



## Quintrex 530 Sea Spirit

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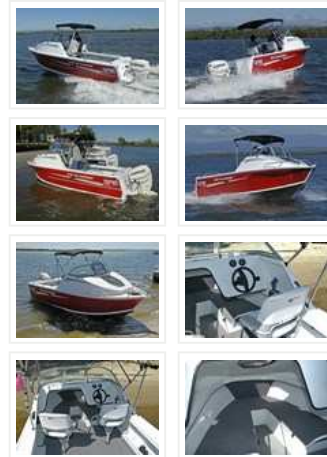
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### **Impressive debut model in a new range of entry-level cuddy cabins from Quintrex**

#### **LIKES**

- Well priced cuddy cab for budget buyers
- Neat styling and practical layout
- New Blade hull works a treat
- Ultra wide side and rear coamings
- Platforms for battery and oil tank

#### **NOT SO MUCH**

- Basic flotation only (to reduce cost)
- New fold-away rear lounge not available
- Plain looking alloy dash and fascia

#### **OVERVIEW**

- *A cabin boat for the budget conscious*

Quintrex is hoping to win over young families and budget-conscious anglers with the release of its entry-level, no-nonsense Sea Spirit cuddy cabin range.

Unveiled a few weeks ago, the Sea Spirits are available with Quintrex's 510, 530 and 570 model hulls. Each boat will have the new Quintrex variable deadrise "Blade" hull bottom and a more compact transom design which increases interior cockpit space by around 180mm.

The Sea Spirit range will sit alongside the regular Spirit half cabins and the purpose-built Trident offshore cabin boats.

For this test report we were able to secure the launch model, the 530 Sea Spirit.

#### **PRICE AND EQUIPMENT**

- *Built to a price-point, but can be dressed up with lots of options*

Offering a budget priced boat range can often be a risk for a boat manufacturer as the product can be seen as sub-standard and of reduced quality. There can be a fine line between what you would describe as "cheap and cheerful" and what is simply "cheap and nasty". Sadly, some boat builders produce craft that fall into the latter category.

Quintrex is not one those companies. The new Sea Spirits are very well crafted and built boats, and they share exactly the same hulls as the deluxe models in the range.

The only real difference is in the number of standard inclusions -- and most of the kit that isn't part of the standard Sea

Spirit inventory is available as an option. The point here is that you can dress a Sea Spirit up to suit your specific requirements. Just tick the appropriate options during the order process and you'll receive a boat with the gear and equipment you want -- and not the stuff you don't need (and don't want to pay for).

Having noted the above, we have tested plenty of boats with fewer features than the new Sea Spirits. The 530 model on test did not have cabin berth cushions and the basic alloy dash was a bit plain, but otherwise it was reasonably well equipped for a 17-foot boat in the \$40k price range.

Some of these features included a folding and removable rear bench seat (though not the very latest deluxe version) transom boarding ladder and step, 95-litre under-floor fuel tank, three-piece curved acrylic windscreen, removable pedestal helm chairs, elevated side pockets and battery platform, and outdoor carpet to the cockpit and cabin seating area.

Packaged with a Quintrex alloy trailer and Evinrude 115hp E-Tec two-stroke outboard, the test boat was priced at just \$41,650. That's not bad value at all.

On the water the 115hp Evinrude pushed the test boat to a high top speed of 37 knots, so you could easily drop back to a smaller motor and save money without compromising performance.

## **INTERIOR LAYOUT**

*- A traditional but practical cuddy cab design*

There are no surprises with the interior layout of the Sea Spirit. In fact the design and fitout is reminiscent of earlier Quintrex models -- back when the boats were a bit plainer but just as functional as the deluxe models in the current line-up.

Cost cutting measures were evident here and there with the test boat (no cabin ceiling lining or wiring cover for example) but the boat was equipped well enough to keep most people content.

The cabin is spacious with regard to cabin height; there's plenty of headroom and the big side seats contain equally large roto-moulded plastic storage bins.

You can order seat/berth cushions as an option, along with a bunk in-fill and even bunk extensions. The standard berths/seats are too short for an adult, but will easily sleep a couple of youngsters.

Some of the other Quintrex models have a walk-through cabin and windscreen design. The Sea Spirits make do with a perspex hatch in the forepeak. Not as user-friendly perhaps, but the hatch is a decent size and quite easy to access. From the open hatchway you can also reach comfortably into the moulded anchor well on the deck.

As noted, the helm layout in the Sea Spirit is plain and simple -- but it does have plenty of flat-panel and bracket-mounting space for electronics and engine gauges.

The height of the cabin structure and windscreen is ideal for a standing helmsman, and pretty good while seated too. The steering wheel and regular side-mount throttle were well placed and forward vision was excellent.

