

SUBSCRIBE to TBF & get 50% off at Baitbox.com.au

trailerboat

NOV/DEC 2011
AU \$8.95 (incl GST)

fisherman

SPECIAL REPORT

Rampaging BILLFISH



How to catch
KG Whiting

Northern Territory fishin'
Dreams

NEW
115hp & 200hp
Yamaha 4-strokes

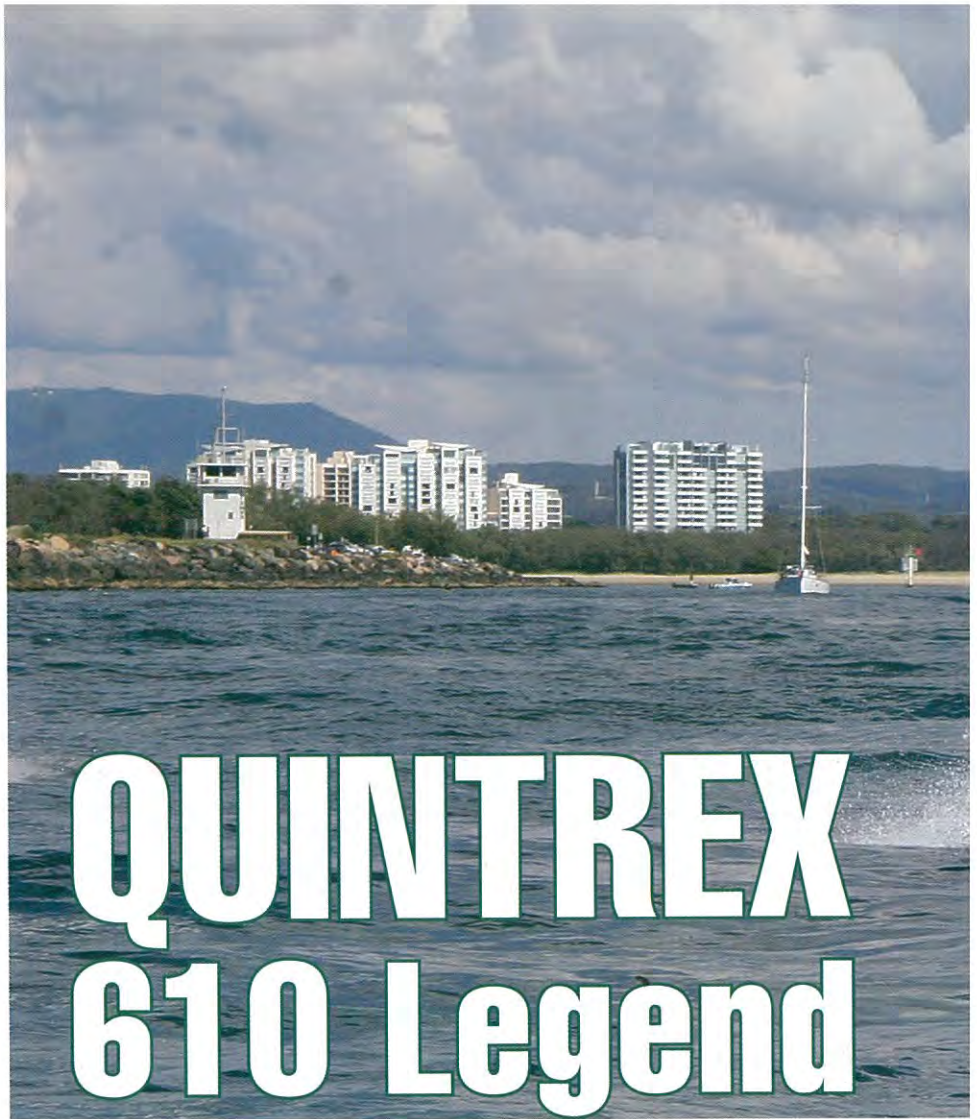
Lay About Flathead



Quintrex 610 Legend
Signature 502RF Runabout
Crestliner 1650 Fish Hawk
Blue Fin 485 Bowrider Sports



Here is a big, ocean capable centre console tinnie that you can blaze your fishing legends in. Test report and photos by JAMES HILL.



When it comes to the ultimate fishing machine it's hard to go past the big centre console boat. And they don't come much better than the Quintrex 610 Legend, an alloy console boat well suited to Aussie coastal fishing.

For pure "bang for your bucks" this new model Quintrex Legend is hard to beat. It's very well-priced and delivers a practical, honest fishing package.

