

Bluefin 620 Centre Console Test

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If you're into no-frills, low maintenance boating at a minimum expense, then the Bluefin 620 Centre Console is worth a serious look



- ✓ Plenty of open fishing space
- ✓ Easy clean interior
- ✓ Centre console is sheltered with tidy dash
- ✓ Dry ride and fun to handle
- ✓ Value for money

Sportcraft Boats produces a range of aluminium boats under the Bluefin and Scorpion brands and sells direct in order to offer a lot of boat at an attractive price.

Beneath the waterline

The entire Bluefin range is based around the same gull wing hull design and features a downturned chine, which is actually an aluminum extrusion, fixed where the bottom of the hull joins the sides. This attachment creates a strong welded join and also provides extra lift while deflecting spray away from the boat.

On board

Built to be friendly on the wallet, the no-frills interior is uncluttered.

Manual anchoring is made easier with excellent access to the open anchor well, and a handy step puts you at a comfortable height to deploy the pick. The contoured bow rails run from amidships, providing a solid grip to the bow, where they are welded to the large fairlead and act as an anchor guide.

Wide gunnels become super wide at the bow for extra stability forward and are at a good height in the cockpit. While making comfortable seats when fishing, they could do with some non-skid to facilitate safe boarding. The gunnels feature four rod holders as standard, with space to fit more.

The floor is easy clean tread plate, which provides good grip, and tube floor matting or carpet can be added. A bilge well and bilge pump are located at the stern, with the battery and switch situated on a raised platform above, facilitating easy clean up.

Parcel shelves run down the sides and a large shelf is tucked under the transom. There is no dry storage for your possessions, so a waterproof container is a good idea. Our test boat was fitted with two 23-litre tote tanks but space is available to increase that to twin 45-litre tanks. An under-floor tank is not an option due to the 850 litres of sealed buoyancy below.

The heart of this boat is the centre console which is sheltered by a wide acrylic screen that is at a good height for wind and spray protection. Access around the side of the centre console is a bit tight but this is necessary to allow maximum protection of the helm. A bimini top is included and can be removed.

The dash is cleanly laid out with all the expected gauges flush-mounted in the top. A handy grab rail runs around the edge for passenger safekeeping. The VHF and switch panels are all located in easy reach and a Garmin 140 depth sounder is also included in the price. A wiring loom runs from beneath the console through the floor in full view and detracts from the otherwise good finish. The entry point through the floor isn't terribly toe-friendly either.



In pursuit of the big one

Navigation lights and a removable anchor light are included, the latter is located on the transom to provide the driver with unhindered night vision, while also illuminating the large bait board.

The outboard well floods at rest and so can double as a live-bait holding tank if required, and the catch can be chilled in the movable fish bin complete with an upholstered lid.

For those who like to get wet, the twin tread plate duckboards provide easy access to the briny. The port side platform features double handrails and a sturdy boarding ladder. There is no transom door but the transom itself isn't overly high or wide.

A dive rack can be mounted on the front of the centre console and there's enough useable floor space to cater for a couple of divers, an observer and the skipper with room to spare.



Handling and performance

Being in such an open boat in choppy conditions, I expected to get wet; however, we comfortably skipped over the chop at 25 knots without taking on any spray. This boat was very predictable into the head sea and, with the hydraulic steering, felt safe, secure and fun to drive.

Turns were tight and the gull wing hull provided a soft and stable ride even at speed. The Bluefin Centre Console was slightly sluggish to transition onto the plane when being eased up gently. Putting the hammer down from a standing start nullified this somewhat and she popped out a lot quicker.

Once in calmer waters we put the hammer down and gave her a blast, reaching the top speed of 39 knots.

The carbureted two-stroke Mercury 90hp provided excellent acceleration but is a bit lumpy at low revs due to the large cubic capacity and three-cylinder configuration. This is a small price to pay in such a budget-friendly option, both in capital outlay and servicing costs. Sportcraft is a Mercury dealer and can fit this boat out with EFI or four-stroke options if lower fuel consumption and greener thinking are on your list of priorities.

This rig is supplied on a Sportline single axle, multi-roller trailer complete with submersible LED lights. Launching and retrieving was a breeze and towing wasn't a problem either.



The verdict

While centre consoles aren't everyone's idea of an ideal boating platform, if you're fairly rugged and into no-frills, low maintenance boating at a minimum expense then the Bluefin 620 Centre Console is worth a serious look. The useable fishing space and easy clean interior make it ideal for fishing or diving trips with mates, and good times will be had without having to worry too much about dirtying up the boat in the process...

For more information contact Sportcraft Boats, ph 07 928 7193, email sportcraftboats@clear.net.nz or visit www.sportcraft.co.nz.

Specifications

LOA						6.2m
Beam						2.3m
Height						2.4m
Deadrise			17			degrees
Weight	930kg				tow	weight
Buoyancy			850			liters
Hull			thickness			5mm
Side			thickness			3mm
Transom			20			inch
Fuel capacity	2		x	23-litre	tote	tanks
Engine	Mercury 90hp		ELPTO	two-stroke	(max	115hp)
Price as tested:	\$33,995.00					