

RED-HOT PERFORMER

YELLOWFIN 6200 HARDTOP

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Over the past decade or so, Queensland trailerboat manufacturer Telwater has steadily expanded its Quintrex boat range to include larger-size plate-aluminium trailerboats. Although Quintrex is best known for its small tinnies and pressed-alloy craft to around 5.5m in length, it has now moved into the production of larger models to secure a slice of this lucrative Australian market. In their regular Quintrex-branded range, for example, there are now well over a dozen models larger than 6m constructed from heavy-duty plate-alloy. Of these, the top-of-the-range Tridents are of most interest to offshore anglers. Featuring an open soft-top half-cabin, or a full-hardtop cabin configuration, these pressed-plate craft are available in 610, 650 and 690 sizes.

In addition to its excellent Trident big trailerboat range, Quintrex re-launched the renowned Yellowfin brand last year, introducing four new model sizes with half-cabin and full-hardtop cabin layouts. These latest Yellowfin sportfishers are available in 5.8, 6.2, 6.7 and 7.4m hull length. In *BlueWater* issue 117 we tested the 6.7m – or 6700 series – Hardtop model and for this report we opted for the slightly smaller, but almost as capable, and cheaper, 6200 model.

YELLOWFIN 6200 OPTIONS

The Yellowfin 6200 is a moderate-vee (19 degrees at transom), variable deadrise monohull with a wide 2.4m beam and full plate-alloy construction, including a sealed, welded floor. It also features high topsides and substantial interior freeboard.

The Yellowfin sports a full-size, full-length forward cabin, sheltered helm area with 6mm safety-glass front windows and sliding side windows, as well as a self-draining checkerplate cockpit floor suitable for three or four anglers.

The series offer a fastback-style transom configuration and are designed to accept a single 63cm extra-longshaft outboard of up to 200hp. Sturdy boarding platforms are also situated either side of the outboard engine, with a fold-down ladder on the starboard side.

Notable standard equipment includes the portside poly-plastic berley bucket with muncher, a set of interceptor-type Volvo Penta trim tabs, hydraulic steering, GME VHF radio, Totalscan skimmer transducer and a saltwater deckwash.

Factory options worth considering include a Savwinch electric anchor windlass, a range of vinyl hull wraps, a 75L spare fuel tank in addition to the standard 165L tank, outdoor carpet throughout, upholstered berth cushions and back rests, as well as an Icey Tek icebox and storage boxes under the helm seats.





The new Yellowfin range of plate-alloy trailerboats from Quintrex are outstanding platforms for safe, practical and economical offshore gamefishing. These tough, well-designed trailerable fishing craft are solid performers on the water and exceptionally well-priced. The best value model is arguably the middle-sized 6200 Hardtop, as Jeff Webster discovered.





Beneath the hardtop are comfortable bucket chairs with arm rests. As standard, the chairs are mounted above aluminium frames, but they can be mounted over storage boxes. Note also the wide dash, easy cabin access, high windscreen (with wiper) and sliding side windows for ventilation.

SOLID CONSTRUCTION

Like its larger kin in the Yellowfin range, the 6200 is built like a tank, with 6mm plate-alloy bottom sheets, 5mm transom material and 4mm topsides. The tough outer plate is reinforced with an elaborate box-section sub-floor structure with 6mm longitudinal stringers and 5mm cross-ribs for maximum strength and rigidity.

The underfloor structure is then topped with a 4mm checkerplate cockpit floor that is fully welded to the aluminium side sheets, ensuring the Yellowfins are strong and tough enough to withstand heavy weather wide offshore.

The 6200 is available as a regular cuddy/half-cabin with windscreen and overhead bimini top, or alternatively with the hardtop and a fully-sheltered helmstation – as tested here. The hardtop model is ideal for long-range trailerable gamefishing as the crew will stay warm, sheltered and dry regardless of the weather.

