Tested: Quintrex Trident 690 Hardtop

By John Boon

The Trident with the 250 Etec was powerful and stable. Whilst we were moving around the deck the skipper counteracted the lean with the Volvo trim tabs. It worked a treat.

I recently had the absolute pleasure of representing *NQ Fish and Boat* down at the Gold Coast for the Trident Hardtop media day. Quintrex had invited a representative from all boating and fishing magazines to come down and put the Trident through its paces.

It started with a tour through the factory where the Trident takes its first breath and comes to life. This was a first for me as I have never been to a boat building factory. I will give Quintrex praise about their workshop; everything was neat, tidy and to me looked like a very well-run, professional organisation. Everything had a place and everything was in its place. Once the tour was over and lunch was out of the way, it was time to get down to business.

The testing location would be the Gold Coast Seaway. It was a nice bright sunny day with about 15 knots of south easterly breeze. Walking up to the big hardtop my immediate reaction was that if I saw this particular boat being trailered down the street I would take the time to look and find out what it was. The metallic paint glistened in the sun, giving it a stylish design and professional finish.

The trailer is worth a mention, as it was Quintrex's own multi-rollered, dual-axle trailer. It centred the boat nicely when loading and the finish looked great which made the overall boat, motor and trailer setup look remarkable. Quintrex has also designed their own self latching system which was fitted to this particular trailer. The idea behind this is to make launching and retrieving a big trailer boat a one man operation for when deckies are unavailable or the missus is on protest. I have been told that this will be available very soon.

This particular Trident was powered by a 250hp Evinrude Etec HO, so it sure was going to get up and dance. The motor sitting on the back of the transom looked great, in proportion and the colours matched nicely.

We will start our walk around at the bow. The bow rails were what you would expect on this type of boat and cabin hatch worked in well with the front of the boat. The anchor hatch was a nice size that would easily fit a couple of anchors and a mountain of rope. There was no cover on the hatch though, and I am a big fan of anchor hatches being covered to prevent anything from bouncing out. One thing that did catch my eye was the little tube running to the windscreen wiper on the hardtop windscreen. Anyone that has had the pleasure of trying to see through a salt stained windscreen will back me up that a freshwater sprayer added would be a slice of heaven. It's the first time I have seen this and a big thumbs up for that idea.

Walking around the side of the boat I was glad to see a couple of sliding windows on the side of the hardtop. Anyone that has been out on a hot day will agree that a bit of ventilation circulating around in the cabin makes travelling that little bit more comfortable. Clears have also been added onto the rear of the hardtop to give you that little bit extra protection from the elements. Moving down towards the stern the rear rails and cross bollards were in the usual handy positions.

Around to the stern there is plenty to talk about. The first thing I noticed was a solid swing down boarding ladder. The rails on the ladder were wider than usual, making it very comfortable to put a bare foot on. Just above the ladder was another grab rail located in a very useful position and the walk through transom door gets the tick of approval also. There were two extra pieces of plate welded on either side of the transom, so you weren't limited to putting your transducer on one side of the boat – or you could run multiple transducers. It's interesting to see most boat manufactures going for the new age trim tabs. The older style trim tabs stuck out off the transom and were an eye sore, but these new ones from Volvo are more compact, meaning they take up less room and I will have to add they looked very attractive on the Trident as well.

The bait tank pickup was covered by some stainless meshing to prevent anything from being sucked into the pump. I did ask the question about circulating water through the bait tank while travelling, seeing as the pick-up would be out of the water while on the plane. The clever buggers were one step ahead of me and they have welded a segment on the bottom of the boat that picks up the water while travelling – a great idea. There is a tap inside the boat that you can turn on or off depending on your situation with the bait tank. I liked the idea of the burly bucket and it had been installed in a very appropriate position.

We will now move up into the boat and have a look towards the stern. It's very obvious that the bait board stands out; this thing was a work of art. There were rod holders everywhere on the back of it, drink holders (nothing worse than spilling a tinnie when a swell rolls through), storage underneath and it also had a hose that ran from the drain down onto the transom (no more mess splashing around the back of the boat). The whole construction was very solid and you could climb up on it and cast lures from it. There was a fold-down bench seat across the back so you could remove it for extra room if heading on a serious offshore mission or have it in the boat if cruising with the family and friends. Another piece of genius was the see-through front of the bait tank. No more dead bait due to someone forgetting to turn the bait tank pump on (not to mention it will keep the kiddies entertained for hours). The dual battery system had been installed in a covered locker which was great and there was another storage compartment just as you walked through the transom door. This storage space had been used to put the oil reservoir for the Evinrude Etec but if you opt for a four-stroke then this becomes extra storage room.