Keeping cost down is a big factor when considering a boat purchase today and that's a big selling feature of this new six metre boat.

Quintrex has gone back to the drawing board on this new Legend. For starters, it has dropped level flotation. By sticking to the Basic flotation standard there's no need to have buoyancy compartments in the cockpit sides. This in turn opens up the space to have big side pockets, which is exactly what keen fishos want in a hard-core fishing boat.

Meanwhile the boat gets the very latest Blade Runner hull that we first saw in the 610 Spirit Cuddy tested last issue. The Blade Runner creates a more drawn out bow entry and sharper lines. There's more vee in the bottom that cuts through waves better. This

also helps the 610 Legend maintain a more level attitude at speed, which helps reduce fuel consumption.

Compared to the cuddy 610 Spirit this centre console model is a hardcore fishing machine. Not that you can't take it on the odd family day excursion, but just that its main purpose is serious fishing, with 360-degree fishing access.

This is a tinnie you can roam out wide to the Continental Shelf waters for big sport fish, or bottom bash inshore for a feed.

There is heaps of room here to take three or even four mates. However, most times you'll enjoy the boat with a close fishing buddy and enjoy the extra space.

A casting deck within the cockpit ensures you get good sight-lines up front. And with deep cockpit sides you're pretty safe when fishing out of this boat.

It's interesting to note Quintrex also produces a similar sized boat in the 610 Topender. However, whilst similar in size and specs the latter is a boat aimed at a very different purpose – flatter, estuary waters and warm water coastal hops. The 610 Legend conversely is a craft for the lumpy, bumpy waters you tend to get off

places like Sydney. This is a boat built for serious open waters fishing and this is why the hull entry is leaner and why there is more console protection.

The pricing of the Legend is also pretty lean too. It starts at just \$45,390 for a base BMT (boat/motor/trailer) package ex-Gold Coast. Our test boat with the addition of a folding bimini and esky with floor base was \$46,250.

Our test boat was supplied by local dealer, Tweed Coast Marine and came with a Mercury 175hp OptiMax EXLS (extra long) outboard. It came on an Quintrex aluminium, dual axle trailer.

Design: This new generation 610 Legend is quite an impressive beast on its trailer with dimensions of 6.1m overall including the short stubby bowsprit and Maxi-pod transom. Beam is a generous 2.4m matched to a deep 1.4m hull depth.

Externally, the 610 Legend features an attractive, raked bow that flows through to a sharp entry and high sides. The pressed clinker alloy sides have smart, two-tone paint and graphics that look fresh and clean.

Sensibly the bottom panels are left unpainted so little nicks and scratches aren't going to worry. The topsides



feature a soft-edge clinker pattern that's quite different and also enhances the boat's lines.

The Blade Runner hull actually improves the looks because the bow entry is sharper and gives the Legend a sportier appearance. It's worth noting there's a touch more vee deadrise and this improves the ride in rough water.

While this latest Legend doesn't have level flotation you still get a self-draining cockpit. There's two rear scuppers under the battery shelf that drain water out via two transom drain tubes. This is a practical feature for an open fishing boat especially when fishing offshore.

For coming aboard the 610 Legend gives you the convenience of a large rear landing deck with checkerplate flooring and a folding boarding ladder. You can also order an (optional) transom door, however, most fishos I suspect will be happy with the present setup where you can swing a leg over the rear deck and access the cockpit.

Once aboard you find a roomy cockpit with wide, flat side decks that give you space to fit extra rod holders. The carpeted interior floor will be comfortable for barefoot fishos and suit most buyers.



Under the APB Basic Flotation standard this boat is rated to carry up to seven people. However, as already noted most times you will be fishing with no more than two, or three passengers aboard.

Structurally, these boats stack up well with a 4mm gauge bottom and 3mm topsides. The transom has 4mm gauge alloy to cope with bigger size motors and the whole interior is further

strengthened by an internal hull grid, welded side decks and foam buoyancy below floor level.

Quintrex enhance the package further by giving you a three-year hull warranty. And if you buy the factory package with motor and trailer included you get an overall warranty just like buying a car.

And talking about cars, this rig is surprisingly easy to tow. Our test boat



weighed in around 1370kg, including a full tank of fuel and loaded esky. That puts the big Quinny within the range of larger cars like the Toyota Aurion (V-6), Holden Commodore as well as popular SUVs like the Holden Captiva or Hyundai Santa Fe.

Another attraction is the hinged console above the dash that helps reduce the overall height for garaging.

