



# Quintrex 610 Spirit

REVIEW & PHOTOGRAPHY - JOHN HESELWOOD

**THE RE-RELEASED** Quintrex 610 Spirit now features their new Millennium Blade Hull, a standard addition on all of the manufacturer's boats over six metres. Whether it's taking the family for a day out or going on an overnight visit to your favourite reef, the 610 Spirit is ideal for the adventure.

The Spirit's Millennium Blade Hull sports an increased deadrise and a sharper, more relaxed bow entry which gives a notable change in performance. In fact the hull was created to improve the ride of the larger models in the Quintrex range to emulate that of the smaller models and the results are spot-on.

Measuring 6.1 metres overall and a beam of 2.4 metres, the offshore model hull of the 610 Spirit has 3mm topsides with a 4mm gauge bottom, giving you much comfort in its strength. The hull is reasonably dry thanks to the small chines up front that deflect most of the spray.







The test rig was powered by a 175hp Mercury OptiMax Pro XS (the maximum recommended power) and was a perfect match for this solid offshore tinnie. With a full of throttle the 610 was out of the hole in a flash and was soon cruising along the G/Coast Broadwater at 24 knots while the tachometer ticked over at 3,500rpm. Another 1,000rpm and the speed hit just on 32 knots while at 5,550rpm the GPS showed 38 knots.

Given the performance of the 175hp Mercury I am sure if you needed to save some dollars you could go down in size to a 150 or even 140. The thing to remember though is that the bigger engine will not be working hard so the range from the standard 120 litre under-floor fuel tank should allow worry-free offshore work. There is an optional 42 litre second tank to make me doubly sure. The 610 also features hydraulic steering which gives the boat a light but very responsive feel as we crossed the wakes of the other boats.





The new model 610 has the maxi-pod M3 transom with the handy walk through door on the starboard side. Coupled with the telescopic rear ladder and very solid grab rails, it makes boarding the Spirit at the ramp or marina a breeze. The ladder and door are options, but they really should be standard.

The transom has a transducer mount on each side as standard which has been designed to take the factory made berley bucket. A mount for a small auxiliary outboard is also available. There is a ski pole insert mount in the centre of the transom and rod holders on both sides. For the fishing fanatic there is an optional live bait tank and bait rigging board. Extra rod holders are available as well.

In the front of the transom is a very comfortable lounge which is removed to access the battery and has plenty of storage under for ropes and fenders. You can remove it all together when in fishing mode only. In front is a fish box come kill tank or you can use it as an ice box for the drinks.

Given that the 610 has a cabin up front the cockpit is roomy. The self-draining floor comes with a carpeted floor but if you only want the 610 for fishing, a hard-wearing checker-plate floor finish is available. There are raised padded side pockets, complete with drink holders, on each side which give ample room for fishing gear. If rod storage

becomes a problem an overhead rocket launcher, as fitted to the test boat is a factory option.

Also an option on the test rig is the bimini top and envelope; a must for the hot sunny climates.

The helm area is well designed. There are comfortable swivel bucket pedestal seats for both the skipper and passenger mounted on storage boxes. These boxes not only provide storage but give two padded aft-facing seats as well. Between these two seat boxes is a large underfloor compartment for storage or more ice-box room.

There is also stowage space in the raised pockets on either side beside the skipper and mate. On the passenger side you also get a moulded glovebox with a water-proof plastic lid.

The driving position behind the sporty steering wheel gives perfect vision all round and the throttle box is in easy reach whether sitting or standing. On top of the dash in front of the skipper is the standard fitted Lowrance Mark-5X fishfinder and the engine gauges are mounted on the dash face under. Further down on the right of the wheel is a six-gang switch panel and VHF radio.

The 2011 Spirit range also has a new cabin shape with modern features and will easily







sleep two adults or comfortably seat four to get out of the weather if needed. Storage is again well catered for under the bunks and the back-rest shelves. There are also tinted cabin port lights.

The curved windscreen has an opening centre panel and coupled with the cabin walk through passage way, not only enables you to walk through from the cockpit to the bow to make the task of dropping the anchor a much easier job, it provides a great fishing spot in sheltered waters.

Up at the pointy end you find a welded bow anchor roller and split bow rails. In the cabin apex is a self-draining anchor well that will allow for ample chain and rope for that offshore work. A roto-moulded plastic liner reduces the rattle of the chain as you drop or retrieve the anchor.

Apart from being a top all-rounder, Quintrex 610 Spirit is really not a looking boat and with its strikingly paint hull topsides and cabin it stands out i crowd. The bottom of the hull is unpainted which is a good idea given scrapes and scratches it will receive.

Quintrex backs all of its boats with a year hull warranty and offers the total ra of the craft as an 'Instant Boating Package

The price of the 610 Spirit starts at \$53,6 which gives you the standard package boat, Mercury 175hp OptiMax EXLS mc and trailer. It also includes registration a safety kit.

The test boat came in at \$56,750 on w which from the standard package abc included the bimini and envelope, trans door, rear ladder and rocket launcher.

### Specifications

■ Length overall:	6.16 metres	■ Fuel capacity:	120 litres
■ Beam:	2.40 metres	■ Engine max hp:	175
■ Depth:	1.40 metres	■ Max engine weight:	256kg
■ Length on trailer:	7.18 metres	■ Max load:	796kg
■ Height on trailer:	2.60 metres	■ Price as tested:	\$56,750
■ Weight boat only:	747kg	■ Priced from:	\$53,690
■ Construction:	Aluminium	■ Dealer:	Tweed Coast Marine
■ Topsides:	3mm		Tweed Heads South, NSW.
■ Bottomsides:	4mm		<a href="http://www.tweedcoastmarine.com.au">www.tweedcoastmarine.com.au</a>