

## SF SPECIFICATIONS

Length Maximum (outboard)	6.88m
Length Maximum (Stern Drive)	7.44m
Length of Hull (outboard)	6.72m
Length of Hull (stern drive)	7.06m
Beam	2.4m
Depth	1.47m
Material thickness: Bottomsides	5mm
Material thickness: Topsides	3mm
Transom shaft length	EXLS
Horsepower rating min. rec.	150hp
Horsepower rating max	225hp
Maximum transom weight	300kg
Number of People (basic flotation)	8

# BOAT PROFILE

LEE RAYNER

## QUINTREX 670 OFFSHORE

Lee Rayner took a ride recently in Quintrex's latest offering, the big 670 Offshore. He was impressed with what he saw and predicts this boat has a great future in the national sportfishing market.

There is no doubt that big trailer boats are becoming more popular these days and while big open boats are a common choice, there also seems to be a trend toward those with big cabins, and especially solid cabins with hard tops.

You don't get to be in the business as long as Quintrex Boats if you don't research

your market and listen to what customers want. Consequently, Quintrex has recently launched its new 670 Offshore model, which has several features sure to make it stand out in a crowd and turn a few heads in the process. For the aluminium boat lover who enjoys mixing it with the big fish a long way offshore, this boat is going to offer plenty of potential.

At first glance the new 670 Offshore isn't the sort of boat you really expect to see down here in the southern states, looking far more at home in the warm northern climates. However, first glances are about where

it ends; as soon as you start to look over the boat, it becomes immediately apparent that the Offshore has been built tough with a real fishing edge to it. Space is well used and the inclusion of a big inboard engine changes the whole look and feel of the boat.

### Hull design

Starting at the bottom, with the 670 Offshore being such a big boat built for heavy environments, the hull is made from 5mm aluminium, which is pressed into the famous Quintrex Millennium Hull. The sharp scalloped nose not only helps the boat to get on to the plane, but also stay there at slower speeds. Add to that the flared bow to deflect water and running the full length of the hull you will find the rounded running strakes, which help to give the boat traction in the water, especially in fast turns.

The hull also features the new M3 transom, which is a great design, allowing better access to the back of the boat, while also making better use of the space. There is also a handy marlin platform that has been made possible by the inboard Mercruiser engine.

The topsides of the Offshore are made from 3mm aluminium, keeping the above water weight down while still offering plenty of strength.

I know it's only an aesthetic thing, but the other inclusion I really like on all the boats these days is the option of coloured sides, and the black matched with red pin stripes on this one really set it apart from the crowd.

### Fit out

Jumping on board this boat with the boys from Streaker boats in Melbourne, there was enough room to throw a party



with a very open and clutter-free layout. While it may not be the prettiest thing in the entire world, on the inside it is very functional for what it has been built for and that is some serious fishing.

Starting at the back, the transom set up is simple, with a small rear door on the starboard side that is handy for access to the back of the boat or, let's hope, for dragging a massive fish through. Below the door is a small step that houses a moulded outlet for the self-draining floor.

The centre of the transom is taken up with the box for the inboard engine, which, surprisingly, doesn't seem to encroach into the boat too far. Sitting behind that and built into the transom is a big, fat live bait tank that would serve its purpose well, holding all the livies you would ever need. It also offers plenty of room to store and keep alive many other fish, such as snapper or reef fish if so required.

On the starboard side and raised off the floor, thanks to a small step that also makes way for the self-draining deck, are the twin battery system and battery switch tucked under the transom. While they are out of the way, I would have liked to see them hidden away behind a door or hatch so they're not obvious every time you look to the back of the boat.

Moving up the sides, the extra wide gunwales house heavy duty rod holders and fully welded cross bollards at the transom. These wide gunwales also offer great strength and support for mounting deck winches or similar, which are so popular in the northern climates. The gunwales also make for big full length side pockets that provide ample room for the thousand or so items everyone tries to store in them. In this case the side pockets also keep the deck wash hidden away.

