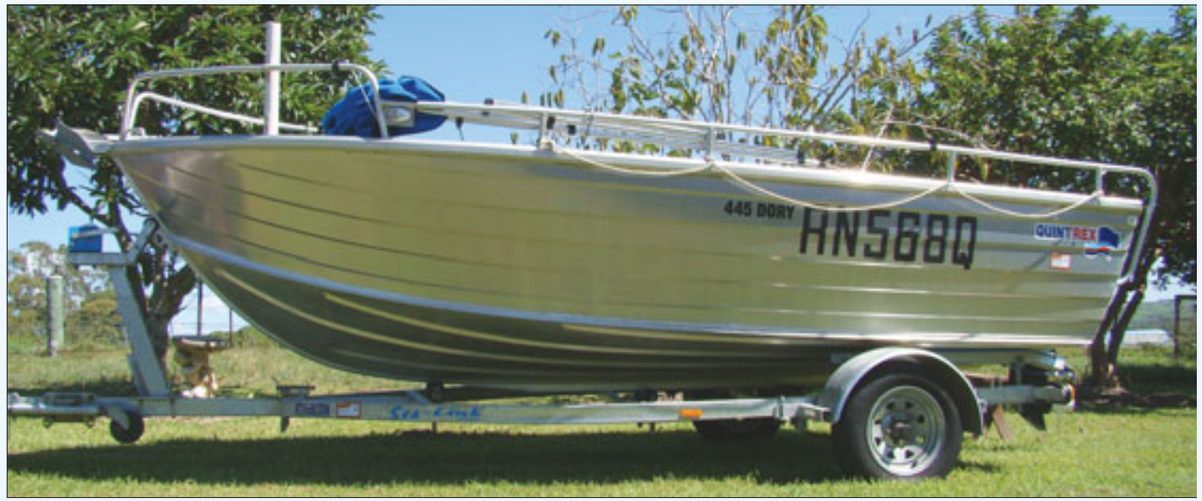
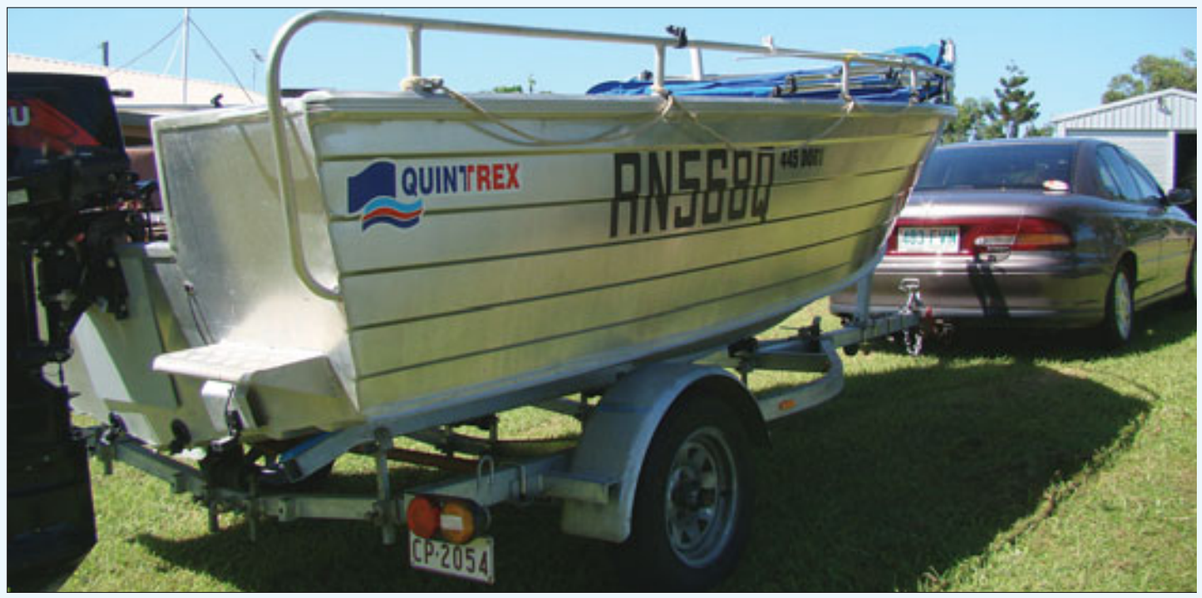
Neil Dunstan's

QUINTREX 455 Dory P-2

F&B's resident pensioner fisho, Neil Dunstan, is still sorting out his new Quinnie 445 Dory. After his first article, the Quintrex factory pointed out that most of what Neil has fitted could have been PURCHASED from them . . but that is to completely miss several vital points, not least of which is the fun and enjoyment we can have fitting a boat out ourselves . . our way!