For that reason, the hardtop option really is a no-brainer when it comes to offshore work. As a gung-ho young angler, I didn't really mind getting cold or wet while fishing offshore from open centre-consoles or largely unprotected cuddy-cabs, but as I got older I soon found myself looking for a bit more comfort. With the protection of a full hardtop, I know I will reach the fishing grounds feeling fresh and ready for action.

The Yellowfin's hardtop is well designed too, with ample height underneath for taller guys and excellent visibility through the front glass windscreen panes and surrounding sliding windows. The hardtop is also short in length, a deliberate design to maximise cockpit space for fishing. This ensures the skipper has good visibility over the action in the cockpit and is able to position the boat during the end-game with big fish.

The hardtop also acts as a base for mounting helpful accessories like a set of outriggers (reinforced 'rigger plates are provided on the cabin sides), a radar dome and the included five-rod rocket launcher rodholder.

The rodholders in the rocket launcher are cleverly hinged so they can rotate or pivot downward to make it easier to extract rods from them. As the hardtop is quite high, you would otherwise have to stand on the gunwale to extract the rods by lifting them vertically in the normal manner.



The standard seat frames are cleverly designed to hold an icebox underneath. The Icey Tek Icebox is available as an option.



CABIN & HELM

The forward cabin is open to the helm and cockpit area, although there is a half-bulkhead on the starboard side, behind which is the covered wiring box. The cabin boasts plenty of headroom and wrap-around side storage pockets, as well as a welded checkerplate floor. The berths/side seats come in at over 2m in length, with a minimum width of 500mm. The test rig had the basic fit-out – sans berth cushions, although these are available as options, along with backrests and a centre infill cushion/board. Beneath the two cabin berths are roto-moulded plastic safety gear storage bins, accessed by lifting the hinged and carpeted hatch lids.

A clear centre-opening hatch in the forepeak provides light to the cabin and ventilation. It is big enough for a small person to squeeze up through, but larger crew will want to go forward to the bow by climbing around the cabin sides. The bow is surrounded by a bowrail and features a large anchor well and bowsprit. The test rig was fitted with the optional SAV-brand electric drum anchor winch to make anchoring a little easier.

Back at the helm you'll find a wide dash on the portside with a non-glare grip-matt covering, very useful handrail, and neatly carpet-upholstered side panels beside the forward passenger seat. To starboard there is provision for a single flush-fitted electronics display in the panel above the steering wheel, with the Evinrude Icon Touch 11cm CTS digital engine display (standard with G2 E-Tec engines) mounted above that on a separate pad/binnacle. While the additional mounting pad looks like an afterthought when the designers realised they may be a bit short on dash

Above: The futuristic-looking Evinrude E-TEC G2 200hp 2-stroke outboard delivers very strong acceleration and performance, powering the Yellowfin 6200 to a top speed of 42 knots.

right: Yellowfin boats come standard with an easy-care, easy-clean aluminium interior fit-out, although there are optional cabin berth cushions and backrests, as well as carpet to the floor, ceiling and surrounds.



space, it is functional as the Evinrude digital display stands proud above the dash and is easy to read.

Elsewhere there is the usual array of switch panels, along with the Volvo Penta trim tab controls, GME VHF radio and a side-mounted throttle lever.

The Yellowfin 6200 is most comfortable to drive while standing up, as the steering wheel and throttle are well placed. When seated, I found I could not easily reach the controls even with the seat slider moved all the way forward, although this can be adjusted by mounting the chair slightly closer to the dash/cabin bulkhead.

The test boat's helm chairs were mounted on welded aluminium frames rather than the optional seat boxes. The frames are standard and are designed so you can slide an icebox underneath them. This boat was fitted with the optional Icey Tek model, but I am sure that other brands will also fit well.

"Yellowfins are strong and tough enough to withstand heavy weather wide offshore."



Above right: The Yellowfin 6200's self-draining cockpit is big enough for three or four anglers, and with foot-space around the perimeter it offers secure footing when battling big fish. Its 60L livebait tank has a clear front viewing window so you can keep an eye on the health of your livebaits. The starboard-side transom door and the large, removable baitboard complete with rod rack are standard.

