Neil Dunstan's

QUINTREX 455 Dory

Not sure how the Quintrex R&D Department is going to take this - but F&B's resident pensioner fisho, Neil Dunstan, has taken his brand spankin' new Quintrex 455 Dory and, um, 'sorted it out'. The result is a one-off 'custom' rig that has an enormous amount of hard-won experience poured into it, to create an exceptionally efficient, SAFE, comfortable - and affordable - fishing boat.

(Footnote: Readers starting out in boating fishing, should read this article very carefully as it contains a wealth of practical info - PW)

MEASUREMENTS			
Length Maximum: 4.54m	Topsides: 1.60mm	Max. HP: 50hp	Max Load (Level): 480 kg
Length of Hull: 4.54m	Transom Material: 3.00mm	Max. KW: 37 Kw	
Beam: 2.01m	Transom Shaft Length: L/S	Main Motor Weight: 120kg	**STANDARD**
Depth: 1.08m	Weight (boat only): 204kg	Number of People (Basic): 5	Fuel Tank Rack
Length on Trailer: 5.40m	Rec. HP: 40hp	Max Load (Basic): 570kg	Glove Box with Drink Holders
Height on Trailer: 1.70m	Rec. KW: 30 Kw	Number of People (Level): 4	Bungs (40mm X 2)
Bottomsides: 3.00mm			Alloy Cleat
			Carpeted Low Part Floor

Cleat On Front Deck	Transducer Bracket
Front Deck Transom	Bench Seat Flotation
Handles (2)	Bench Seat (Front)
Bow Handles	Bench Seat (Rear)
Solid Corners	3 Year Warranty
Anchor Gusset	
Boweye	

Over the years I have owned numerous *tinnies*, generally in the 3.8 to 4.3 metre range. I've had heaps of fun with them, and caught plenty of fish using them. I have also owned a number of larger boats up to 6.8 metres, mostly made of aluminium, but some plywood and fibreglass models as well.

In recent years I owned a 5.3 metre Stacer alloy halfcab which I kept for about thirteen years, and during this time I also owned a 4.0 metre Quintrex open tinnie which I used regularly.

The tinnie was very handy to whip out of the shed at short notice when the weather or tides were right for a couple of hour's fishing. I almost always go out on my own as I am retired and a lot of my mates are working, however I do prefer to be on my own anyway and the quick trip in the tinnie was always great fun.

This tinnie was bought as a cheapie being an ex-hire boat and had extra floatation and a set of rope loops around the outside of the gunnel which apparently were for hanging on to if you fell over board. It originally had a short shaft transom which I had extended to a long shaft and fitted a 15 h.p. Mariner which, whilst being a bit short on performance, was adequate for me on my own.

The little boat was often used up to a couple of miles out to sea from where I live at Sarina Beach and was originally pretty giggle headed in a following sea and I felt that the handling could be substantially improved. As I drove from the rear thwart, the boat, based on a tiller steer outboard, was very light at the forward end, so I removed the fuel tank and fitted a shelf in front of the forward thwart then shifted the fuel tank forward. I then installed a front casting platform and arranged all the stowage under this area which put most of the included weight in the boat up forward. This solved the handling problems and for many years I used her to catch many fish even going up to ten nautical miles out to sea at times in periods of good weather.

Recently I sold my old Stacer and purchased a 5.3m Barcrusher half cab which I am very pleased with as she is a great sea boat and has a nice smooth ride, a necessity for me as I get older. I still wanted to use my tinnie as often as possible because I think there is nothing better than hooking onto a really big spanish mackerel and standing up for a battle out of the tinnie - especially when on your own and have to handle the boat and all the other rods as well as fight the fish.

As I am now seventy years old I noticed that the tinnie seemed smaller each year and that I was a lot more awkward when moving around the boat, so I had a good think about what to do. At first I looked at installing a full set of side rails about 150 m.m. above the gunnel so that there was always something to hang on to when she was rolling a bit. Then I thought about replacing the engine as the old Mariner was getting a bit asthmatic, as well as a few other mods to make the boat a bit safer for an old bloke.

When I added up the cost, I realized it was probably better to start thinking about replacing it altogether, as it is easy to over-capitalise a tinnie – and still end up with what is basically a very old, worn out rig. So I decided to sell the old tinnie and buy something a bit bigger, and start from scratch to do the fit-out. This time, however, the fundamentals would all be brand new and strong.