

Boat TEST


Bill
Classon

The 450 Hornet Trophy has a fast, dry ride under power.



QUINTREX 450 HORNET TROPHY

The Quintrex 450-Hornet Trophy is big for its size.



This new design is based on the very popular Hornet 445, which had become something of a benchmark amongst sportfishers around the country—both saltwater and freshwater anglers alike. A term I like to use to describe these types of hulls is 'a big little boat'. Such is the case of the 445 and even more so with the new 450. This is a highly capable craft that in many ways epitomises the classic Australian bass boat. The 450 is destined to become one of our most popular and affordable sportfishing boats.

Hull design

The 450 has the Eclipse V-Flared series hull, which in this case is based on a very generous two metre plus beam. Setting a nice wide beam on a hull of around 4.5 metres ensures a lot of things including stability, good sea keeping and an excellent load carrying capacity.

FWF FISHABILITY

This is a great, stable, tournament craft and one of the benchmarks at its size. I'd like to see more rod storage and I'd also prefer a front casting kidney seat located on the bow.

No problems about storage of general tackle though, as this boat has heaps of storage area and the fish wells are terrific.

The new console is a winner, as is the whole package.

FWF FEATURES

Unique Quintrex features

Eclipse V-Flared Series Hull
M3 Transom
Basic Flotation (ABYC Standard)

Standard features

Accessory kit
Auto bilge pump
2008 sports side console
Roto-moulded battery box
Alloy cleat on front deck
Anchor well with carpeted cover
Battery tray in casting platform
4 switch ignition box
Bowsprit
Fold down drink holder
Transom handles (2)
Bowroller mount plate
Casting platform storage bins
Rod holders (2)
Plumbed livewell rear casting platform
Fuel tank (60 litre)
Front and rear casting platforms
Full carpeted floor
Piano hinges
Transducer bracket
Painted with stripes
Navigation light set
Short side aft rails
Seat positions (4)
Fold down skipper seats and pedestals (2)
Lowrance X53 Sounder
Mechanical steering
Extruded side decks
Quintrex trailer

FWF SPECIFICATIONS

Length overall	4.53 m
Length bow to transom	4.53 m
Beam	2.04 m
Depth	0.91 m
Material thickness (bottomsides)	3 mm
Material thickness (topsides)	1.6 mm
Transom shaft length	L/S
Recommended maximum rating	60 hp
Maximum transom weight	120 kg
Maximum number of passengers	4 (basic flotation)

The wide bow and strong chines that provide a stable, reliable ride in most conditions.



There is plenty of casting room on the front casting deck.

The Eclipse series hulls run a wide bow, which also maximises internals and allows for plenty of storage and access under the front casting platform. The wide bow lines are built around a strong chine line that runs the length of the boat. Have a look at the accompanying bow shot to appreciate how these chines form that wide bow, yet allows for a good vee on otherwise what would end up a blunter punt-style configuration.

This combination gives the 450 Hornet a great ride in choppy and rough water and the chines keep the water down and the spray out. On top of all this the engineers at Quintrex have still been able to maintain maximum beam at the bow to maintain internal dimensions.

Another plus with running good chines to the stern means that stability is increased when running with the waves or a sea. They hold the track of the hull downhill and there is really no evidence of a propensity to broach when going downhill in a big chop. The hull construction is from pressed aluminium with the sides being 1.6 mm and the hull 3.0 mm and the hull felt really solid and tight.

The 450 features the new M3 Transom configuration, which is primarily the reason for the upgrade from 445 to 450. The new M3 transom sees the introduction of more usable space to the transom of the boat. The design makes way for a distinct boarding platform with a 'soft-touch deck grip' providing more grip and room for keen anglers to get right down the back of the boat and make full use of the increased internal space. The new design is also perfect for swimmers and divers and makes boarding the boat from the rear much safer and easier.



Ride and performance

In that aggressive chop on the Gold Coast Broadwater this little hull performed brilliantly, running dry and predictably either into a stiff chop or with a big incoming swell running in from the seaway. There was no indication of a tendency to broach and the ride is clean, stable and most importantly very predictable. The Eclipse V flared hull design quickly lived up to expectations and was a real eye opener, giving a soft, predictable ride in the conditions encountered. The hull planes easily and gets up

early with very little throttle.

The test boat had a tiller steer 60 hp Mercury standard two stroke long shaft on the transom with a standard aluminium prop. Top speed was around 55 km/hr and the hull runs beautifully, nice and flat, bow well out of the water and the chines grab all the spray throwing it out down and wide.

Stability at rest is excellent and is a result of the generous beam. The chines and the low deadrise at the stern make it a great fishing platform. In summary, considering that this craft has been mainly designed for flat fresh water use



The fully plumbed 60 L live well in the rear section.



The console and instrument layout is clean, clear and accessible.

and in estuaries, it is much more than that. It will cope with a serious chop and if handled correctly cope with some pretty adverse conditions. That makes for some real peace of mind as all of us, every now and again, get caught out in conditions that we'd rather not be boating around in.

Fitout and deck layout

Fitout on the 450 is about as good as you can get in an aluminium package. The feature of this new version is the console that has been newly developed for this hull. The console accommodates all the gauges on a very professionally produced dash. The screen is a decent size and offers real protection. In addition, the sizing under the console has been calculated so that it can accommodate a standard Engel fridge/freezer mounted on the Engel locking bracket. This means that you can pull the fridge in and out from under the console on the sliding bracket arrangement.

The front features a huge 100 litre plus dual hatch accessed bay that can be used for storage or if required can be converted to a live fish well. It is essentially a huge, rotor-moulded bin that sits independently inside the hull. The advantages here is that it is off the floor and waterproof and as I said also offers an alternative use as a live fish well. There are a further three storage hatches under the

From above left:

There is plenty of front storage for the anchor and to keep safety gear handy.

The batteries can be secure in the rear storage.

The radical new designed transom, designated the 'M3' gives more usable space in the boat.

forward casting platform, the most forward accommodates the anchor and ropes.

Looking down the boat, all decks are carpeted, all hatches now have the added strength of piano hinges and the whole package is very professionally finished.

There are dual fold down skipper seats on pedestals, set at a perfect height for fishing and travelling.

Looking at the rear casting platform you will see the new curved lines of the M3 transom. At the rear there are three inbuilt hatches that are all rotor moulded. The middle is a fully plumbed 60 litre live fish well and to either side are storage hatches of which one is used for the battery and the other for general storage.

Overall

This is a very good fishing boat that an angler can use in a wide variety of applications. It has carpets, decks, front and rear casting platforms and two live fish wells if you want! **JB**

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