom deadrise.

The boat measures 6.8m overall including the welded bowsprit. The beam is 2.4m and this makes the Yellowfin 6700 a little slimmer than most boats this size. The direct benefit is a very smooth ride at speed in rough water because it's very slippery, and low impact.

The topsides feature smooth panels and it's worth pointing out that most plate boats this size only run a 17-degree deadrise so Yellowfin can be expected to give a better ride.

Looking a little closer you notice the distinct down-deflecting chine edges with extra width at bows that help to produce a drier ride. These chine edges also help to dampen the roll rate and make the Yellowfin 6700 more stable fishing offshore.

Coming aboard is facilitated by a rear transom landing platform, folding ladder and stern cockpit door. The latter cleverly hinges forward to create a step down in the cockpit. This is a brilliant solution

to cockpit access and again shows the influence of Telwater on the design.

I might mention the benefit of having a slim, but full-depth pod is better boat balance at speed, plus improved water flow over the propeller.

Aboard you find checkerplate flooring in the cockpit. The self-draining floor via transom scuppers gets rid of water so this is good news when handling big pelagics like sailfish, marlin and the like.

The cuddy is set well for'ard ensuring the cockpit is quite large and has oddles of room for fishing. Personally, I'd like to see some back-to-back seating because I think there's room to do this without compromising the fishing capacity. However, at least the boat comes with grab rails on the back of the pedestal seats so crew do have a handhold underway.

Construction of the Yellowfin is above average for a production tinnie. It features a 5mm bottom and 4mm plate alloy topsides all backed up by welded sub-frames for added strength and rigidity. This makes for a very solid feel, and peace-of-mind.

The Yellowfin 6700 also comes with a three-year hull warranty and choice of topside colours including yellow, red, light and dark blue.

For trailing purposes this model falls nicely within the tow capacity of medium-sized SUVs like the Nissan Patrol, Mitsubishi Pajero and Ford Territory. The hull weighs approximately 990kg ex-factory, which translates to a trail weight about 2100kg-2300kg ready to roll. This is why the factory supplies it with a custom-built, dual-axle alloy trailer with hydraulic break-away brakes.

**Performance:** Conditions were not the best for taking photos as we launched our test boat into Runaway Bay. However, any misgiving about going ahead with the test soon dissolved as we turned the corner into the rough water.

With hardly any boats out on the Broadwater we enjoyed the pleasure of blasting away at speed while getting a fairly easy, controlled ride. Obviously, the sharp deep Vee entry does a great job slicing through waves. In many ways it's more like a good fibreglass boat in the way it slices through steep chop without hampering the passengers.

Running at different angles to the rough water the Yellowfin seemed quite at home. There was a little bit of heeling effect when you took conditions beam on, however, that can be quickly



fixed with optional electric trim tabs (Lectrotabs factory-fitted).

Most of the other alloy boats that have this good a ride run water ballast so the handling of the Yellowfin was quite impressive. I'd previously done a forty nautical mile offshore trip in the centre console version of the 6700 so I can confidently say these hulls work offshore.

So how does the cabin boat compare to the console? That's an interesting question but I would say both are nice handling offshore. The console boat sits more level in a seaway, however, the cuddy is a better bet for cockpit weather protection and providing overnight accommodation.

I like the way these boats come with hydraulic steering standard and have a fairly upright windscreen for good vision in sun or spray. This is one of the great features of the Yellowfin 6700 and great for offshore work.



Other good features from the driving perspective include attractive sports wheel with padded gripes, and comfortable pedestal seat with armrests and adjustable slides. I also like the foot rest bars in front of both pedestal seats.

**Power:** The Yellowfin 6700 is rated for single motors between 200hp and 250hp. We found the 225hp size motor pretty spot-on for all round performance, and that was with six adults aboard.

Our test boat came very quickly to the plane with the urge of the big 225hp OptiMax V6 on the transom. This super powerful motor provides 3032cc of motor displacement and you feel that power kick in as you hit the throttle.

The result is quite impressive GPS speeds as shown here:

3500rpm	26 knots
4500rpm	34 knots
5500rpm	43 knots

This is as quick as you'd want to travel in an offshore fishing boat and will be a pretty good motor choice. Alternatively, you could try a 200hp motor, which is essentially the same motor block but with a touch less top end speed.

It would be interesting to see the performance of the boat with a big 225hp four-stroke motor. My guess



is that the top end speed would be much the same and the only difference would be slightly slower speeds in the 3000-4500rpm motor band. That said, the Yellowfin will work well with a four-stroke.

