

FREE DIGITAL MAGAZINE

Motorboat Owner

MARCH 2020

Affordable practical boating



BOAT TEST

Finnmaster T6 & R6



PRACTICAL

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Finnmaster T6 & R6



BOAT TEST

Length (LOA): 6.39m / 21ft 0in

Beam: 2.29m / 7ft 6in

Displacement: T6 1,160kg R6 1,050kg

Fuel capacity: 132 litres

RCD category: T6: C7 R6: C6

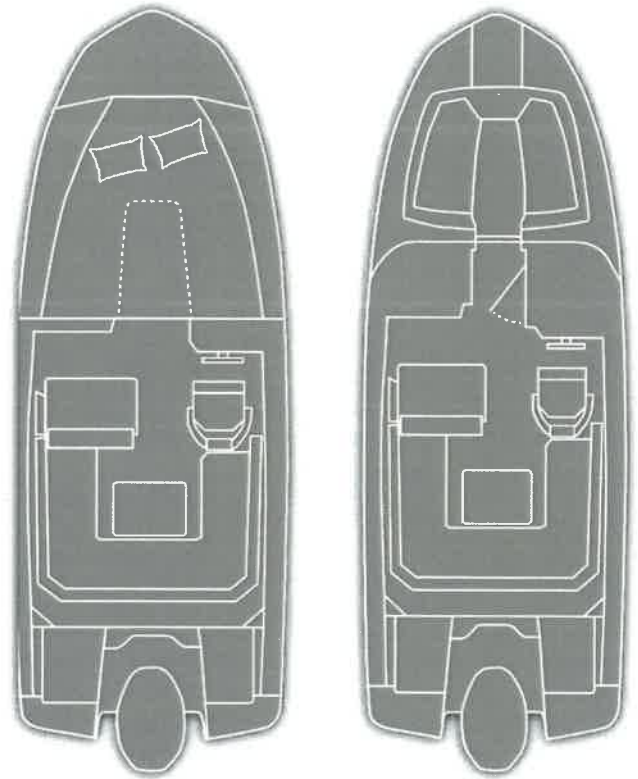
Engines as tested: 1 x Yamaha F200

*Other engine options: 1 x 130-200hp
outboard*

*Price from R6 **£52,395***

*Price from T6 **£53,583***

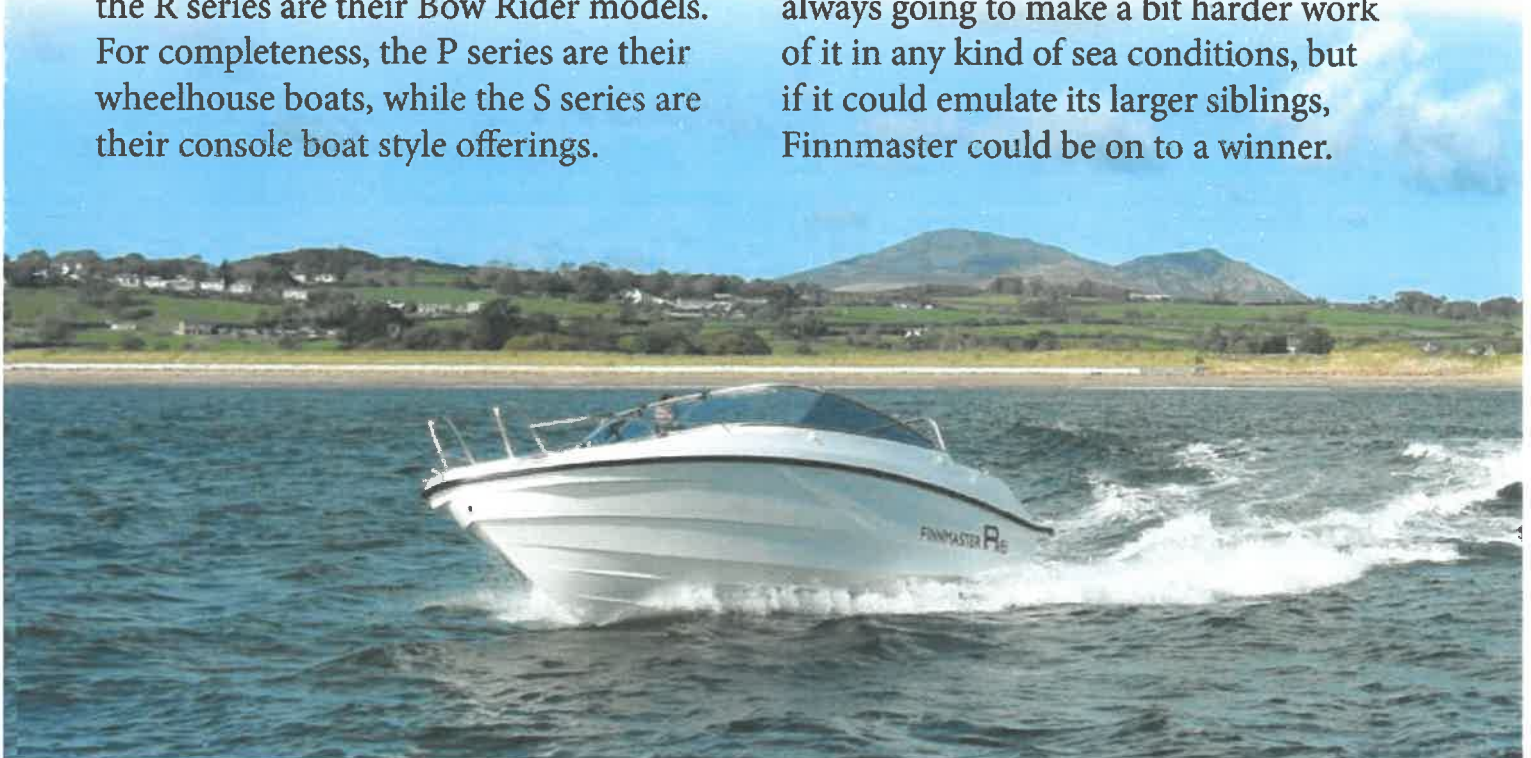




Finnmaster are certainly making the most of their 6m hull mould. We have already seen and tested the S6 (*March 18*) and the P6 (*June 19*), and now they have launched a new T6 and R6. Anyone familiar with this Finnish brand will know that the T series represent their Day Cruiser range, of which we have already tested the T7 and T8, while the R series are their Bow Rider models. For completeness, the P series are their wheelhouse boats, while the S series are their console boat style offerings.

T6

We are very familiar with Finnmaster's T series, having tested both of the other models in the range, and having come away impressed on both occasions, the entry level T6 had a lot to live up to. Clearly it was not going to be able to pack quite so many features into its smaller form, and obviously a smaller boat is always going to make a bit harder work of it in any kind of sea conditions, but if it could emulate its larger siblings, Finnmaster could be on to a winner.





Finnish finesse. The cockpits offer alfresco entertaining/sunbathing space and excellent storage areas

The T6 makes the most of its hull size by giving much of it over to cockpit, as it should be with a daycruiser. This is easily accessed over the transom and transom seat from either side using one of the two bathing platforms. The starboard platform has a fixed bathing ladder that, when deployed, reaches deep into the water to make its use very easy compared to some other boat's ladders, while both platforms house a decent sized draining locker. Beneath the lid of the starboard locker is where you will find the boat's fuel filler.