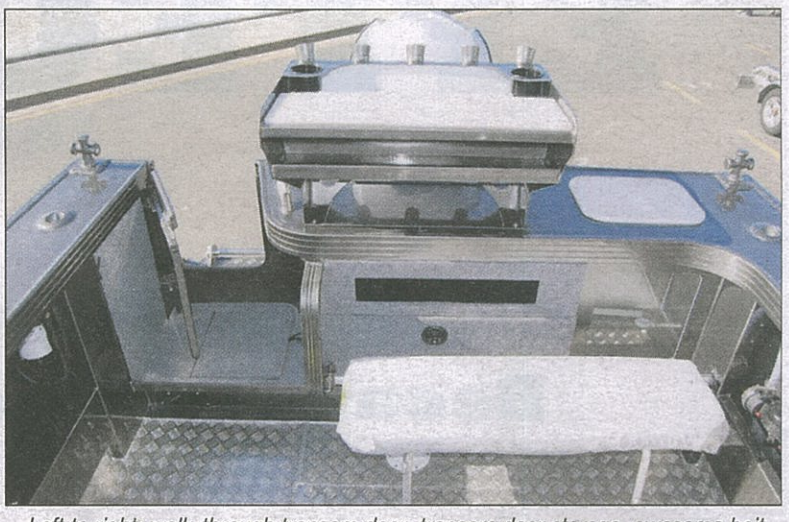
Both sides of the boat had full length storage pockets which is also very convenient. The gunnels are worth a mention, as they were a lot wider than any other offshore boat I have been in. They were a great platform for getting in and out of the boat at the pontoon and were also very useful to put your butt on.

We will have a quick look at the floor. I'm not a big fan of checker plate flooring as it is hard on the feet after a day or two of serious fishing, but the positive is that it would be very easy to clean after a fishing mission. It wouldn't take much to get some temporary flooring/matting in there though to make it a bit more comfortable. I much prefer marine carpet; it's a lot harder to keep clean but your feet will thank you for it at the end of the trip. There is a section of floor that has a layer of silicone around it with screws around the outside. Quintrex went for this option so that you don't have to grind the boat apart if you have an issue with the fuel tank – as you would if you had a fully sealed floor. The size of the fuel tank under the floor was 200 litres. Personally, I would like to have seen a bigger fuel tank installed as I'm a mad keen reef fisho and when out for a few days the last thing you want is jerry cans taking up valuable space. Upon raising this issue I was told that they were governed by the space under the floor and changing the size would also impact on performance. Scupper drains were located on both sides which completed the self-draining floor.

Now moving on into the cab. The seats that had been installed were spot on. They had some thick padding on them which made them one of the most comfortable boat seats I have ever sat in. The passenger side had plenty of storage pockets, a grab rail and a foot rest. The driver side also had a storage pocket and a foot rest but one outstanding object was the amount of space to be able to install all of your electronics. A skipper can never have enough gadgets to fiddle with. Both seats had storage compartments under them and recesses for a fire extinguisher and EPIRB. Down beside the driver and passenger chairs were pockets specifically designed for your life jackets. I really liked how Quintrex put an emphasis on having all of your safety gear at arm's reach. In between the seats was a 135L kill tank installed into the floor. It had a hose running through the boat and came out of the transom which would make cleaning and getting rid of the mess very easy. The reason for installing the kill tank towards the front was purely for performance, so I was told.

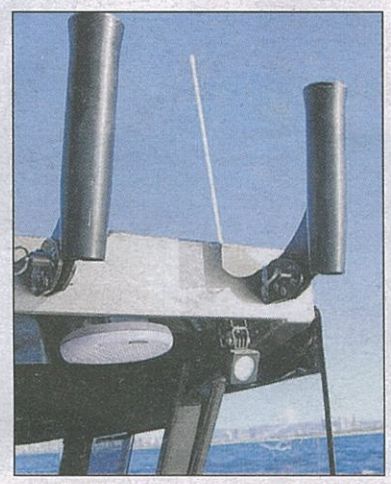
Continued: Next Page

This little gem will pick up water for your live bait tank while travelling.