I notice that under the Mercury brand you can get the Verado four-stroke in the 225hp size so that would be a very interesting comparison to the OptiMax. Either way, going for a clean tech motor is definitely the way to go for saving fuel consumption and giving you a greater range out of the fuel tank.

And talking of performance the Yellowfin 6700 has a 250-litre in-floor fuel tank. That should provide reasonable offshore range, though in more remote parts of Australia like the Territory owners might require more.

**Deck layout:** The Yellowfin provides a pretty good package for coastal fishing needs. It comes with a welded bowsprit and self-feeding anchor setup not unlike you see on Quintrex boats. The low split bowrail helps to 'feed' the anchor line into the roller and you get a bollard and open top, self-draining anchor well up front.

Included with the bow rails are reef anchor holders and there are quite wide side decks so you can access the bows from the cockpit without going through the cabin.

And talking of the cabin, it's a wedge-shape design that doesn't have cabin ports but gives you a large clear-top hatch for easy access to the anchor from inside the boat. There's plenty of room inside the cabin and you get two full-length Vee berths for sleeping or relaxing out of the weather.

Removable cushions in the cabin cover carpeted bunk hatches with stowage under and backrest shelves. This is a fairly plain cabin but nonetheless a comfortable spot to get out of the weather on days like we tested.

Behind the windscreen you find a wide dash area with plenty of room to mount a sounder/chartplotter as well as VHF radio and CD music system. The helm side gives you room for motor instruments and there's a waterproof switch panel. There's also 'gloveboxes' either side of the dash and a grab rail over the top for crew safety.

The pedestal seats sit atop console boxes that provide recesses for the EPIRB and fire-extinguisher. You could add built-in tackle shelves into these console boxes.

Behind the seat you find a big, open cockpit with raised side pockets for your fishing gear, gaffs and the like. There's a big in-floor kill tank and square-top side decks, which provide a comfortable height for sitting, or bracing yourself while fishing.



Meanwhile, the rear stern deck becomes one big fishing 'work station' with a high cutting board, plumbed live bait tank and optional deck wash.

Back aft you also find the walk-through door (starboard) large Tee bollards, grab rails and battery oil bottle stowage. It's a very clean cockpit and well set up if you do happen to haul a big fish aboard via the stern door.

**Verdict:** The Telwater Group has done a pretty impressive job on the Yellowfin range. This big cuddy model is a boat you can take the highest level of competition fishing and do well.

At the same time the Yellowfin 6700 is a good size trailer boat for regular towing and parking at-home. Tournament fishos may also find it's a good size to camp aboard during away weekends, which is a great cost-saving.

For the non-competitive fisho the Yellowfin 6700 Cabin will be a great boat for visiting those offshore reefs and canyons for big fish, or just fishing about the estuary while keeping the wife and kids happy too. After all, the Yellow 6700 is a pretty big investment in the scheme of things and family finances.

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### BOAT TEST ANALYSIS

Boat supplied with Mercury 225hp Optimax outboard, dual-axle alloy trailer, painted grey hull, bunk cushions, bimini and front/side clears, Smartcraft gauges, VHF radio and aerial, rid holders, deck wash, 135-litre kill tank, safety gear and rego. Price \$74,027 Springwood Marine ph 07 3884 7250.

### SPECIFICATION CHART

Brand	Yellowfin	BarCrusher	Surtees	Noble	Quintrex
Model	6700CC	620C	6.7 SportFisher 685	SuperVee	690 Spirit
Material	alloy	alloy	alloy	alloy	alloy
Style	cabin	cabin	cabin	w/around	cabin
Length	6.8m	6.7m	6.7m	6.8m	6.7m
Beam	2.4m	2.3m	2.3m	2.5m	2.4m
Rated power	225hp	175hp	200hp	225hp	225hp
Power as tested	Mercury225	Evinrude150	Honda175	Yamaha225	Mercury175
Hull weight	990kg	1043kg	1000kg	880kg	925kg
Fuel capacity	250L	200L	240L	320L	120L

### STAR RATING

Finish	★★★★★	Helm Set-up	★★★★
Fitout	★★★★★	Fishability	★★★★★
Ride	★★★★★	Safety Features	★★★★★
Dryness	★★★★★	Value for Money	★★★★★

\*Data ESTIMATED by the TBF team when accurate information is unavailable. Maximum star rating 5 stars.