Above: Side view showing safety ropes, the bow extension, bow roller and the LED nav light mounted on the forward rail.
Below: Showing the new boarding/exit step added to facilitate getting on and off at the ramp. Rail placement here is critical.

Some time ago I wrote a piece (F&B #151) on why I bought a Quintrex 4.45 metre Dory and how I modified it to suit my purposes. Since then I have made more modifications and fitted more bits and pieces to the point that it is now nearly complete except for the fitting of a new and bigger engine.

The editor was keen for me to document the additions and modifications so I have decided to do another article to update this project.

I have now had the boat for just over twelve months, and it is starting to work out really well. I am happy with the basic seaworthiness and its general handling and fishability, and my decision to buy the basic Dory model and fit it out myself has worked out okay. The following is a list and explanation of the various mods and additions made to date.

The Engine.

I have retained the original engine which I purchased from a friend when it had only eight hours on the clock. The price was cheap enough for me to use it for twelve months to get a feel for the boat's requirements, and then decide on the final choice at which point I would hope to get most of my money back as a trade-in on the new unit.

The engine is a 30hp 2-stroke Tohatsu and has performed true to type, ie it is very reliable, starts first go and idles as rough as guts. It has been surprising in its performance, as it can get up on the plane with the boat loaded with four people and all the gear, fuel, ice (etc) for a full day's fishing, and still manage around eighteen knots on the GPS.

With just two of us on board it manages about twenty four knots, and cruises easily at fifteen knots - which is plenty for me. The only modification I have made is to install a charging unit to charge the battery, which supplies the bilge pump, VHF radio, navigation lights and echo sounder via a new battery installed in a marine battery box in front of the engine.

The charge system fitted to most small outboards is just to power a spotlight and is alternating current of around 18 volts. This needs to be rectified via a full wave diode rectifier which produces about thirteen volts of direct current which can then charge the battery.

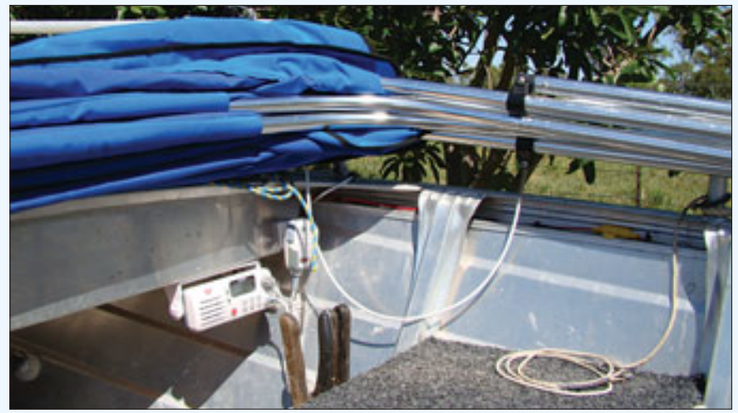
A factory supplied rectifier kit costs about eighty five dollars, but I just bought a heavy duty unit from an electrical outlet such as Dick Smith for around ten dollars, and mounted it under the cowl on a substantial part of the motor which conducts away the heat and keeps it cool. There is no need to have a regulator to control the charge, as the motor only produces a small amount of charge similar to a trickle charger, but is enough to keep the battery up for general use. However it is not enough to keep the battery up for an electric start model but they mostly have a charge system anyway.

As yet I have not got around to purchasing a 40hp 4-stroke motor which I consider would be ideal for this rig, because the eight thousand dollars is still to be saved up. On the subject of whether to use tiller steering or wheel steering with forward controls I still have not made up my mind here either, but I am leaning towards using a tiller for the simplicity, the saving in space and with the latest state of the art tillers with the gears, start switch and tilt switch all on the tiller, it makes it a lot easier to operate.

The Canopy.

I obtained a four bar canopy as a genuine Quintrex accessory which was the longer model I wanted, to stretch between the front and rear thwarts.

This unit can be mounted either



View of the front thwart showing the VHF radio, knife holder, and canopy folded onto front deck - virtually on top (almost!) of the VHF radio aerial.