

Yellowfin 6700 kicks goals in rough conditions



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What do you do on Queensland's Sunshine Coast when the forecast is 20 knots of southeasterlies and seas of 2.5m+? Most of the time you'd swap the fishing rods out for the golf clubs or rack up some brownie points with your better half, however if the opportunity presents itself to step on board one of the newly released Yellowfin Plate boats and put it through its paces you grab the bull by the horns and hang on!

With the choice of five Yellowfin boats to test I went for the middle of the size range in the form of the 6700. Powered by an Evinrude Etec Gen 2 engine, at first glance this was a serious offshore fishing vessel but moments

before we hit the entrance of the Mooloolah River I felt a few butterflies given the sloppy conditions I knew we were about to encounter. I had the pleasure of being joined by Telwater's Damien Duncan (Director of Sales and Marketing) and his first mate, Jenna Cue (Marketing and Social Media Co-ordinator) and their reassurance that the boat was designed to tackle rough water helped to ease my nerves.

At first glance the layout looked somewhat industrial with the fully welded checker plate floor but as I made my way toward the cabin to stow my equipment, the strength of the construction of this fishing rig became apparent.

The new 6700 hull design is truly different to any of the previous Yellowfin models. The variable deadrise to 19° at the transom gave a great cushioning effect as we launched the boat between waves. The bottom sheets are constructed using 6mm sheet while the sides are 4mm. I was particularly impressed with the higher free board which measures 730mm. Underneath the welded checker plate floor you will find a sub-frame rib structure of longitude and latitude ribs made of 6mm vertical stringers and 5mm horizontal ribs that really beef this boat up.

With lumpy seas and 20 knots of breeze, it was inevitable that at some point during the test we would cop a little bit of spray. While we didn't get much, the water that

did enter the cockpit drained toward the back of the boat across the welded checker plate floor and into the cleverly designed rear catchment area which steps down from the floor level and through the non-return scuppers. This design would also come into its own when using the deck wash to clean up.

While access to the bow is made easy by the wide gunwales, non-slip pads and a solid handrail incorporated into the hardtop, this 6700 was fitted with a drum winch that makes anchoring nice and easy for the crew. The anchor well is a solid welded plate construction and the rear plate does not require any additional strength to install a drum winch at a later date. Access to the anchor well is also available through the large cabin hatch that is constructed using hardened glass.

Powered by an Evinrude Etec Gen 2 225HO, the boat had more than adequate horsepower. While idling out from the harbour at Mooloolaba, the V6 direct injection engine was whisper quiet but there was no doubting the serious torque of this machine as we were met by some serious swell at the entrance of the river. Complete with Evinrude's Remote Dynamic Power Steering system, turning the wheel was feather light and made negotiating the rough stuff a breeze. Damien explained, "The difference between the Gen 1 and Gen

2 engine is 17% better fuel efficiency with up to 40% more torque."

During our test we travelled some distance north of our starting point in search of schools of tuna to no avail, but the boat comfortably cruised nicely at around 25 knots through the middle rev ranges in a side on sea. With no luck in close we

or simply set on auto, which takes all of the work out of having to level the boat. It is refreshing to see that they are a standard feature and I'm sure future Yellowfin owners will reap the benefits.

Launching and retrieving the Yellowfin 6700 was made easy with the 'Catch N Release' system that comes standard on all Yellowfin

The 6700 that we tested was navy blue and looked super sharp on the water, but is also available in four other colour options – metallic grey, burgundy, and black and white.

Although we were not lucky enough to sink the hooks into any fish while out testing this boat, my mind is made up that this is a serious offshore fishing rig that is designed to take anglers a considerable distance. The layout is smart with both comfort and practicality in mind. There is adequate space in the cabin and shade provided under the hardtop, while the transom door and boarding ladder would make it easy for activities like swimming and snorkelling. This sees this rig double up as a family boat.

Given the opportunity to fish offshore aboard a Yellowfin 6700 in sub-average weather, would I go? Absolutely – the folks at Quintrex have definitely got this one right!

If you would like to get a quote on a Yellowfin 6700 package, contact Graham Barclay Marine on (02) 6554 5866, or drop into their premises at 129 The Lakes Way, Foster.

• *Quoted performance figures have been supplied by the writer in good faith. Performance of individual boat/motor/trailer packages may differ due to variations in engine installations, propellers, hull configurations, options, hull loading and trailer specifications.*

SPECIFICATIONS

Length overall	7.05m
Length bow-transom.....	6.75m
Beam.....	2.4m
Depth	1.25m
Length on trailer	8.23m
Height on trailer.....	2.47m
Bottomsides.....	6mm
Topsides	4mm
Transom material.....	5mm
Weight (boat only).....	1050kg
Recommended HP	150HP
Maximum HP.....	225HP
Number of people.....	7

pointed the bow to the east to focus our attention a little wider, being mindful of the conditions, we easily went up and over the head on seas (2.5m+) at around 8-10 knots. After searching for birds and surface activity for a while it was time to head back to the Marina. This time we took a south westerly direction and the Yellowfin ate up the sea and felt very solid coming down the waves.

Adding to the ride and performance of the hull is the Volvo BTS trim tab system that can be used manually

boats and Yellowfin aluminum trailers.

Fishing from this boat is great with plenty of room to move around, and after testing it out I could personally see myself heading offshore for the day with three mates and nobody missing out on the action. There are 16 rod holders including the rocket launcher, a serious bait and rigging station, a large live bait tank with a viewing window to keep an eye on those precious livies and a transom door for bringing on board those larger fish.

QR CODE



Scan the QR code to see the Yellowfin in action and hear from Nathan Shaw about the new range and how they perform with the new G2 Evinrude



The Evinrude GEN 2 performed flawlessly with plenty of torque at the ready for the big sets of waves that we encountered.



The Evinrude Icon Touch digital gauge gave super clear readings and with different page options gives the skipper the ability to quickly and easily view detailed readings of fuel/fluid levels, trip logs, engine data and more.



Every Yellowfin 6700 comes with a standard no-nonsense bait and rigging station. The station has a handy shelf below for tackle storage, five rod holders, two drink holders, a solid cutting board and a nice large drain for cleaning up.



While a clumsy deckhand may stub his or her toe on the spray deflector on the side decks, they certainly do a great job of redirecting water over the side instead of into the cockpit.



The rod holders on the gunwales are welded in including a solid gimbal at the base to give you plenty of confidence that your expensive rod and reel is going nowhere!



The hardtop gives great protection from the elements when things turn nasty but on a hot sunny day the forward sliding side windows let a beautiful cool breeze in.



The last thing a lot of large fish are likely to see is a 110L kill tank on a Yellowfin 6700!