

Reach the Canyons

The Canyon Master is Sailfish's answer to the ultimate trailerable offshore fishing rig. Scott Thomas reports.

1



1 Cats are known for their ample cockpit space and the Canyon Master is no exception.

2 Twin Honda 135hp outboards offer loads of power for the 7.3m hull.



CATAMARANS HAVE SEVERAL clear advantages over traditional mono hulls. For the gamefisho who travels miles offshore, sometimes in rough conditions, the sharp entry point and twin hull design offers a superior ride. And unlike many deep vee mono hulls, catamarans also retain their stability at rest. They really do achieve a good compromise between comfort and stability.

Another advantage is the added insurance that comes with running twin outboards, fuel tanks, battery systems and so on. If one breaks down, the other will get you home. In the case of the Sailfish Canyon

Master, a single donk will still get you home at a respectable 20 knots!

Countering these benefits is the extra cost involved with a twin rig but I guess no boat is perfect ...

The Canyon Master is one of the latest models from Sailfish and positions itself in the range just above the Shelf Runner model. Sailfish designed the smaller (6.3m) Shelf Runner without a cushioned bunk – instead opting for a simple bow storage area, leaving increased fishing space on deck. Interestingly, while most fishos only use a bunk for tackle storage, customer feedback indicated that a bunk in this size

boat was actually preferred. The Canyon Master answers those needs in a larger but still trailerable boat.

With a length of 7.3m, the protection of a hardtop and an incredible amount of fishing space, the Canyon Master would be ideally suited to southern fishos making long runs offshore. It would also be at home as an overnight/weekend boat for the family fisho, given its size and roomy bunk with port-a-loo.

FEATURES

Sailfish boats feature ample deck space for fishing and the Canyon Master, with its

2



2.45m beam and a boxy shape, is no exception. At the transom, a centre walkway allows easy access on and off the boat between the twin outboards. This walkway also doubles as a handy platform for fighting fish off the transom. There's a sturdy welded cutting board on the starboard side and live bait tank portside.

The entire floor is covered with non-slip paint chip flooring. Slippery floors can often be a problem and carpet has no place in this style of hardcore fishing boat. The paint chip flooring is durable and remains reasonably grippy when wet. It's easy to hose off with water

with any mess going out through the self-draining deck. This flooring comes standard across most of the Sailfish range. The open cockpit also features grab rails, rod holders in the wide gunwales and parcel shelves for storing extra tackle.

Moving forward there are two standard bolster seats which can be configured for standing or sitting. Behind the helm seat, Sailfish has fitted a large kill tank extending under the seat, and on top, a cushion for seating an additional passenger. There's another cushioned seat behind the main passenger portside seat. Underneath

that seat is a large slide-out ice box.

Large sounder/GPS displays are the norm these days and the Canyon Master features plenty of space on the dash for a 12-inch unit. The test boat featured a Garmin GPSMap 5012 Sounder/GPS chartplotter combo. There's also plenty of additional room for gauges, switches and a marine radio. A Fusion marine stereo sits on the passenger side.

Up front, the Canyon Master features a spacious bunk for sleeping two people in comfort. The bunk takes advantage of the cat's square shape and stretches across the boat. Under the bunk there's a port-a-loo for

1



extended trips on the water. This all accessed via a lockable sliding door.

The cabin itself features a windscreen wiper, opening windows and a roof top vent. There's also a row of rocket launchers on top for storing rods and a couple of floodlights.

NEW HULL DESIGN

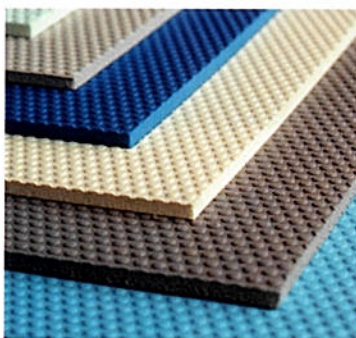
The Canyon Master features Sailfish's new Hydroflow Gen 2 hull. Sailfish says the entry of the sponsons have been improved for

planing while maintaining a soft ride in rough water. The sponsons have then been widened towards the stern to float higher in the water. This, according to Sailfish, reduces hull drag and increases overall speed and fuel economy. The excellent stability remains unchanged. The foam filled sponsons are built using 5mm aluminium.

POWER & RIDE

The test boat was fitted with twin 135hp Honda four-strokes. The Canyon Master

will accept twin outboards down to 90hp or 115hp if you wanted a more economical option. Supplied with the twin 135s, the Canyon Master has plenty of grunt and the Honda four-strokes lived up to their quiet and smooth reputation. Heading between Botany Bay's headlands in a mild swell, we achieved a comfortable cruising speed of around 22 knots and 3500 RPM. Fuel figures supplied by Sydney Sailfish dealer Webbe Marine suggest an economical 12.5 litres/per hour (per



- Comfortable, durable, EVA foam
- Covers spider cracks and other surface imperfections
- Peel & stick application
- Great wet/dry traction
- Easily cut to fit
- Customizable



SeaDek®

MARINE PRODUCTS

Southern Cross Textiles - Phone 02 9832 0848, Fax 02 9832 0843
 email: info@sctextiles.com.au web www.sctextiles.com.au
 Suppliers of SeaDek, Tufted and Needle Punched Marine Carpet,
 Gussi Steering Wheels and Upholstery Marine Vinyl

2



1 She's a big cat – perfect for long winter runs chasing XOS tuna.

2 A trailerable boat of this size opens up plenty of offshore fishing options.

engine) at this cruising speed. Speeds up to 30 knots and 4500 RPM was still easy comfortable enough – testament to the soft riding twin hull design. Fuel economy at 30 knots is 22.5 litres per hour (per engine). WOT was about 35 knots at just under 6000RPM.

As you'd expect, the 7.3m cat ate up the mild sea and provided a very smooth ride. Stability at rest was also excellent.

GO BIG!

The Canyon Master comes standard in an enclosed glass hard top configuration. Hard tops have become the "go-to" choice for many offshore boaties for the added protection and comfort, particularly in colder water down south. Victorian fishos chasing the winter runs of southern bluefin tuna would feel right at home in this boat.

The popularity of hard tops in New Zealand and the influx of Kiwi boats into Australia has pushed more Aussie boat makers to introduce them in their range. Sailfish now has several popular hard tops extending into its smaller models.

The complete fitted out Canyon Master package with twin 90hp outboards comes in just under \$125,000. And while not everyone's budget will stretch this far, this is a serious boat for those looking for the ultimate offshore rig. Find out more about the Canyon Master and the rest of the Sailfish range at www.webbmarine.com.au. You can also check out a video at www.fishingworld.com.au and follow the links. ■

Sailfish Canyon Master

LENGTH: 7.3m

BEAM: 2.45m

HULL THICKNESS: 5mm aluminium

TOW WEIGHT: Approx 2500kg

FUEL: Twin 175l tanks

PRICE: Starts \$125,000

ICOM



Clearly Professional

NEW

Introducing the
IC-M73EURO

A compact, professional handheld marine VHF radio with built-in active noise cancelling technology – perfect when howling wind, crashing waves and engine noise threaten communications while on the water*.



* Active Noise Cancelling is capable of suppressing up to 30% of background noise in transmitted audio, and removes up to 90% of noise in received audio (theoretical maximum values).



Discover why Icom is the perfect choice for reliable marine communications. Email our Marine Product Manager via marine@icom.net.au

www.icom.net.au

ICOM 685