Between the two, and arching over the outboard, a fixed towing tower makes a useful addition for those into watersports. Stepping over the transom seat and into the cockpit you are greeted by a huge swathe of seating that loops around much of the aft cockpit and on the port side extends all the way forward when the backrest of the navigator's seat is flipped forward. This creates a huge social area, with a small cockpit table, that can easily swallow up the boat's full compliment of seven crew. Beneath this seating there are





On the T6, a walk-through windscreen and moulded steps provide access to a teak-laid foredeck

some spacious lockers, including a large one in the base of the navigator's seat, and in the aft locker various floor sections lift out to gain access to the bilge, bilge pump, battery and aft part of the fuel tank with its connections and sender unit. Aft of the transom section of seating there is a locker that cleverly conceals the canopy and framework when not erected. This really helps to keep the lines of the T6 clean and sleek when underway in good weather. Of

course, when the weather isn't so good, it is a simple job to open this locker and erect the canopy by simply pulling it forward and attaching the front of it to the windscreen surround.

The starboard helm position comes with a supportive and adjustable single bucket seat and a simple helm console that provides space for a decent sized multi-function display alongside a couple of engine instruments right in front of the helm, with a couple of switchgear panels located either side of the steering wheel. Again, the helm gets a small open locker with cup holder low down in the side moulding, and there is also a padded armrest just aft of the throttle control.

