

Yellowfin 6700 HT Review - BoatAdvice



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Yellowfin boats have been around since the 1980's when they were launched onto the market as an offshore plate aluminium boat. They were produced for about a decade before they were dropped as a standalone brand by parent company, Telwater. In 2009 the brand was relaunched and sold reasonably well in the Northern Territory, Victoria and South Australia.

That brings us to the modern day. In 2016 changes in build technology resulted in Telwater relaunching the Yellowfin brand using the new construction techniques and basing their designs on dealer and customer feedback. Despite all the changes it has undergone along the journey, the brand is still a tough, uncompromising offshore plate aluminium boat. The bigger sizes, like the 6700 HT we are testing use 6mm bottom sheets, 5mm transom and 4mm sides that creates a solid and rigid hull.

The hull is a new design offering 19 degree deadrise at the transom and 730mm of freeboard internally. Yellowfin's 'Marine Core' construction uses a sub frame of ribs and horizontal stringers

using 6 and 5mm aluminium with all models featuring a self-draining floor and non return scupper system.

They are serious looking boats.

WHAT YOU GET

If you're looking for an offshore fishing platform and rugged toughness is a prerequisite, then the Yellowfin 6700 HT will fit the bill. It's got protection from the elements courtesy of a large cabin and endless space in the cockpit, which is also supremely safe due to the 730mm freeboard on offer. It's a knock about boat that will handle bumps and bruises and never miss a beat. The cockpit floor is self draining with the water running into a gutter that runs along the transom and out the non return scuppers which means even when you get water in the boat it won't be sloshing about till it drains. The checker plate floor is also a mess free set up requiring little more than a hose out at the end of the day, or after you have dragged a massive tuna aboard using the standard deck wash fitted in the port side of the cockpit. There also is a 90-litre kill tank in the floor at the transom.

The set up for fishing is excellent. Anglers will love the centrally located bait prep station with five rod-holders across the back. It features a neat recess to stop things like sinkers and lures from flying out when underway. On the port side of the bait board there is a large live bait tank with a viewing window to ensure your baits can be monitored. On the starboard side there is a hinged door and a small carpeted step which is ideal for hauling those bigger fish aboard or easier access when at the jetty. The batteries and switches are located behind a carpeted cupboard door that drops into place and is secure with a pull tab closure. Open storage selves, for those things you may need to get to quickly, run along either side of the cockpit while three moulded rod holders come standard in the wide gunwale.

Comfort is also catered for with two large helm seats, which sit on welded aluminium boxes providing additional storage, with arm rests and grab rails across the back for those passengers standing behind the driver or passenger on the run out to the fishing grounds. The seats swivel 360 degrees so you can face them into the cockpit while fishing. There is also a grab rail on the rear side of the hardtop that covers the helm area.

The hard top is quite large and has a two-piece glass windscreen and glass sliding windows on either side that provide a good amount of airflow when opened. The aluminium roof also has a grab rail should you need to go round the side to access the bow, although you can do this through the hatch in the front of the cabin anyway. There are five rod holders, which include a neat pull pin set up so you can tilt them flat for better access, across the back of the hardtop.

In the cabin, Yellowfin has added a lip on the rear edge to stop items sliding back into the helm area. The test boat had optional cushions in the cabin, which in my mind should be a standard inclusion. As it stands the cabin seats/beds come with carpeted timber tops with storage underneath as standard. The cabin walls and roof are also carpet lined, again an option and not standard. It's an option that adds a little comfort down here, so is one I would consider adding, or you could do it yourself at a later stage.

For the driver, the helm is a comfortable layout with everything within easy reach. The 5-inch

[Evinrude G2](#) ICON display (there is an optional 7-inch display) is mounted in a small aluminium angle sitting on top of the dash while a [Simrad](#) multi function display unit takes up much of the dash space immediately ahead of the driver. Trim tab controls for the Volvo BTS300 tabs are easy to reach. The switch panel is positioned behind the steering wheel, so access to things like the windscreen wiper can be a little difficult. Should you wish to add separate sounder and GPS units as I would if this was my boat, they won't fit in the dash but there is plenty of space to mount one on the flat space on the dash and the other in the dash as per the factory set up. You can fit a single 12-inch unit in the dash at a maximum.