Performance: Queensland was back to its sunny best by the time we took this new console Quinny for a spin on the Gold Coast. It was a sparkling, sunny day as we took a run down the beautiful Broadwater.

The boat felt good underway, slipping easily to the plane with the big OptiMax motor and also trolling nicely at slow speeds as well. I like the way the Blade Runner hull runs in such a level fashion. A direct benefit of the new hull shape is the hull throws the spray further back and therefore makes for a drier ride.

The boat also feels good to drive, especially when you're using the bum-bolster style Strike seat. I like the support this high, frame seat provides when you're standing behind the wheel. There is also a nice sports wheel and hydraulic steering to make the driving experience pretty pleasant.

position with both crew on one side she wasn't unstable.

From the central driving position you have equally quick access to the bow, or the stern. This makes the Legend easy to operate when you are on your own, so she is a great choice for the mid-week fisho.

Power: With a recommended power range of 115- 175hp our test boat was naturally going to be a flier with a big OptiMax 175hp outboard. These big, clean-tech two-strokes are pretty impressive beasts and delivered impressive acceleration out of the hole.

The speeds were as follows on GPS:

3500rpm	26 knots
4500rpm	35 knots
5500rpm	41 knots
6000rpm	43 knots

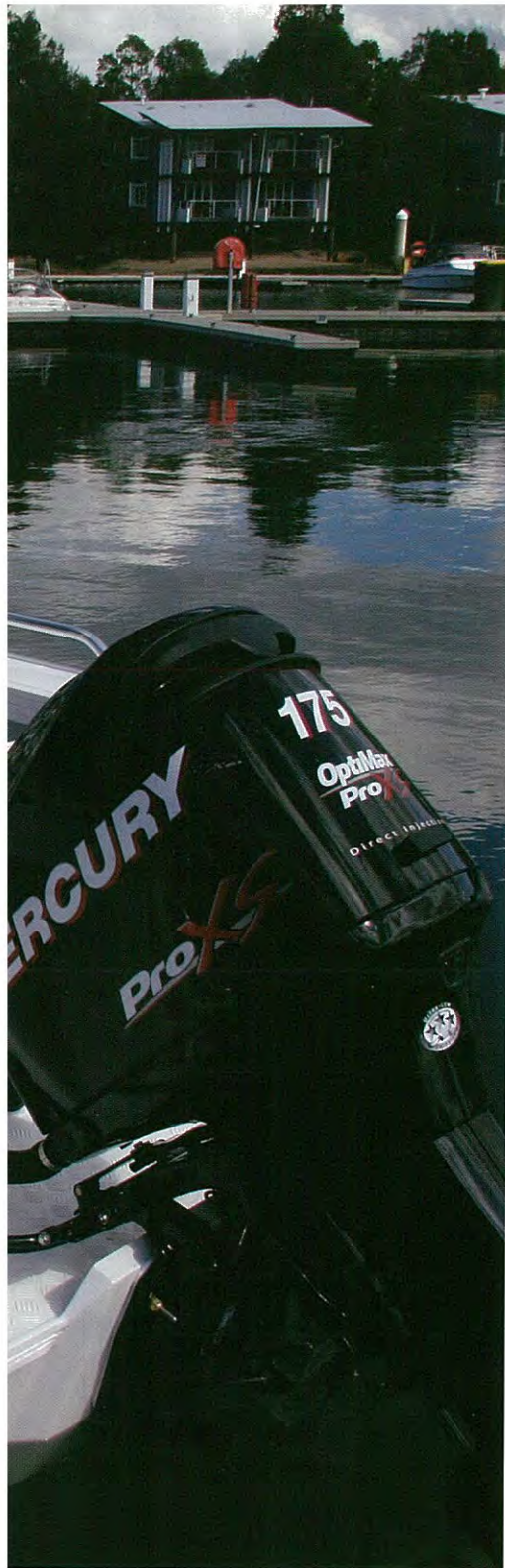
With these speeds we were the fastest of the fishing boats on the Broadwater that day!

Do you need this much speed? Well, it certainly doesn't hurt particularly if you've got big distances to and from the fishing grounds. It certainly helps to also have some power in reserve when you go offshore and have to battle currents and waves.

As an alternative to the 175hp motor I'd go for one of the great 150hp around today, especially the Yamaha 150hp four-stroke. Maybe the Mercury 135hp OptiMax would be a good choice too, however, I wouldn't go to the 115hp size motors as they would be a bit under-cooked, especially offshore.