The navigator's seat is just about large enough for two, although it's better with single occupancy, and by way of facilities, there is a small open glove box in the console in front, with a twin stainless steel cup holder above that, a small open locker



A drawer coolbox is concealed in the seat base. We loved the retro-style buttons on the dash



Somewhere to put your head down. A large double berth makes the T6 ideal for overnighting

on the moulding alongside that comes complete with another cupholder, and a conveniently placed grabrail. In the seat base, there is also the option of installing a 30-litre drawer style refrigerator. Another option for food and drink stowage is an 18-litre portable Waeco fridge that can be located in one of the aft cockpit lockers.

Alongside the helm you will find three moulded steps that take you up and through the middle opening section of the windscreen and out onto the foredeck. The teak on these steps, together with the cockpit floor, bathing platform and foredeck, all comes as standard. Alongside this is a sliding door that leads down into the cuddy. The cabin is pretty basic, with lots of moulded GRP and enough cushions to completely fill the whole cabin and create a large double berth. Remove a

couple of these cushions and you can step down into the cabin where you will find a window in each hull side, and opening overhead hatch, a single seat with enough headroom above to sit upright and a small locker alongside. There is no mention of a toilet option in either the standard equipment or optional extras list but I



The T6 cuddy is basic but offers accommodation for up to three people and has space for a toilet



The aft section of the two boats, up to the helm and navigator's console, is identical

think that, with the cushions removed, a chemical toilet could be accommodated in the middle section, which would extend the length of the 'day' for this day cruiser. Like the other boats in the T series, there is a space that leads back under the cockpit that is accessed from the cabin and that could be put to use as an occasional extra berth.

Up on the foredeck, the T6 comes equipped with a central teak deck area for grip underfoot. The bow rails are quite low until you get to the front where they rise and form hand rails to aid boarding over the pointy end. Below this walkway is an anchor locker and, following the theme of the other boats in the T series, there are the feature LED docking lights moulded into the topsides, just above the rubbing strake.

R6

Starting at the back of the R6, and the boat is identical in every way to the T6 until you reach the helm console bulkhead. On the navigator's side, this bulkhead incorporates a small lidded glove box, the console is a little wider, and the overall height appears to be just a little lower. On the helm side, the moulded steps have gone, together with the sliding cabin door, to create a walk-through companionway to the bow area. The windscreen still opens in exactly the same way to allow passage forward. In this companionway, there are locker doors on each side to allow access into the two console units for storage. A separate door has been added to the lower section of walkway to allow the bow to be fully closed off from the cockpit.

In the bow there are two bench seats/



loungers that run down either side, with padded backrests on the front of the two consoles, and fixed cushions on both cockpit uprights to allow passengers to sit comfortably with their feet up and facing forwards. A guardrail down both sides provides additional security and a convenient grab hold, if required. The bases of the two seats lift, and are held

open with gas struts, to gain access to the storage below. This storage runs into that of the two consoles behind to create plenty of space to store large items, or just to place cushions when not in use. Right at the aft end of the bow, just below the windscreen on either side, Finnmaster has included a break in the pulpit rail and added a small non-slip pad to allow easy



There are storage lockers under the aft seat and inside the helm moulding. The co-pilot seat reverses



“43 knots with more to give, performance was swift, sprightly and oozed quality”

access and disembarkation over the side, direct from this area. Like the T6, there is walk-through bow access with raised grabrails and, again, a lifting locker lid provides access to an anchor locker. On the R6, the standard teak deck of the T6 is replaced by a soft, grey, teak-effect decking called Linedeck. The R6 also features the LED deck lights as found on the T6.

