

Quintrex 650 Offshore

Introducing a boat that is so big, strong and comfortable to use, it's hard to believe it's a "tinnie". With this boat, Quintrex is not only setting a new standard for Australian aluminium production boats, it is raising the bar in half a dozen different areas, regardless of the material used to build the boat. In this special report by Editor Peter Webster, we explore the craft's capability, performance, some disadvantages - and its amazing potential.

This is one of the most difficult boat tests we've conducted in many years.

The big Quinnee 650 Offshore is an extraordinary craft, quite unlike any ever produced before in Australia, or for that matter, anywhere in the world.

It is one of the first trailer boats produced in Australia that not only meets Australia's forthcoming NMSC Small Craft Standards, it also meets the much tougher European and American standards as well.

Its potential as a sportfishing craft is considerable, and taken together with its highly sophisticated construction matrix, promises to deliver a standard of ride and performance we've never before experienced in "pressed" aluminium boats.

But this is not really a pressed aluminium boat. Indeed, nor is it really a true plate aluminium boat either, although both types of boats are built from raw sheets of "plate" aluminium.

Quintrex has blurred the distinction between the two construction types, producing a boat that is neither one thing nor the other.

The Q-650 also has a unique type of 'chassis' compared to any other craft in the Quintrex range.

The Quintrex team involved in the 650 Project, all share a sense of creating something very new.

According to Quintrex Production Manager, Colin Bilston, it is still a 'work in progress'. He admits their expectations are very conservative, as

Specifications

| | |
|----------------------|---------------|
| Length Bow - Transom | .. 6.50 m |
| Length Overall | 6.65 m |
| Length on trailer | 8.00 m |
| Height on trailer | 2.60 m |
| Beam | 2.40 m |
| Depth | 1.64 m |
| Bottomsides | 5.00 mm |
| Topsides | 3.00 mm |
| Number of People | 7 |
| Max Load | 700 kg |
| Rec hp | 150 |
| Max hp | 200 HP |
| Transom shaft length | XL |
| Max transom | 270 kg |
| Transom material | 5.00 mm |
| Weight (boat only) | 880 kg |

they are uncertain about the extent of demand they'll get for a Quintrex this big. And they all agree that owner's in this league of boats have pretty strong ideas about many of the fittings (such as GPS and depth sounder units) so they've left the boat's specs very open, by their own fit-out standards.

Quintrex are disarmingly honest about some of the warranty problems they've had in the recent years. Although they have rigorously investigated, made good and even replaced craft as necessary, they are sensitive about the issue, and in a way, have almost over-reacted with the engineering of the 650 Offshore.

Design By any benchmark it is a big boat. Measuring 6.65m overall, its

bow to transom length is 6.50m, with a maximum beam in the shoulders of 2.40m.

Hull depth is an impressive 1.64m, but importantly, note that it takes 8.0m to park the boat in a garage. It's also 2.7m high on a tandem Dunbier trailer, so owners will have to think very carefully about where they are going to keep it.

The bottom is made of massively strong, pressed 5mm alloy sheet or "plate", with 3mm in the topsides.

Quintrex estimate the dry weight of the boat to average 880kg, and have applied a maximum horsepower rating of 200hp to this craft. In fact, it has a *recommended* power rating of 150hp, and a recommended maximum transom weight of 270kg with a single outboard, or an estimated 340 kg with twins. This figure was still to be confirmed at presstime, and was subject to final testing by the R&D team. A sterndrive option is not envisaged at this stage.

There are other statistics that are of some importance.

The cockpit measurements are unusually important here, because of the introduction to Australia of topsides (or "side pocket") polystyrene foam flotation. Or to put it another way, the *loss* of nearly all of the side pocket or shelf storage found in boats of this type.

Nevertheless, the cockpit is still big, measuring 3.390m from the bulkhead (at the helm) right back to the transom.



Q-650 Offshore Standard Features

Accessories

Accessory kit_large
Auto bilge pump
Battery box/leads/switch
Navigation lights
Switch panel
Wiring harness

Fittings

Ally core hatches
Cabin side window
Cockpit lights
Fuel gauge & sender unit
Fuel tank (160L)
Maxi bracket
Transom cable guide kit
Trim tabs-650
X Bollard on front deck
X Bollard transom corners

Floor

Carpeted / plywood
Underfloor flotation

Hull

Anchorwell (moulded)
Bow sprit & bowroller
Cabin lining
Cabin storage section & lids
Enclosed side pockets
Millennium series hull
Painted with stripes
Provision for folding rear lounge
Side decks extruded
Side pockets (2)
Transducer bracket

Rails

Cabin grabrail
Rails aft short side rails
Rails bowrail high split & bow

Screen

Opening front hatch
Windscreen curved

Seats

Cabin box seat
Pedestal - navigator
Pedestal/Slider - helmsman
Quintrex Premier bucket seat

Steering

Hydraulic steering
Wheel soft touch grey/black
(4 Spoke)



Above: Big, isn't it? Check the freeboard, and note the covered in sides in the cockpit - covering the foam flotation. **Below:** Running here at about 17-18 knots, it runs naturally with the deep forefoot practically immersed. As the speed climbs, the boat lifts markedly up and out of the water.