Moving aft, anglers will be pleased with the size of the cockpit. It measures 2.62m from the cabin back to the transom wall and there is about 1.8m of space between the transom and the back of the helm chairs.

The maximum beam of the boat is 2.25m and there is about 1.9m of width in the cockpit floor.

Above-floor side pockets and similarly elevated battery and oil tank platforms surround the cockpit.

The Sea Spirits are fitted with a folding rear lounge but not the new, two-stage, two-position deluxe version now fitted to other Quintrex models. The version in the Sea Spirits has a simpler folding mechanism and the seat cushion does not fold down flush to the floor. As a result I expect anglers will want to remove the lounge completely for serious fishing trips.

The Sea Spirits may have missed out on the deluxe rear lounge but they do have the new, more compact transom and re-shaped outboard well which allows for more cockpit room and greater powerhead space for the outboard engine.

Other features include two rod holders, stern cleats, aft coaming rails, and a bilge access point under the cockpit floor.

With regard to safety, the Sea Spirit models are fitted with enough buoyancy foam to achieve a Basic Flotation standard - but not the Level Flotation standard of the deluxe Quintrex models.

## **ON THE WATER**

*- New Blade hull improves ride and handling*

The Quintrex Blade hull was introduced on 6.0m-plus models back in 2011. An evolution of the concave, variable-deadrise Millennium hull which debuted back in 1999, the new Blade hull is now a fixture on all Quintrex boats over 4.3m long -- with the exception of the Hornet fishing boats.

The Blade hull has a revised stem angle, slightly more vee amidships, more rake to the deck-line and re-designed chines. The hulls also look to have a bit less width in the shoulders, though the trademark hull flare remains.

At a glance it is difficult to pick the changes but the bow looks a little more streamlined, and not as blunt (or bullish) as the

older hull shape.

The changes brought about with the new Blade hull are claimed to have improved the handling and ride of the latest Quintrex models in most areas. Without having a Millennium hulled boat alongside for comparison purposes I can't say whether this is true or not, but I can confirm that the latest Quinnies offer class leading levels of ride comfort, dryness, and stability.

The most significant improvement to my mind is with the handling of the new hull. The manoeuvrability of the hull is improved and in a following sea the revised stem shape allows the blade hull to lift more cleanly out of a wave trough.

With regard to power, the Evinrude 115hp E-Tec works well with the 530 Sea Spirit, although it provides more grunt than the boat probably needs. We recorded a top speed of nearly 37 knots and this is arguably more than is necessary for this style of boat. For most applications a smaller, cheaper 90hp Evinrude would fit the bill admirably.

## VERDICT

- *A good value boat package from a big name brand*

The 530 Sea Spirit doesn't have nearly as many bells and whistles as Quintrex's Spirit and Trident models, but it is a cheaper and more affordable package.

It is also equipped with the important stuff from its higher specification siblings such as the Blade hull, new, more compact and efficient transom design, and the smooth, "plate look" topsides.

The 530 Sea Spirit is a good-looking, solid-performing boat, and one that I suspect will attract many boat buyers looking for a good-value package.

## PERFORMANCE

4.9kts (9km/h) @ 1500rpm  
5.9kts (11km/h) @ 2000rpm  
7.5kts (14km/h) @ 2500rpm  
17.3kts (32km/h) @ 3000rpm  
20.3kts (37km/h) @ 3500rpm  
25.2kts (47km/h) @ 4000rpm  
27.8kts (51km/h) @ 4500rpm  
30.8kts (57km/h) @ 5000rpm  
34.1kts (63km/h) @ 5500rpm  
36.7kts (68km/h) @ 5650rpm (WOT)

## RATINGS

Overall rating: 4.7/5.0  
Mechanical/equipment: 4.5/5.0  
Packaging and practicality: 4.7/5.0  
On the water Performance: 4.7/5.0  
Value for money: 4.8/5.0  
X-factor: 4.5/5.0

## Specifications:

Price as tested: \$41,650 including Evinrude E-Tec 115hp two-stroke outboard, Quintrex single axle aluminium braked trailer, bimini, registrations and on-water costs.

Priced from: \$38,200 with Evinrude E-Tec 90hp

Length overall: 5.61m

Hull length: 5.53m

Beam: 2.25m

Depth: 1.17mm

Deadrise: Variable

Hull weight: 590kg

Towing weight: Approx. 1,650kg

Bottom alloy: 4mm

Topside alloy: 2mm

Maximum power: 130hp

Maximum engine weight: 203kg

Engine as tested: Evinrude E-Tec 115hp

Fuel: 95 litres

Maximum Persons: Seven

## Supplied by:

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