Vindicators are built as standard to fit either single or twin outboards.

Vindicator 5.5m cuddy cabin with twin 70hp Yamaha engines.

With an overall length of 6.0m the 5.5m cuddy has ample fishing room and a large bunk area.

Vindicator 5.5m - twin 70hp

Boat Test

by BEN COLLINS

LATE last year I had my first run in a Vindicator 5.5 cuddy, and I must say I was very impressed with the ride and finish of the boat.

Vindicator boats, distributed by Watson's Marine in Gympie, are specifically built with fishing in mind.

The original test was done with a single Yamaha 115hp 4-stroke engine around the Mad Mile at the mouth of the Wide Bay Bar.

As I have mentioned in previous articles, Vindicator boats are set up as standard to fit either a single or twin rig, so the choice is yours.

With the recent launch of the new 70hp Yamaha 4-stoke, Vindicator set up a boat package to run the new outboards as a twin rig.

When I first heard that the Vindicator 5.5 was going to be fitted with a twin rig I earmarked this boat as a good all-round package.

And with the maximum horsepower for the 5.5m cuddy being 140hp, you end up with a rig that has all the power you are going to need, coupled with fuel-efficient outboards.

Having plenty of punch out of the hole is especially important when heading offshore, over the bar, out of surf gutters or carrying a solid load.

However, I wanted to see for myself how it performed, so of course I put my hand up to have another run in the Vindicator 5.5 cuddy when it was set up with the twin Yammies.

Being very impressed with the single, I was keen to see how the twin rig performed and if it lived up to expectations.

Only time would tell, so I organised a trip in Moreton Bay with Glen Gibson from Yamaha.

As we arrived at the ramp (and I actually got there before him this time), we were met by a very strong westerly breeze.

Once the boat was launched, we made our way out of the leads at Manly with the plan to have a play in the Bay and then get some running shots from the jetty at St Helena Island.

With the wind against the tide, it gave us some ordinary conditions in which to test.

But that was a good thing because most boats handle well in ideal conditions, so this was going to be a real test.

Actually heading offshore fishing for the day would be a test, but time and weather didn't allow it.

With the short and sharp chop following us across the Bay, the hull design shone as it sliced through the bigger waves.

The twins also had plenty of grunt to push the boat over the waves while maintaining a constant cruising speed.

On arriving at the jetty, the wind had picked up even more and was blowing every bit of 25 knots-plus.

Conditions were so ordinary that I didn't even want to jump off the bow of the boat onto the landing on the jetty.

Because then I would have had to try to get back on board and I wasn't keen on having the new rig damaged by a wave pushing us onto the jetty.

So after close examination we decided to head to the more sheltered waters at Wellington Point to grab a few pics.

The beauty of this was that this time we got to punch into the waves and have more of a play/test.

One of the main advantages of a twin rig is the safety factor.

It is always good to know in a worse case scenario that if one engine fails for whatever reason (bad fuel, water in fuel, mechanical problems) you have a second engine to get you home.

And especially so when you are out to sea fishing and may not be in radio contact.

This boat is designed to fish, and with the twins provides a good package for reaching those remote fishing areas.

With an underfloor fuel tank of 180 litres you can get a range of 300km cruising at around 4000rpm at 35km/h.

And you find some interesting figures when you compare it to the 115hp Yamaha,

For starters, you actually obtain exactly the same optimum fuel figures, with both rigs averaging a maximum of 1.73km per litre.

However, there is quite a difference in some of the other figures.

The twin rig was revving at 4000rpm, while the single was at 5000rpm for the same optimum economy.

In fact, at these corresponding revs, there was a difference in speed, with the twin rig travelling around 35km/h and the single at 45km/h.

And when you think about it conditions generally only allow you to travel at around these speeds most of the time.

If you're interested in checking out this model or the Vindicators in general, come along to this year's Brisbane Boat Show where there will be a couple on display at Stand 180.

Or call in to Watson's Marine Centre, Gympie where you may be able to organise a water test.

Check out the website at www.watsonsmarine.com.au or call 07 5482 2135 for more information.

To see my original test on the Vindicator 5.5m cuddy log on to the Bush 'n Beach Fishing website www.bnbfishing.com.au and click on the boat test tab. ⚓

Glenn Gibson putting together Yamaha's Performance Bulletin.

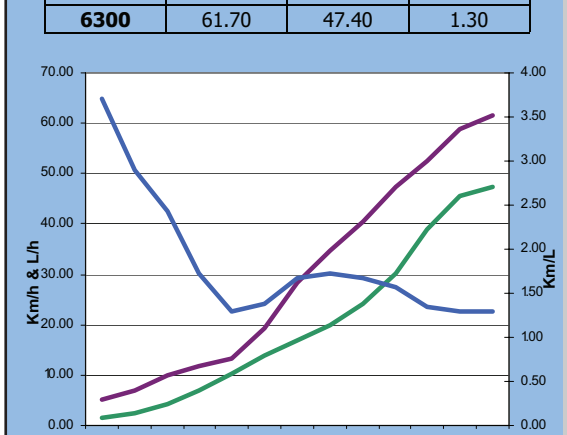
YAMAHA

Performance Bulletin

Test Date: 23rd of March 2010

Performance Data

RPM	Ave Km/h	Ave L/h	Ave Km/L
700	5.20	1.40	3.71
1000	6.95	2.40	2.90
1500	10.00	4.10	2.44
2000	11.70	6.80	1.72
2500	13.30	10.35	1.29
3000	19.20	14.00	1.37
3500	28.50	17.00	1.68
4000	**34.60**	**20.00**	**1.73**
4500	40.55	24.25	1.67
5000	47.35	30.05	1.58
5500	52.40	39.05	1.34
6000	58.90	45.55	1.29
6300	61.70	47.40	1.30



Test Performed by certified Yamaha Technicians

Boat Manufactured by:
Vindicator Boats - Cnr. Cross & Wickham Streets, Gympie QLD 4570
07 5482 2135 - http://www.watsonsmarine.com.au/

VINDICATOR 5.50M CUDDY CABIN

Length	5.50m
Beam	2.45m
Dry Weight	1,046kg
Max Hp	140hp
Fuel Capacity	180L
Weight as Tested (approximate)	1,586kg

F70AETL/10

Horsepower	51.5 kW (70 ps) @ 5800 rpm
Engine Type	16-Valve SOHC In Line 4 cyl
Weight (Inc. Prop)	119kg
Gear Ratio	2.33 (28/12)
Mounting Height	2nd Hole

PROPELLER

Series	White K Series Alloy (6E5)
Diameter/ Pitch	13½ x 15"
Part Number	6E5-45947-00

TEST CONDITIONS

Crew	2
Air Temperature	23.5° C
Wind Speed	>5 Knots
Fuel	180L
Water Temperature	25.6° C

TEST PERFORMANCE SUMMARY

Max Ave Speed	61.70 Km/h or 33.26 Knots
Best Cruising Nm/L	1.73 Km/L @ 4000rpm
Range, Based on 95% Fuel Capacity at Best Nm/L	296 Km
Acceleration Idle to WOT	Not Tested

Data may vary due to changes in weather, tides, boat load, hull & propeller conditions, temperature, atmospheric pressure and wind direction. Fuel data gathered with a non-calibrated Yamaha fuel gauge. Speed data recorded with GPS receiver.
Yamaha Motor Australia accepts no responsibility for the accuracy of these readings.
All test data is recorded with the engine fully trimmed in (-4), until 5500 RPM, where possible.