

PUSHING THE BOUNDARIES



The 2011 Quintrex new-model releases include an exciting new Millennium Blade hull design for its 6 metre-plus, stretch-formed hulls, a neat pair of Renegades, also with a new stretch-formed variable deadrise hull, plus higher, wider Hornets with exceptional, space-saving fit-outs.

Quintrex hasn't been the top aluminium small boat builder in the world for as long as even veterans like me can remember for nothing. If you listed the often radical innovations Quintrex has brought to the fishing boat world, you could literally write a book about it. But instead of revisiting history, I'd rather tell you about the future as it was presented to a bunch of eminent fishing and boating journos on the Gold Coast recently. They included Managing Editor AJ and myself.

Between the two of us, I don't want to think about how many Quinnies Alex and I have owned, although I beat him hands down

in the longevity stakes by owning the same one for 20 years. We've been responsible for a few changes over the years too and yet we agreed while talking about it after this year's new releases that 2011 will go down in history as a watershed year.

One historical happening was a major re-jig of the stretch-formed Millennium hull which seems set to mark a new direction, although it as yet is only available in boats over 6 metres long. There was also another new hull, combining interior layouts which would themselves have been cutting edge a few short years ago with a stretch formed bottom at the same price their basic "tinnie" hulls used to

be. And there have been some tweaks to the Hornet range, including a new rod locker that actually stows rigged rods safely.

Quintrex National Sales Manager, Damien Duncan, publically accused NAFA's Boating Editor (er...that's me) of causing the new rod locker, and I must say I'm happy to wear that one! I mean, how many times do you have to bitch about having nowhere safe to stow the several grand's worth of rods 'n' reels we habitually bring aboard these days before someone hears you? Of course, it's no surprise Quintrex was the one to listen (and respond) but, just in case you think I've gone soft, I'm also happy to report I spent

Quintrex 2011

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You can see in this shot how the stem angle of Quintrex's new "Blade" Millennium hull has been relaxed.



half an hour with Quintrex's Research and Development Manager, Craig Madam, talking through a cheaper version which can be fitted to any of their boats without built-in side pockets; although it wouldn't allow your precious gear to be locked away securely like the 2011 version does. As the new rod locker stands, it's a very nice piece of work to start with I must admit.

The new Millennium hull has been called Blade. For now, it's restricted to 610, 650 and 690 (6.1 to 6.9 metre) hulls. Blade

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The interior layout of the Hornet Trophy sees a considerable increase in underfloor storage, and includes the new rod locker.



The new Quintrex "Blade" hull's revised chines and a new steeper deadrise angle at the bows were designed to improve the ride over rough water. Note how the new hulls are narrower in the shoulders and significantly finer at the bows.



Quintrex's new "Renegade" models are very well fitted out indeed for affordable packages and feature a new stretch-formed variable deadrise hull which looks little different to the average tinny but outperforms them significantly on rough water. Pictured inside and out is the Renegade 460.



introduces a more-relaxed (or more-acutely-raked — whichever way you prefer to describe it) stem angle (it's quite obvious, take a look at the nearby pics) easing back to narrower shoulders and, most importantly as a result of the tweaking, a steeper deadrise at that critical point where the hull meets choppy water.

My favourite way of checking this out is to jam the boat between the wake waves generated by a passing ferry and ease back on the power until it starts to surf.

It was well into the afternoon before I got loose in a new Blade-hulled boat which, as it happened, contained a couple of editors from other publishing houses who returned to the marina very quiet after I gave the 610 centre console a thorough work out. So Blade rides perceptibly and significantly smoother across choppy water, has an improved attitude at barely-planing speeds (very important in rough water where the fine angle at the bow is now better positioned to slice chop than the original Millennium hulls) and appears highly resistant to broaching and other unpredictable manoeuvres while travelling at sea.

My favourite way of checking this out is to jam the boat between the wake waves generated by a passing ferry and ease back on the power until it starts to surf. Luckily, the Couran Cove ferry came along at an opportune time so I could have a good play and I can report that Blade passed with flying colours. Colour was somewhat lacking in the faces of my colleagues afterwards however. Don't they test boats?



The Hornet line has been only minimally tweaked but, although the changes are small, Hornets are better than ever. Various attractively "wrapped" graphics can now be optioned for several new Quintrex models.

That was fun but perhaps not as significant for some barra-minded NAFA readers as new no-frills models Quintrex banner Renegades. Renegade comes in two sizes, 460 and 520 (4.6 and 5.2 metres obviously) in side and centre console respectively.

Inside, the Renegade pair feature a full-height transom with engine well, side decks, bow and side rails, a flat carpeted deck with a raised casting deck in the bows, pedestal seats, and 70 litre and 77 litre (respectively) underfloor fuel tanks. Hydraulic steering, a transom rigging bench, and built-in live-bait tanks are options.

The Renegade hull doesn't have the characteristic Quintrex flared bow. But it does have the critical forefoot area of the hull stretch formed to create a much steeper deadrise angle compared to the average tinny. If Renegades look much the same as any other tinny, which they do, they ride markedly better than all of them and, at a comparable price level, they're as well set out inside as the best of their opposition. Only thing is they don't LOOK Quinny without flared bows. Although at the price I doubt anyone will care a damn about that.

As much as I fell in love with the Blade hull, the Renegades are the boats many of us can afford to buy and I can only hope Quintrex sees fit to extend the added-at-no-extra-cost philosophy further across its range. Bloody hell, a few years back a boat builder would have been crowing loudly about a boat this well presented and calling it cutting edge...

Students of Quintrex will see the new Blade hull straight away the first time they get a good look at it but I doubt they'll notice the changes to the Hornet Eclipse hull which amount to slightly higher sides and a tad more beam. Inside, the previous system of roto-moulded linings beneath the deck hatches has been minimised to gain more stowage space with just a couple of compartments now having plastic liners for dry stowage. The consoles too have seen the scalpel and are now trimmer and a bit more stylish while some clever reorganisation of the aft casting deck, extending it right to the transom, provides more standing room without costing any interior space.

Not perhaps as radical a set of changes as Renegade and Blade, but it does make the Hornets better boats...and that took some doing!

Wade

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Here's a win for our Boating Editor: for years Warren has been badgering Quintrex to incorporate practical rod storage in its range.



Quintrex Marketing & Communications Manager, Jacqui White, demonstrates one of the many "comfort" points available on the 530 Freedom Cruiser, which now features a flared bow.