On the matter of power it's good to see this boat supplied with a 120-litre in-floor fuel tank with deck filler and sender kit. However, for anyone contemplating long offshore jaunts it would be an idea to add the optional 42-litre back-up fuel tank.

And tick the box on the dual battery box and master switch. If not already included in the dealer package, make sure it is added for offshore safety!



A high windscreen also helps to protect the driver, which you appreciate on a cooler day.

As we went offshore the centre driving position gave me a good view of the oncoming waves. This helps if you are trying to position the boat at the right spot on the wave, especially as you return home over a bar entrance.

Inshore the boat speeds along nicely, cutting through small wave chop almost effortlessly. And considering this is still not a deep vee craft it's an impressive result.

These are not heavy boats but the 610 Legend feels quite steady in the water and in our simulated 'fishing'



Interior: The Legend comes well equipped for coastal fishing with a welded bow anchor roller, split bow rail and roto-moulded plastic, self-draining anchor well. The latter ensures you don't have annoying chain rattle and anchor noise.

The walk-around interior ensures there's easy walking access to the bow anchor point. The for'ard casting deck also provides a higher fishing position that's appreciated when you're casting lures.

Upfront are useful stowage lockers under the for'ard casting deck and moulded plastic, stowage bins. There is also the option of fitting a live catch well at this point – something that would be handy in tournament fishing events.

The boat has a lot of room to fish right and I like the way there are four rod holders – two up front as well as two back aft.

The Legend comes standard also with a double-shelf stowage area under the helm dash. There's grab rails on the rear deck and on the sides of the consoles so passengers have somewhere to hang on. My only concern is the latches on the hinged console being strong enough to support a few big burly guys hanging off them. I would check those catches every season.

The optional Strike seat fitted to our test boat gives you room for two people and space under for an Esky. The seat also allows you to provide room underneath for a big esky. The latter is ideal for your food and drinks, plus keeping the catch fresh on the way home!

Back aft there is a raised shelf for the batteries and motor oil bottles.

There is also a deck mount for an optional cutting board or water ski tow eye. Other great options that suit the fisho include a live bait tank (on the rear deck), transom Maxi bracket and berley bucket. By the way, the Maxi bracket lets you carry an auxiliary motor for extra safety offshore.

Verdict: Quintrex once again has put together a very well thought-out package. This boat is something the keen fisho will find easy to trail and yet big enough to fish offshore. It's a boat that's not going to cost an arm and a leg to run and it comes fairly well equipped with standard items like a six-ganger switch panel and VHF radio, rear boarding ladder and drink holders.

You really need to add a sounder and preferably a combo sounder/GPS chartplotter to make the most of your offshore fishing trips. Other stuff you need for offshore ventures include an EPIRB, fire extinguisher and other required safety gear.

The bimini comes with an envelope cover and is a pretty good idea, especially when boating during the summer months.

Overall, this is a well presented boat with a finish that should ensure good resale value over time. Add a decent parking cover and you will do even better when it comes time to sell.

tbf

BOAT TEST ANALYSIS

Boat supplied with Mercury 175hp OptiMax EXLS outboard, dual axle multi-roller trailer, transom ladder, Lowrance sounder, GX600 VHF radio, console windsreen, bimini and envelope, esk cooler and base, four rod holders, hydraulic steering, inshore safety gear. Price \$46,250 Tweed Coast Marine ph 07 5524 8877.

SPECIFICATION CHART

	Quintrex	BarCrusher	Yellowfin	Noble	TABS
Brand	Quintrex	BarCrusher	Yellowfin	Noble	TABS
Model	610 Legend	610WR	5700CC	580CC	580CC
Material	alloy	alloy	alloy	alloy	alloy
Style	console	console	console	console	console
Length	6.1m	6.1m	5.8m	5.9m	6.1m
Beam	2.4m	2.2m	2.4m	2.4m	2.4m
Rated power	175hp	150hp	150hp	150hp	175hp
Power as tested	Mercury175	Suzuki115	Mercury150	Honda150	Yamaha150
Hull weight	681kg	840kg	860kg	580kg	750kg
Fuel capacity	120L	200L	160L	180L	150L

STAR RATING

Finish	★★★★★	Helm Set-up	★★★★
Fitout	★★★★★	Fishability	★★★★★★
Ride	★★★★★	Safety Features	★★★★★
Dryness	★★★	Value for Money	★★★★★

*Data ESTIMATED by the TBF team when accurate information is unavailable. Maximum star rating is 5 stars.