

# Quintrex 6.0 m Off shore 'Millennium'

It's been a long time since the release of a new series of boats created so much interest as the new Quintrex Millennium range. With their new "variable deadrise" aluminium hull shape, Quintrex are looking to achieve an even more dominant role in the recreational boating industry of Australia in the next century. Last month, Editor Peter Webster was given the challenging task of being the first 'arm's length' boating journalist to conduct full sea trials of the Offshore 600, the first of the new Quintrex "Millennium" models.



**G**iven your correspondent's somewhat strained relationship with the powers that be in the Quintrex organisation, testing the new 'Millennium' based Quintrex Offshore 600 was not exactly at the top of my list of the things I wanted to do, starting 1999.

It has been many years since the industry was this wound up about a new model release. Not only is dealer expectation running high, but thanks to some clever marketing, Quintrex' legion of fans have also been waiting with baited breath for the new 'Millennium Series' to emerge from the Ashmore factory in Southern Queensland.

What is all the fuss about, you ask?

Well, Quintrex have been making a fiercely determined effort to build a pressed aluminium boat with the ride and handling qualities of a fibreglass boat for several years, a feat that is widely recognised as the 'Holy Grail' of aluminium boat building.

This may not sound all that hard to the layman, but to people who understand these things, it is an incredibly difficult task, because sheets of aluminium, like sheets of plywood, can only bend in two directions at once, and even then, the amount of curve (or 'bow') it can make, is severely restricted by the form or structure of the sheet itself.

Thus for a long time, aluminium boat builders have looked with envy at the sleek, silky smooth hull shapes hand polished and moulded by their fibreglass competitors.

Understandably, the fibreglass boat builders have pushed their more sophisticated hull shapes to the hilt,

too. They've long promoted the point that almost without exception, fibreglass boats will ride more softly and quietly than virtually any pressed aluminium boat.

This attitude gets right up the nose of people like J. J. Savage, Quintrex, Ally Craft etc. Over the years, the boating industry has witnessed more sledging between rival manufacturers of aluminium and fibreglass boats than you'll ever see on a bad day at the Sydney Cricket Ground!

**Fight Back #3:** Quintrex have now learned how to use the special "stretch former" they use to press the "flared bow" for many of their models, to create a bottom shape they claim, is a true "variable deadrise" format.

The significance of these words will be fairly obvious to readers of F&B, because Signature boats has been promoting their Signature Variable Deadrise Hull™ for nearly five years

now. Although they do not claim to have the only variable deadrise hulls in Australia (several other fibreglass builders use variable deadrise hulls, too) Signature have certainly made the variable deadrise concept a key plank in their marketing platform.

Quintrex very proudly believe they've not only caught up in the hull design race, but they have done so in the boat building medium the boating public now overwhelmingly prefer - aluminium.

Quintrex have called the new variable deadrise hull bottoms the "Millennium Series", and fairly describe the development as a world first in alloy boat building.

**Design:** It needs to be made clear F&B is testing the new 6.0 metre Quintrex Offshore Cuddy which features the Millennium Series hull.

The Millennium hull is not unique to the 6.0 m Offshore by any means.



Quintrex have been working overtime to take the 'ouch' out of landing like this - and have succeeded to a very pleasing extent.