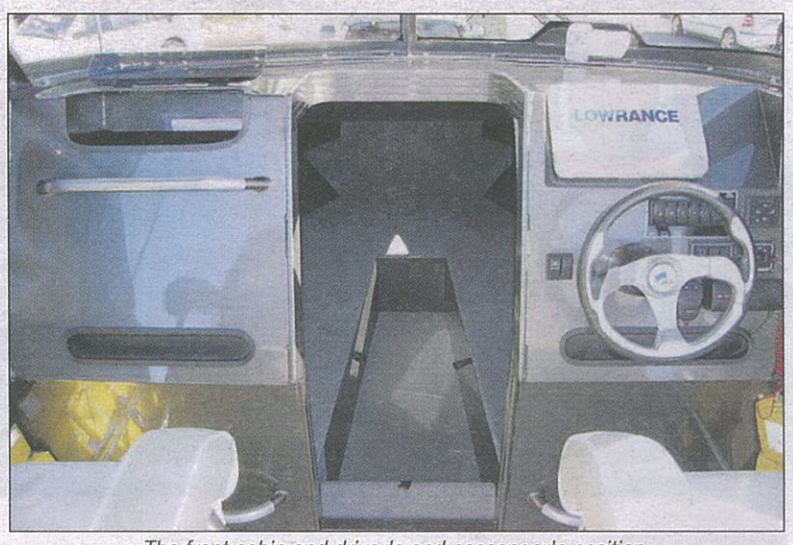


Left to right: walk-through transom door, transom door storage, awesome bait board with cup holders, battery storage compartment, bench seat, see-through live bait tank and far right is the deck wash.

Note the abundance of rod storage and the well-designed boarding ladder.



Swivel rod holders to help when retrieving rods when it's rough.



The front cabin and driver's and passenger's position.

Boating

Continued From: Previous Page

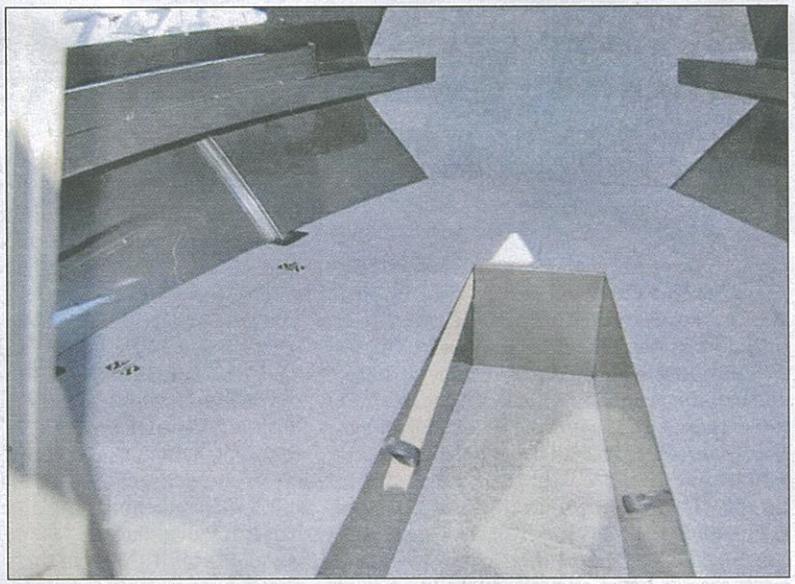
Walking through into the cabin there was enough space to swing a cat around. There was plenty of storage under the seats and cushions could be installed as an option. With the walkthrough complete, it's now time to drop this baby in the water.

It sat very well in the water when pushed off the trailer. When boarding the vessel there was also minimal lean and you were assisted with the extra wide gunnels as previously stated. We loaded 7 hefty blokes into the 690 and idled off to get past the 6 knot zone. We were all moving around the boat and taking photos, but she still sat reasonably level. With all those people on the boat I never really felt squashed either, so I'm very happy with the amount of deck space available.

