

Quintrex 5.0m Cruise-About

It is certainly no beauty queen, but it is tough, economical to run, and exceptionally safe. For around \$2,700, fishermen will bite hard . . .

When we first saw the new Quintrex prototype earlier this year we were aghast at the construction of the new 5 metre runabout.

Could you believe the famous, tough little Quintrex aluminium hull was being "married" to a fibreglass deck mould? (*Was nothing sacred?*)

However, with probably ill-concealed rebellion in our hearts, we agreed to a "wait and see" suggestion by the Quintrex people.

Meantime, we contented ourselves with a most satisfying report on a "real" Quinnie — the 4.3m Fish-runner we tested back in April issue, and waited for the new 5m runabout to be finalised.

Our concern over the proposed construction changes was not just sentimental.

Aluminium is a superb small-boat building material, and over the years, it has served Australian boatowners very well indeed.

This light, strong and durable material dominates our small boat market, as no other material can be turned out in such volume at a relatively low cost, with all the advantages of aluminium.

Quintrex has always been a pioneer in this field, and their initiative and research has been rewarded with a substantial following by commercial and semi-commercial interests.

Fishermen, divers, oystermen, State and Federal Government officials have all come to know and trust the Quintrex as a tough, safe and seaworthy runabout.

At the same time the amateur fisherman noted the professional's allegiance to Quintrex, put two and two together — and bought his own.

As a result, more than 30,000 Quintrex have been sold in quite recent times, giving Quintrex a mandate for aluminium construction even our politicians would be hesitant about changing.

But change it they did. The new Quintrex 5.0 metre Cruise-About is the first fibreglass/aluminium mix of

any consequence in Australia.

Once again, Quintrex has taken the initiative.

Design

The new 5 metre (16'6") runabout has a wide 2.15 (7'1") beam (maximum) with a substantial 5'11" (1.8m) beam along the waterline at the transom.

In section, it is a deep craft (3'2" minimum) with nearly 5'0" between the keel and the top of the stubby, anodised aluminium windscreen.

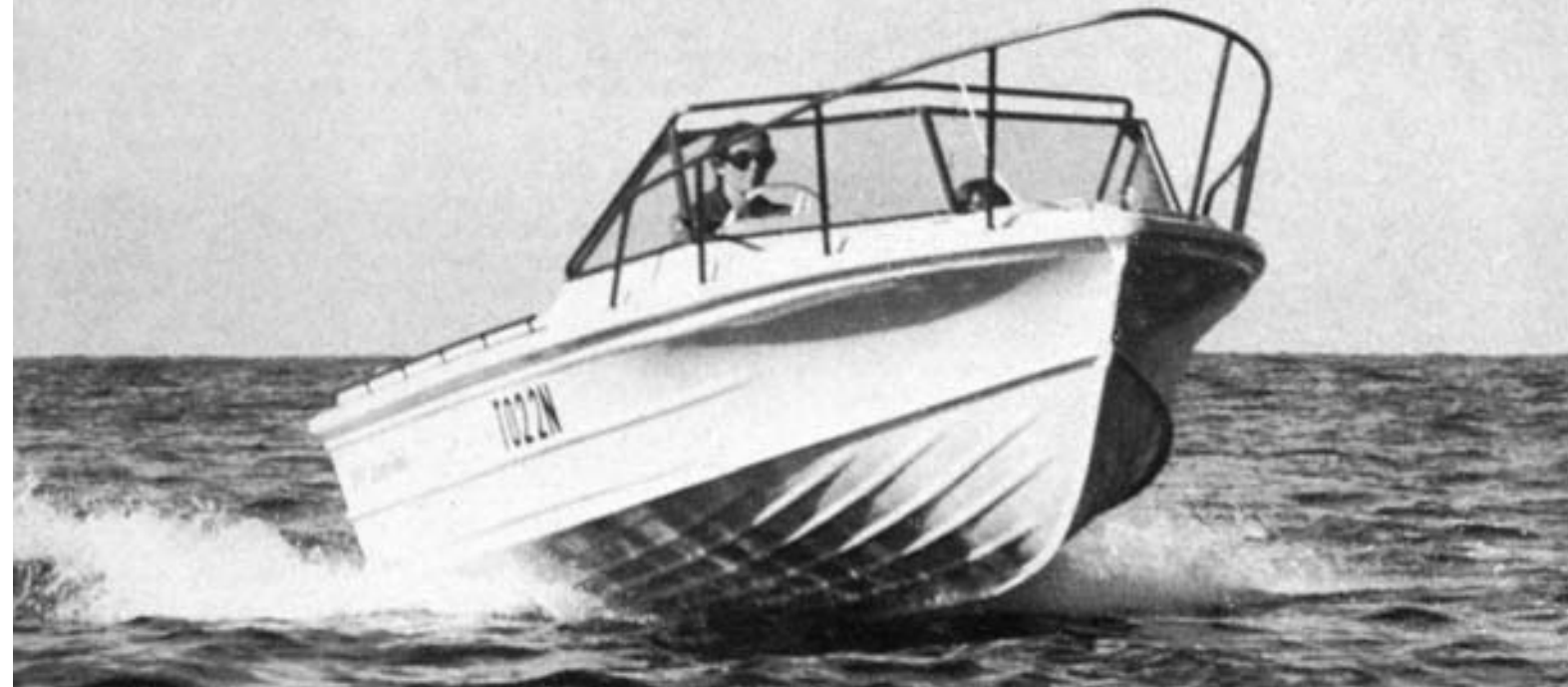
By any account, it is a big boat, and it looks the part well. With a 15 degree deadrise at the transom, and around 25 degrees near the forefoot, the 5.0m Quintrex gives the correct impression there is a lot of boat underneath the waterline.

On the forward deck, a big area nearly 4'6" long, Quintrex has designed one of the best anchoring arrangements we've yet seen. A big hatch opens out (to port), revealing a moulded anchor locker and a 15" x 22" opening. This enables an adult to crawl under the dash, and stand up through the hatch — with the anchor locker immediately before him. As well, the hatch has sliding hinge-pins; slide the hatch forward, and it comes off completely.

A fisherman can then sit up forward, on the deck, in almost complete safety — although the optional bow rail makes it even safer.

The cockpit measures 8'6" x 5'6" wide, although it depends a little on where the measurements are taken. For this report, we've taken them from the dashboard back to the rear edge of the moulded transom seats.

The cockpit sole is treated 1/2" plywood with a first class non-skid surface, wet or dry. The flat working area is 6'0" x 5'2" wide — excluding the area where the helmsman and passenger are seated or stand. This area, nearly 2'6" deep along the centreline, is very much part of the cockpit, but the 3" step-down creates a definite demarcation; the forward section is for working the helm, abaft is the fishing cockpit proper.



**F&B
RETRO
BOAT TEST:**
Unchanged,
as first
published,
written and
photographed
by Peter
Webster in
1976