BIG FISH IN BIG SEAS

One glance at the rear cockpit and you'll quickly realise that it has been designed by fishermen. This is evident in the 715mm height of the cockpit freeboard, the 265mm width of the side coamings and the placement of the 110L underfloor fishbox. However, what really stands out is the side storage pockets and rear battery shelving platforms, which are raised just enough to secure your feet beneath them. Although good foot/toe bracing may not be needed when fishing calm conditions, when it roughs up or you're playing tug-o-war with a runaway billfish you'll soon realise just how vital this is. This design feature is crucial in our rough seas and is why many American imports are not well suited to Aussie fishing conditions.

The majority of US imports seem designed for calm seas. Boats beneath 7m in length often have very little cockpit freeboard and their moulded cockpit sides are flush, with no toe/foot space at all. I don't want to harp on too much, but I can't stress enough how important it is to be both comfortable and secure when working big fish in sloppy seas offshore.

A FISHING COCKPIT

While the cockpit in the Yellowfin 6200 is a little shorter than that in the previously tested 6700 model, there is still ample space for three to four anglers to fish in relative comfort. As with all Yellowfin models, the cockpit is self-draining and has a no-return scupper drainage system, so you don't get your feet wet from water slopping in and out.

All the features you see in the cockpit come standard with this boat, including the excellent portside transom corner 60L livebait tank with viewing window. In addition there's also the up-sized baitboard – although this is better described as a baitstation given it has a full-width shelf for lure and terminal tackle storage, knife and utensil tray, cupholders and a built-in rod rack. Importantly, the baitstation is bolted down rather than welded, so it can be easily removed and left at home should it get in the way.

Other features include transom corner bollards, rear coaming rails, four aft-facing welded rodholders, raw water deckwash hose, starboard-side transom door with ladder, and a portside transom berley bucket.

BLISTERING ACCELERATION

The Yellowfin 6200 is rated for a single 63cm extra-longshaft outboard between 115 and 200hp. Our test boat was fitted with a 200hp Evinrude E-Tec G2 HO – and boy was it quick. These futuristic-looking engines never fail to impress, and the performance of this engine was no exception. Gunning the throttle gives you truly quick acceleration, and the power and torque does not let up all the way through to a wide-open throttle of 5900rpm.

We recorded an exciting top speed of 42.2 knots, and the really impressive part was how rapidly we reached that top speed. There is certainly no better engine for bar crossings and rough-water work, with both situations requiring rapid acceleration to stay out of trouble.

The big Evinrude was most efficient running at an easy cruise speed of 26.3 knots at 3500rpm – consuming 23.1 litres per hour and giving the boat a maximum range of 178.46 nautical miles on 95% of the Yellowfin's 165-litre fuel tank.

While the performance of the test rig was exhilarating with the 200hp Evinrude G2, you could certainly power the boat with a smaller engine. The newly released 150hp Evinrude G2s, for instance, come to mind as an ideal fit for this craft.

HANDLING & RIDE

The latest serious of Yellowfin hulls have been revised to have a slightly deeper forefoot and entry shape, while maintaining a modest 19-degree vee at the transom. This variable deadrise ensures the hulls are exceptionally stable at rest and ride comfortably in choppy water. The hulls are also stable at speed, to the extent that you could run the boat without trim tabs. However, the included Volvo Penta trim tabs do give you more options for correcting a lateral list due to changing wind, current and sea conditions – as well as enabling you to drop the nose down further to cut into a savage chop without slamming. Conditions were calm for our test so we could run offshore at high speed, throughout which the Yellowfin 6200 rode comfortably, feeling surefooted, solid and well balanced.

Due to our calm seas it was difficult to determine how dry the boat ran. However, whether it takes any water over the quarter is somewhat irrelevant as the boat has a sheltered helm station along with a starboard-side windscreen wiper.

"The hardtop option really is a no-brainer when it comes to offshore work."

