



Neil Dunstan: “Pedro 2” Moves On

About three years ago, I was able to purchase a boat that I had only dreamed about up until then. It was a Barcrusher 530C, and it came with all the extras that can be obtained from the Barcrusher factory.

I also had the good fortune to obtain a Woolfwinch for operating the anchor from the dash and this device is just about the toughest winch available and it never gave a moment's trouble.

With this outfit, my mate John Turnbull and I went on many adventurous trips exploring and fishing all over the central and north Queensland coast. This outfit suited our purposes perfectly, as it was small enough to tow anywhere where there was a bit of road behind my Commodore, but was also just big enough to tackle some pretty frightening seas.

It also carried all our gear for camping aboard both on the water and on the road when travelling to these places. We were able to carry enough fuel, water, ice and supplies to stay on



Ebb & Flow

board for a couple of weeks at a time due to the fact that it was powered with the maximum size outboard recommended.

The 115 h.p. Suzuki which we used proved to be a magnificent unit which never missed a beat in three years, could go like stink when required and when travelling at its sweet spot was fantastically economical. That motor used half as much fuel as the 70 h.p. two stroke I had on the previous boat (which was the same size) and also went twice as fast. Literally.

One thing I would recommend for anyone contemplating buying a Barcrusher of any model is to fit the biggest outboard recommended as the super deep vee bottom takes plenty of power to push through the water and the smaller units in the recommended range would be working pretty hard to perform this well, resulting in fuel consumption probably more than with the bigger engine. All in all, this was the best boat that I have ever owned, and I have had nearly forty boats in my

fifty five years of boating.

Over the last eighteen months I have been working on a Quintrex 4.45 Dory which I bought to replace the old 4.0m Quintrex that I used for short duration trips locally. This 4.45m Quintrex has proven to be an excellent unit and I have been using it more and more, and leaving the Barcrusher in the shed. I still used the Barcrusher for the odd exploratory trip to gather material for my F&B articles, and I went down to Cape Palmerston every couple of months for my ‘get away from everything’ trips where I would camp on the Barcrusher for a week or so and veg-out doing a bit of fishing and crabbing.

Of recent times this terrific spot has been included in a number of four wheel drive magazines and has been taken over by hordes of campers whose main occupation seems to be drinking massive amounts of beer, running their gensets twenty four hours a day and robbing my crab pots incessantly. I have now just about given up going there, and tend to go

out to the islands about twenty n. miles offshore from my home at Sarina Beach and camp ashore as I used to do thirty years ago.

As I nearly always took the Barcrusher out on my own, I had to rely on my long suffering wife Dorothy to come down to the ramp with me and help me launch the boat, then hold the boat while I removed the car and trailer.

When I was sorted out, she would drive the car home (only a kilometre or so from the ramp) with the trailer. I would then call her on my return, at which time she would drive the car back down to the ramp and help me load it back on again. This got to be a not very welcome duty, especially on a cold winter’s morning, up to her knees in the water with the wind trying to drag her out to sea before I got back in position to retrieve the rig. Because of all this, and as I am in my early seventies and it is also getting harder for me, I began to use the Quinnie more and more, as I could do everything on my own - and Dorothy could stay in

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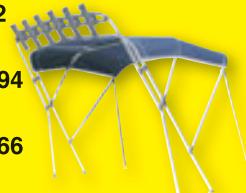
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