POWER

The [Evinrude](#) 225hp G2 engine is the highest horsepower outboard the 6700 HT will take and it provides an exhilarating ride. The engine itself weighs approximately 253kgs with a max main motor weight from Yellowfin quoted at 325kgs. The boat will also perform with a 150hp Evinrude and can be bought with that set up pre-rigged.

But the 225hp G2 outboard is a beauty and includes fly by wire controls and power steering standard. The G2 models were launched just over a year ago and have proven to be a revelation in terms of fuel efficiency and ease of use. Courtesy of the hydraulic steering, owners can set up the steering feedback and input with three settings available. In addition the auto trim function, called i-Trim, will automatically trim the boat to its most optimum level in any conditions and at any speed.

The G2 engines come with a 5-year non-declining warranty and will run on 87 octane fuel. For the more adventurous, or fashionable among us, the engine cowling colours can also be selected to match the paintwork on your Yellowfin.

ON THE WATER

The Yellowfin 6700 HT is a fair lump of boat, even though it is an aluminium construction so is therefore lighter than fibreglass. It will sit comfortable on any trolling speed and cuts through the waves and chop without feeling like its getting pushed around with a solid and safe attitude. At speed, throw it into a turn and it beds in nicely and corners in a smooth predictable manner. It's not a sports boat, but certainly performs like one with the 225hp engine.

Offshore, the plate construction performs well at speed and has a chine between the bottom sheet and side sheets which keeps a most of the spray down, however, at slow speed it has a tendency to push spray out to the sides and it can blow back onto the boat in windy conditions. This is due to the limited angles available with plate construction, however, you're behind a cabin window and so are thoroughly safe and dry.

Back in the Broadwater in flatter conditions the hole shot was ridiculously impressive. Under acceleration the boat nose lifts and literally jumps forward like a rocket ship and is on the plane in less than three seconds.

The steering is precise and almost car like due to the combination of the hydraulic steering and power steering. There are three steering settings that can be selected via the control panel. They range from minimum assist to maximum. Minimum is where I would start until you're comfortable as a hard yank on the wheel under maximum assist may have you facing a direction you weren't intending

to.

It's also important to come to grips with the throttle control. Being fly by wire, it means there are no cables. The throttle lever itself moves easily, so when you're bouncing over waves, it is possible to accidentally give it more throttle right at the moment you don't need it. I find it easier to use the throttle arm, which gives me more control than only using the T bar at the top

The test boat was also fitted with trim tabs which help when you've got too much gear, or too many people on one side of the boat, by evening out the ride.

ON THE TRAILER

I didn't get to tow the Yellowfin; however, it comes on a 2750kg alloy tandem plate series multi-roller trailer built in house by Telwater. It's a dual axle set up with should tow easily enough behind most medium SUVs. It includes a 500mm coupling standard, hydraulic brakes and submersible LED lights. The winch ratio is a 5:1 and has a webbed strap.

OVERVIEW

Love offshore fishing? Need a tough as nails boat that you can tow without buying a new car? Then the Yellowfin 6700 HT must surely be the one. It offers protection, has a functional design and space aplenty for the hangers on that seem to materialise when any sort of fishing trip is suggested, or, maybe that's just my mates. It's perfect for offshore gamefishing missions or anchored up on a reef dropping baits.

POSITIVES

Space

Layout

Usability

NEGATIVES

Lack of standard inclusions

NUMBERS THAT MATTER

Price: (from) \$69,032 with 130hp Evinrude

Construction: Plate Aluminium

Length Overall: 7.05m

Beam: 2.40m

Weight on trailer: (approx.) 1999kgs

Engine: Evinrude 225 G2

Fuel Capacity: 200-litres

Capacity: 7 adults