The floor itself is non-carpeted, checker plate aluminium, which is hard wearing and requires no maintenance other than a wash down. It is ideal in many fishing situations, although I would recommend getting some mats to put down to

cushion your feet and also take the heat out of the metal in hot, sunny conditions.

In the floor just in front of the engine box is also an ample self draining fish box/kill tank to store fish or bait. Up towards the cabin there are large aluminium seat boxes that not only house pedestal poles and bucket seats, but also offer comfortable seating for more passengers. Thanks to their size, the boxes also provide more room to store all the required bits and pieces, from safety equipment to fishing gear, food or clothes.

The dash and cabin layout are in line with the rest of the boat – no fancy stuff, just functional. The big, solid hard top is made out of heavy aluminium tube, offering great protection from the elements. The carpeted roof reduces heat coming through the metal and a large compartment in the roof is ideal area for mounting stereo and radios, such as the 27meg set in the test boat.

The steering and dash layout is simple, with all the relevant gauges in the right places for easy viewing. There's all the room in the world to put plenty more if required. The top of the dash is big enough to use as a dining table and again provides plenty of room for mounting sounders and GPS systems – in this case the boat had a Lowrance X25 on the dash.

Moving into the bunk area, there is a small lip going into the cabin to keep out any water that may get in, and once in the cabin there is plenty of room to lie down on the padded bunks. Although not required all that often due to the electric anchor winch, there is good access to the bow via a large, lockable clear hatch. Carpet cabin lining helps to reduce noise and there is plenty more storage under the bunks and in a coaming pocket that runs around the top edge of the cabin.

## Ride and performance

Just like its look and feel of toughness, the boat went through the water with purpose. It was very responsive, thanks to the power steering, and planed at very low revs and speeds, which I



No outboards across the transom makes it a great boat for gamefishing.



Both the driver and passenger seats sat on large boxes that had a padded top for extra seating as well as plenty of storage space.



There is plenty of room in the back of the big Quintrex and the engine box doubles as a handy seat.

The kill tank has plenty of room for a feed of fish.

The big hard top is very solid and practical.



The big live well will hold all the baits required or even a feed of snapper alive.



Batteries sit up off the floor and offer easy access to the battery switch.



The wide gunnels and heavy duty rod holders add to the strength of this craft while the big side pockets can hold all the required bits and pieces.

## SF STANDARD FEATURES

- Millennium Hull
- Flared Bow
- M3 Transom
- Fully Welded Self-Draining Tread-plate floor
- Aluminium Rocket Launcher
- Anchor winch plate on bow
- Burley bucket
- Deck wash
- Deep alloy side pockets
- Duckboard (stern drive only)
- Kill Tank
- Live bait tank
- Opening front hatch
- Painted with Offshore stripes
- Sliding cabin hatch
- Stainless steel rod holders (x4)
- Steering: Hydraulic (outboard only)
- Steering: Power (stern drive only)
- Transom door

## SF POWER OPTIONS

- Outboard
- Mercuriser 190 or 220 HP
- Stern Drive Petrol
- Cummins Mercuriser 1.7L
- Stern Drive Diesel

am sure has a lot to do with the 4.3 litre, 220hp Mercuriser sterndrive engine. Top speeds were around the 35mph mark, but this boat isn't made for warp speed and it just loved plodding along at 18-20mph, which is about the average pace you travel offshore.

While test conditions were about as flat as you could ever hope for on a fishing day, it was still good to be able to fiddle with the trim tabs to alter the ride until it was perfect.

One thing I really love is diesel engines for game fishing and although being petrol, this engine had that great throb that seems to attract

fish. At 7-10 knots it put up a very clean, clear wake that is ideal for towing lures. The boat responded very nicely in reverse and would be great to chase down a hot running billfish or tuna with.

## Conclusion

Quintrex lovers will no doubt be as impressed with the new big gun as I am. It's a boat that will take you out wide and home again with a good measure of safety and security. There's no doubt the 670 Offshore will be seen at plenty of boat ramps around the country this season. **SF**

## SF CONTACT

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## Test Boat Package - Streaker Boats:

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