

BFM Boat Test

Redfin 6000 outboard



Simon Everett goes afloat in the economical and stylish Redfin 6000

Economical

In these days of high fuel prices the ability to get to your destination more economically, surely must be a bonus. Many people look at their engine for fuel consumption, the rise in popularity of four strokes is testimony to that, but how many consider the hull efficiency of a boat before putting it on their shortlist? The Redfin 6000 was designed by John Moxham to plane very easily and not soak up huge amounts of power to do so. Her mild deadrise ensures fast planning and the high angle of deadrise on the forefoot cuts waves for a mild ride. The result is a 19 foot boat which runs at a good 30 knots on a Yamaha 60hp outboard. The package provides fast, economic, comfortable cruising to and from your fishing grounds.

Spacious

The boat is also extremely spacious. The open layout of the cockpit is especially welcome for dealing with large fish, or for uptide casting. Four anglers onboard have plenty of room and the cuddy easily swallows all the loose gear that is associated with such company. Tackle boxes, tuck bags, spare clothing can all be stowed in the shelter of the cuddy without getting in the way of the forward opening section of the hatch for anchoring or mooring duties.

Personal choice

The centre helm of our test boat is actually from an open boat and isn't a usual choice for the classic cuddy. Normally a starboard side helm console is fitted and the cuddy is accessed through an opening, lockable, bulkhead. The customer who this boat was being delivered to had ordered the centre console so he and his wife can fish either side of it whilst sat in the shelter of the cuddy. The centre section of the cuddy is hinged forward so as to provide a large opening from which to





work the anchor, sea anchor and making fast on the hefty Samson post. The anchor locker is easily reached and holds plenty of warp together with the anchor and chain. This is a practical layout and one which will soon be appreciated.

Hidden wiring

The helm features no feedback steering to the 60hp High Thrust, four stroke, Yamaha outboard which makes life very easy at the helm. The console options all provide plenty of room to fit a GPS plotter and fish finder. Electrics are routed through conduits and the lighting on the mast is fed by wires running through conduits glassed into the deckhead of the wheelhouse. This is done so as to keep the wiring protected from moisture.

Non Slip

The cockpit is very spacious for a small boat. The deck is all non-slip moulded and there are scuppers around the sides to keep the deck dry and free of fish slime when you sluice down. The cockpit sides are a good safe height, up to my thighs, which makes it easy to reach down to the water and still provide plenty of support. Rod holders are of stainless steel and built into the pulpit rail. Others can be specified at the time of ordering, or at the appropriate time during build. ▶



Buoyancy

The boat behaves extremely well, she is nimble and very, very stable thanks to the sponsons grafted onto the quarters. With two of us stood on the gunwale rail she barely moved! There is also a massive amount of foam enclosed in the build, enough to provide 1.5 tonnes of buoyancy. This has another effect, it is a very good sound proofing material and helps to soak up a considerable amount of noise, both from within the boat, but also water noise making her a very quiet ride. For inshore fishermen this is an aspect which is rarely thought of, but in actual fact is an important consideration. The scare area around a boat due to the noise and shadow is one of the reasons uptidling was invented. If you fish from a quieter boat, the scare area is much reduced and that must have an effect upon your catches in shallow water.

Pale grey

Another clever aspect of the Redfinn is the grey topsides. You don't really notice it, but the topsides are not white like the hull, they are pale grey. This is done for a very practical reason, in the glare of the sun white reflects and for the helm looking out over a white foredeck the constant glare can become uncomfortable after a period as well as making it difficult to see. The grey colouring reduces this glare and makes life easier and more comfortable. As a fishing boat the Redfinns have become very well respected for their build quality and their performance. They sit well in a wave and can handle a blow with margin to spare. This is a boat that you can rely upon to get you out, fish in safety and get you back again and do it all economically. No longer do you have to sacrifice speed for economy. A turbo diesel inboard version of the 6000 is now available.

On the plane

We took her out in the evening to see how she measured up. There is a surprise in store for anyone trying one of these. The 60hp motor is plenty to have her zipping up onto the plane and to a maximum speed of 36mph with three adults aboard. That is very commendable and cruising at a comfortable 28mph is just on the peak power point of the engine. There are more revs available, but no extra power is made in those final revs, you just spin the prop faster and use a considerable amount of extra fuel in doing so. Most engines are economical at about 2/3rd revs. Although the boat is rated up to 100hp I think most people will find that the 60hp High Thrust is well balanced to this boat. The only time you might need more power is if you take three friends on a regular basis and you are all in the front five of the rugby team!

SPECIFICATIONS

LOA	6m
Beam	2.2m
Weight	650kgs
Floorspace	60sq ft

For more details call Redfinn boats on 00353 872 560 865 or email; info@redfinnboats.com
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