



Boat Test - Warren Steptoe

Yellowfin 6700 cabin

This big plate fishing machine is a testament to the revival of Yellowfin Boats

THE POPULARITY OF big plate-aluminium trailerboats has long been based around the way they can be custom-built for owners who want their boat built a very specific way. So it was a bit of a surprise when the owners of the once-famous Yellowfin brand decided to reintroduce Yellowfin to the Australian market. The limited range they released consisted of two hull sizes (6.2 and 6.7m) in centre-console and cuddy-cabin configurations sporting long standard equipment inventories and very short options lists. Custom stuff was not an option!

Whichever way you view this, it's a brave move, placing great faith in Yellowfin circa 2010's ability to build boats so close to what historically picky buyers are looking for that they'll choose Yellowfin anyway.

A big ask, yet if anyone can achieve this, it's Yellowfin's builders. By the

time Yellowfin's sometimes chequered history drew to a close, what was once the leader among Australian-built fishing boats had been absorbed into Quintrex. Quintrex in turn was, by then, under a parent company that just happened to be the largest boat builder in the southern hemisphere and probably the most innovative builder of small aluminium boats in the world.

Our 6.7m Yellowfin cuddy cabin represents the state-of-the-art among boats of its type with a hull shape at the cutting edge of the genre, an interior configured by experience stretching back to Wayne Osborne crawling around people's boats at ANSA comps 30 years ago, and contemporary construction methods utilising the astonishing accuracy of CAD/CAM-driven plasma cutters supplying pre-cut "plate."

The new Yellowfin hull has fairly sharply raked bows and a 20-degree



The 6700 Cabin's cockpit is a spacious workshop for bluewater fishing. Note the wide side decks and checkerplate deck — a carpeted deck is optional.

The 6700 Cabin Yellowfin being put through its paces off the Gold Coast.



deadrise at the stern sloping up to down-turned chines. The outboard is mounted on a central pod, the bottom of which sits 5cm or so above the bottom sheet, and which is integrated into the transom exterior with a small exterior boarding deck each side. No mention has been made of twin motor installations at this stage and I suspect this is something Yellowfin may have to deal with in future.

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its size I've ever ridden in. (I've since spent many hours aboard various new Yellowfin models so these comments apply across the range.) Offshore the hull is notably free of any of the squeaks and groans that indicate inappropriate flexing.



The fish pit drains overboard as it should. It's a bit short to contain long pelagics though.

A grid system of stringers and ribs below decks and sensibly wide top decks deliver formidable structural integrity and, when driven sympathetically, it's an easy boat to live with. It's the kind of awesome strength and

"At speed and at rest performance offshore leaves little to be desired"

ability to shrug off bad ramps and bad roads people looking at a plate aluminium tend to look for. It should be a winner on that basis alone.

A notable feature while at rest is that I never once saw water on the (self draining) deck. When I investigated why, I found this can be attributed to a pair of bespoke valves tucked away under the transom. The deck drains off into a big 'gutter' across the inside of the aft bulkhead and into a pair of valves which do a great job of preventing water flowing back inboard.

At speed and at rest performance offshore leaves little to be desired. Now, what about the interior?

I've developed a whinge list over time against which few test boats escape criticism. Neither did this one. Given my typical Bananabender penchant for barefoot fishing, I'd option a carpeted deck instead of the checker-plate one in our test boat.

Apart from that I was pretty much at home. Those wide side decks overhang big pockets along each side. The usual central work bench on the aft bulkhead only needs a knife slot to be perfect. To starboard of it, a transom

door and flip-up boarding ladder are both standard. As is a (spilling overboard) 65-litre live-well to port.

Ten rods can be racked up between the overhead rocket launcher and workbench and with four side-deck rod holders for use while fishing, rod stowage can be scratched off my whinge list for once...

I think most Yellowfin owners would fit a small clip-on curtain to hide the batteries, fuel filter and so on mounted centrally in the aft bulkhead. Similarly, it's hard to imagine setting a 6700 Cabin Yellowfin up without fitting clears between the windscreen and bimini top to keep spray out of the helm area.

Our test boat's options list is short,

YELLOWFIN 6700 CABIN

Specifications

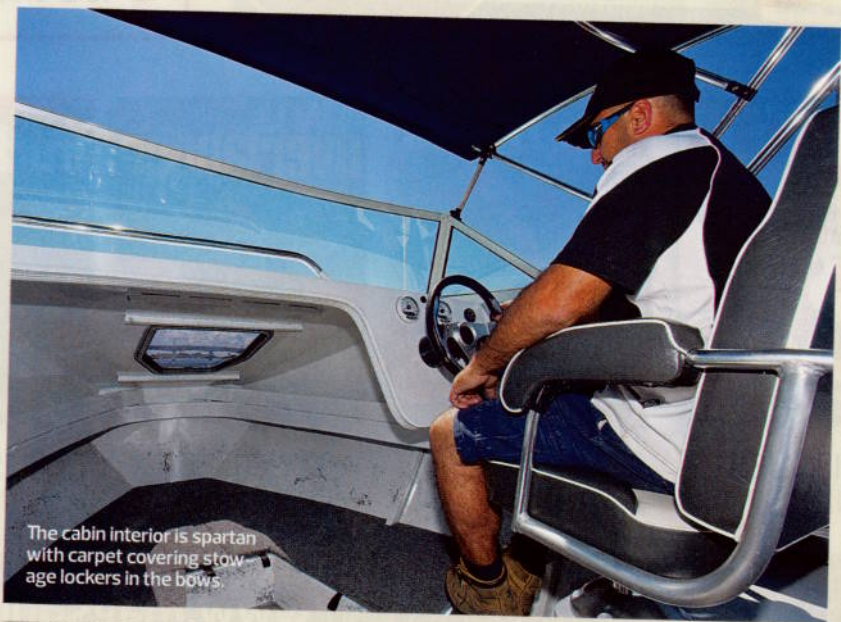
Hull Length:	6.8m
Length Overall:	7.44m
Beam:	2.4m
Hull Deadrise:	20-degrees at transom
BMT Towing Weight:	approx 2 tonnes
BMT Total Length:	7.8 m
BMT Total Height:	2.7m
Power during test:	200 hp
Max Power:	250 hp
Fuel:	250 litres
Max Persons:	7
Price as Tested:	approx \$75,000
Website:	www.yellowfinboats.com.au



consisting of the bimini and two-tone paint, two stainless rod holders, and a VHF radio. I'd consider trim tabs and a deck-wash essential additions to the necessary electronics while budgeting.

With an all-up towing weight of around two tonnes, the Yellowfin requires a big 4WD to tow it. Although so too does every other trailerable boat that's as good a proposition for serious offshore fishing as this one is.

Yep, Yellowfin got it right!



The cabin interior is spartan with carpet covering stowage lockers in the bows.