"These futuristic-looking engines never fail to impress."




The Yellowfin 6200 boat/motor/trailer package comes in just under 2000kg and can be towed behind a regular 4WD vehicle on a trailer with standard mechanical override brakes.

Given the strong performance of the Yellowfin 6200 during our test, I would happily take it wide offshore, knowing it has the safety and seaworthiness to run back home in adverse weather conditions.

A RIPPER RIDE

Like its siblings in the Quintrex Yellowfin range, the 6200 is an excellent Aussie fishing craft. It is big, strong and seaworthy enough to roam offshore waters all day and yet, importantly, it weighs less than 2000kg packaged with the engine and trailer. This means you can legally tow the rig on a trailer with regular mechanical override brakes, as opposed to a much more expensive electric hydraulic break-away system.

The Yellowfin 6200 is also exceptional value for money, with packages starting at a remarkable \$60,000. Our test rig was substantially more, but it featured a number of options as well as the maximum engine power.

If you are shopping for a full-plate-built boat to tow behind a regular 4WD vehicle, be sure to put the Yellowfin 6200 on your short-list. 

HIGHLIGHTS

- Excellent value in plate-aluminium.
- Evinrude G2 provides outstanding acceleration.
- Responsive, ultra-light hydraulic steering.
- Durable construction.
- Hardtop shelter for weather protection.
- Well-designed cockpit for fishing.



SPEC CHECK <

YELLOWFIN 6200 HARDTOP

PERFORMANCE

Speed (km/h)	RPM	Total Fuel Consumption (L/hr)
4.7kt (8.69km/h)	1000rpm	2.3L/ph
6kt (11.10km/h)	1500rpm	5.4L/ph
8kt (14.80km/h)	2000rpm	9.8L/ph
13.2kt (24.42km/h)	2500rpm	14L/ph
19.3kt (35.70km/h)	3000rpm	19L/ph
26.3kt (48.65km/h)	3500rpm	23.1L/ph
30.4kt (56.24km/h)	4000rpm	30.5L/ph
32.1kt (59.38km/h)	4500rpm	39.4L/ph
36kt (66.69km/h)	5000rpm	49.7L/ph
39.9kt (73.90km/h)	5500rpm	59.7L/ph
42.2kt (78.07km/h)	5900rpm	64.8L/ph (Wide-open throttle)

PRICE AS TESTED

\$89,900

OPTIONS FITTED

Evinrude 200hp E-Tec G2 HO DFI 2-stroke (extra-longshaft) outboard, Simrad NSS12 Evo2 GPS chart plotter/fish finder, GME GX750B VHF radio, Savwinch 1500w electric drum anchor winch with anchor and rode, all-over burgundy paint and Ikey Tek ice box.

PRICED FROM

\$59,946 with Evinrude E-Tec 115hp 2-stroke outboard, Yellowfin tandem-axle aluminium trailer, offshore safety gear pack, and Queensland boat and trailer registrations.

GENERAL

Type: Monohull enclosed hardtop
 Material: Plate aluminium
 Bottom alloy: 6mm
 Transom alloy: 5mm
 Topside alloy: 4mm
 Length overall: 6.55m
 Hull length: 6.25m
 Beam: 2.4m
 Depth: 1.25m
 Deadrise: 19 degrees
 Hull weight: 1065kg (dry)
 Weight on trailer: 1950kg (approx)
 Height on trailer: 2.92m
 Length on trailer: 7.96m

CAPACITIES

Maximum power: 200hp
 Maximum load: 926kg
 Maximum engine weight: 296kg
 Fuel capacity: 165 litres
 People: 7

ENGINES

Make/model: Evinrude E-Tec G2 HO 200hp
 Type: 74-degree V6 DFI 2-stroke outboard
 Rated hp: 200
 Displacement: 3.4 litres
 No. cylinders: 6
 Weight: 253kg
 Shaft length: Extra-longshaft (63cm)
 Gearbox ratio: 1.85:1

TEST BOAT SUPPLIED BY

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