Underway

With both boats tested being fitted with the same 200hp Yamaha, and very little difference between weights, we expected

to find very similar performance figures for the two models. They turned out to be so similar that we have combined them into one set, the differences being so small as to be voided by the accuracy of our recording equipment, and the fact that the sea wasn't completely flat. With the 200 on the back, the boats were very sprightly. From standstill they were both up and planing in around four seconds, and were doing 30 knots just five seconds later. The top speed we recorded on the day was just under 43 knots, but we felt there was still a little more to give if the seas



PERFORMANCE

As tested 75% fuel 0% water 2 crew Force 4

RPM	Knots	LPH	GPH	MPG	Range (nm)
600	3.0	1.8	0.4	7.50	218
1000	4.6	3.9	0.9	6.11	177
1500	6.5	5.0	1.1	5.90	171
2000	7.8	8.7	1.9	4.11	119
2500	10.7	13.4	2.9	3.69	107
3000	19.4	19.5	4.3	4.51	131
3500	24.8	23.8	5.2	4.77	138
4000	29.6	30.1	6.6	4.49	130
4500	34.1	34.8	7.7	4.43	128
5000	39.9	49.8	11.0	3.63	105
5300	42.8	71.3	15.7	2.73	79



The helm is fitted with a comfortable, supportive and adjustable 'bucket style' seat

had been flatter. We also noted that the maximum RPMs pulled on the day were 5,300, which is actually a little down on the maximum rated RPM for the engine of 6,000, although still within Yamaha's specified top end range. Again, with flatter seas and a bit more trim I think we would have found a few of these missing revs, and probably seen figures closer to

Finnmaster's own of 45 knots.

Despite the swell on our test day, which was larger than the wind strength might indicate, we were able to maintain a comfortable 26 knots straight into it without any slamming or misbehaving. If I was prepared to work the throttle,

I could get this up to 30 knots before things started to get uncomfortable. The boat did throw up a bit of spray, but none of it reached the helm and we felt well protected behind the screen. The standard pantograph wiper at the helm does a great job of keeping a large part of the screen clear of any spray, and for your crew there is the option of fitting one to the port side too.

Just as a good sportsboat should be, the handling was fun and easy with light, precise steering and good hull manners whatever manoeuvre we tried to pull. There was noticeable bow steer in a following sea if you left the trim fully in, but allow the bow to rise just a little and everything returns to normal. Overall, both models are great driver's boats, and both punch above their weight when it comes to handling and comfort. I would go as far to say that, pound for pound, the T6 may even be the best of the T series in this respect, and that is praise indeed as the other models are excellent in their own right.



Finishing touches and features, such as LED docking lights and faux teak, bring a quality feel

Conclusion

Both of these boats are excellent at what they do. The choice of which one to go for will most likely be decided by the requirement for overnight accommodation, or some daytime shelter. The standard equipment, on both models, is particularly impressive and leaves you with very few choices to make, and therefore little to spend, when it comes to optional extras. The T6 lacks a few features that you will find in many daycruisers, including the T7 and T8, such as a basic



galley and toilet, but in all other ways it is a very competent, and very affordable step onto the cabin boat ladder. You do have to remind yourself, as it's easily forgotten when behind the wheel, that this boat is only 6m in length, and therefore some sacrifices have to be made. The R6 is, perhaps, a more rounded family dayboat, offering plenty of space and well suited to watersports or just generally having some family fun on the water. Although both models can be equipped with smaller engines, I think for watersports, and the best driver engagement, the 200 is the one to go for. Having said that, even with a 150 on the transom, both boats will top out at around 40 knots, so you won't



T6 or R6? That will depend on your likely usage, but rest assured you can't make a bad choice

be disappointed if your budget won't quite stretch to the largest engine option. The best thing about these boats though, is that you know you are getting that legendary Finnish build quality.

ENQUIRIES: Ideal Boat Tel: 01758 703013 www.idealboat.com

YOU MAY ALSO LIKE



Bayliner VR5

Available in bowrider and cuddy versions, Bayliner's VR5 is also available with a choice of inboard or outboard engines.

LOA: 6.23m

Beam: 2.40m

Displacement: 1,500kg
Enquiries: Bates Wharf
01932 571141

www.bateswharf.co.uk
PRICE from £40,280



Bella 640DC

The new outboard-powered 640DC offers a similar package, but Bella also have a range of Bowriders in the style of the R6.

LOA: 6.58m

Beam: 2.34m

Displacement: 1,200kg ex eng
Enquiries: T. L. Harvey Ltd
Tel: 0121 568 8837

www.tlharveymarine.com
PRICE from £TBA



Finnmaster S6 and P6

Finnmaster's excellent 6m hull is also available in a pilothouse version and as a console boat, with outboards up to 150hp.

LOA: P6 6.35m/S6 6.39m

Beam: 2.29m

Displacement: 1000kg+ ex eng
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01758 703013

www.idealboat.com
PRICE £38,650-£50,157

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