We made our way out to the front of the seaway and it was now time to give it some revs. The skipper folded the throttle over and she jumped up on the plane with ease. Whilst moving around the deck the skipper counteracted the lean with the Volvo trim tabs which worked a treat. Sitting on a cruising speed of 3000rpm the Trident was clocking in at 24mph and burning 23 litres per hour. We bumped the throttle up to 4500rpm and she was now sitting on 37mph burning 51 litres per hour. I must have been daydreaming and missed the *wide open throttle* call and the skipper pushed the throttle all the way over and my God it really did get up and go. I actually had to scramble to find one of the grab rails! We topped out at 6000rpm doing a speed of 54mph and burning 80 litres per hour which was great speed out of such a big boat.

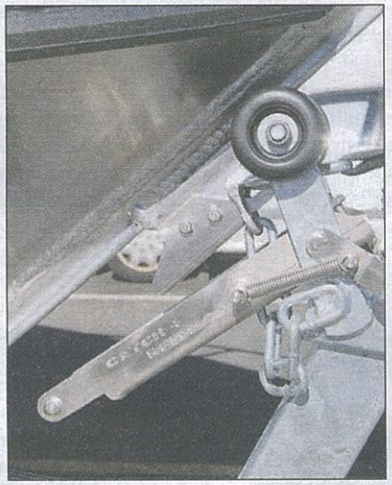
With only a 15 knot breeze I was a bit disappointed we couldn't get it out in the rough stuff to really see how the *blade* hull performed. All we could find was a small bit of wind chop and the odd bow wave and a boat of this size just ate it up. The *blade* hull design from Quintrex has a 20 degree variable dead rise so in theory it should ride very well in rough conditions, something that they have worked very hard on. I was told in the factory tour they have professional drivers that take out the prototypes and try and break them, then bring them back to the factory and give feedback on what needs changing and what needs improving (now that's dedication).

Overall, I was very impressed with the Trident 690 hardtop and I believe that Quintrex have been doing a fair bit of listening to fishermen and boaties with the amount of very handy little items popping their heads up all over the boat. This particular 690 Trident as tested featuring the 250hp HO Evinrude Etec, Lowrance HDS 12, HT LED light kit, deck wash, rear lounge, metallic paint, rego and safety gear comes in at around the $93,000 mark. If you didn't need that much horsepower or downgraded your electronics you would be looking in the low 80's (prices supplied by Hunts Marine). That's a lot of offshore boat for a good price, I believe, as I have seen similar boats reaching well over the 100k mark. For any more information on the Trident, including optional extras, head over to **www.quintrex.com.au** and follow the prompts.



Front cabin and storage room.

The Trident ate up any waves we created for it!



Qunitrex's own catch and release system for single person operation.

Features

12 Volt Power Outlet, 135L Plumbed Kill Tank, 3 Year Warranty, 4 x Stainless Steel Rod Holders, Accessory Kit, Anchorwell, Bowroller, Burley Bucket, Cabin Bunk Storage, Cabin Footrest, Cross Bollard, Cutting Board (Alloy), EPIRB Bin, Fire Extinguisher Bin, Fold Down Drink Holder, Large Aluminium Side Pockets, Live Bait Tank in Back Deck, Non-Return Scupper Drainage System, Non-Return Scupper Drainage System, Outrigger Mounting Plates, Painted with Stripes, Transom Grabrail, Cabin Grabrail, Long Side Rails, Low Bowrails, Rear Ladder, Rocket Launcher, Seat: Box Storage, Steering: Hydraulic, Transom Door, Trim Tabs, Twin Battery Box & Switch, Underfloor Fuel Tank 200 Litres and Walk Through Cabin Hatch.

Specifications

- Beam: 2.40m
- Bottomsides: 5.00mm
- Depth: 1.47m
- Height on Trailer: 2.80m
- Length Maximum: 6.81m
- Length of Hull: 6.73m
- Length on Trailer: 7.98m
- Main Motor Weight: 300kg
- Max. HP: 250hp
- Min. HP: 150hp
- Number of People (Basic): 8
- Number of People (Level): N/A
- Topsides: 3.00mm
- Transom Material: 5mm
- Transom Shaft Length: EXLS
- Weight (boat only): 1040kg