



## Quintrex 530 Cruiseabout

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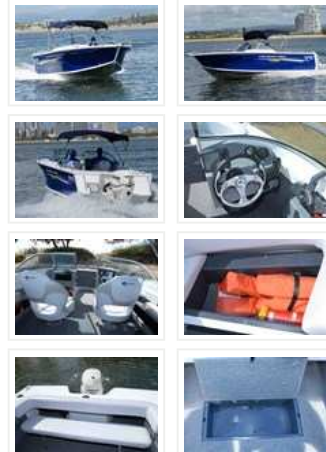


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### **Amid the plethora of small bowriders, some stand out -- here's one with a famous name as well**

#### **LIKES**

- Rear lounge is one of the better designed systems we've seen from Quintrex
- Inclusion of the moulded topside adds to its sporty look

#### **DISLIKES**

- The low seat pedestals will not suit some
- Raised platform under transom needs more toe room

#### **OVERVIEW**

- *New six-model range*

Looking at what is available in the five to six metre bow rider market one will be bamboozled by the sheer glut of different brands; and then there are the different models under the one banner.

It would appear though that many of those boats have been wearing the same cosmetics for quite some time and a fresh up in the R&D department might be just what their ailing sales figures require.

Quintrex has never sat on its laurels with any of the model range. There is always something getting tweaked, revamped or upgraded in the name of keeping pace with market trends and modern materials.

The Cruiseabout range is an excellent example in more ways than one. This new model line-up has evolved from the popular Freedom Sport range and the evolution was to such an extent that re-badging was required to allow it to stand alone. Gone is the reference to Millennium Hulls, with Blade Hull being the style of hull on all Quintrex boats now, other than their Hornet series.

Available in this new line-up are the 490, 510, 530 which we review here, as well as 570, 610 and 650 models.

The hull sides are smooth with only a single pressing between the bulbous gunwale and chine which is required for strength but allows for an easier job of wrapping should one want a graphic wrap rather than a standard paint job.

The transom has had a makeover which has resulted in an extra 180mm length in the cockpit and the deck draining system has been remodelled while the engine well has walls that taper in from the coamings allowing big-cowl outboards to swing from lock to lock on full tilt without clashing.

The dashboard has also been tidied up with the result that larger cabinet electronics may be installed.

Probably the biggest change is seen in the top deck. The wrap-around wind screen has had its height shortened which has increased its rigidity and it now sits on a moulded top deck which gives it a smart and sporty look. This moulded top deck is constructed from UV stabilised 7mm ABS plastic with a high-gloss finish said to be very resistant to scratches, stains and chemical damage.

The seat pedestals have been shortened which might not suit some with lower back ailments but if they need to raise their position, the seat bases in the two bucket swivel seats may be folded up. These are loosely referred to as 'bum' seats.

Models from this one up through the range now have 4mm bottom sheets.

### **PRICE AND EQUIPMENT**

*- Can be optioned to suit your usage*

The 530 has a retail price tag of \$44,750 and for that you get quite a few pieces of standard kit. These include the GME VHF radio, Lowrance Mark 5X depth sounder, rear lounge, underfloor stowage compartments, boarding ladder to name just a few.

The options list is just as big; something for everyone, be they fisher or leisure boater, now and then or the keen and serious type.

### **LAYOUT AND ACCOMMODATION**

*- Plenty of storage and a neat rear lounge*

The bow-riding section is cosy but large enough for three adults to be comfortable. The seat cushions wedge in under the back rests which come up and over the coamings for a neat finish. There is seating space at the forward end of the bow pit that will allow one to sit and look aft when underway.

Typical of all Quintrex boats, there has been heavy use of rotaform mouldings and a bin installed under each side seat in the bow pit will keep equipment dry.

A carpeted door hinged in the companionway between the driver's and passenger's console will prevent a lot of draught in cooler climes and the windscreen is split with a swinging centre pane over the carpeted door.

Behind the split windscreen, one is faced with plastic-type dash modules and that in front of the passenger has a neat angular pocket as well as a hatched compartment for stowing keys, phones and the like. That in front of the skipper features a flat area for mounting small to medium-sized electronic cabinets and a number of fascias for installation of the usual instrumentation and switch gear.

Under the two consoles, a cargo net is installed behind which items such as life vests may be stowed out of the way.

Seating is swivel bucket style with a fold-up front section in the seat cushion forming the afore-mentioned 'bum' seat. With that folded down into a normal seating arrangement one is very close to the deck and with legs outstretched one cannot use spring in the legs to buffer against a bumpy ride. That seating angle may well be uncondusive to the comfort of those with lower back ailments.

A hatch between these bucket seats opens to a long ski locker, long enough in fact to take full-length water skis. It has a rotaform insert which will go a long way towards quietening any rattles from the contents when underway over chop. Another hatch toward the rear lounge could be used as a fish kill tank or general stowage for wet gear.

Moulded cockpit liners are scalloped to allow fitment of stereo speakers and apertures lead into stowage areas behind. An upper ledge is upholstered as an arm rest for the passenger seat when it is facing aft for skier observation and a lower ledge has a drink holder.

It was good to see that the manufacturer has got stuck into the R&D department regarding the rear lounge setup. This is probably the neatest lounge system we have seen from Quintrex. It folds flush with the front of the transom bulkhead with the seat base swinging on a back axle that hooks into slotted racks fixed to the cockpit liner at each end. It would have been good though to see the raised step under this bulkhead rebated aft 100mm so toes could fit more comfortably when standing at the transom fishing over the stern.

That raised platform was fitted with drains that carry deck water to the external scuppers. With the lounge base removed from its racks the central section of the raised step is removed to access the crank battery of which there was one (there is room for an optional second) and the Evinrude ETEC oil reservoir is then reinstalled on the top of the raised platform on the starboard side.

Sitting on top of the raised platform on the starboard side, the isolation switch and fuel filter are located in a serviceable position.

The transom has had an interesting make over as well. The rebate in the top of the bulkhead increases in width as it extends to the platform below to a platform that has a false floor to its rear under which any water catching there drains easily. This replaces the one or two drain holes typically used to drain engine wells through the transom.

A stainless steel folding telescopic ladder is attached to the port side to complete this area.

## MECHANICAL AND HULL

- *Hydraulic steering shouldn't be required*

Mechanical cable steering is fitted as standard with hydraulic being optional but the more expensive option would not be required unless one was infirm in the upper torso; steering when the engine was trimmed correctly was comfortable.

The hull is constructed with 2mm topsides and 4mm bottomsides with just a single low-profile pressing in the side sheets.

## ON THE WATER

- *Nice at a fast cruise*

The 130hp ETEC performed admirably and had power to burn throughout the throttle range. With correct trim on the engine leg, mechanical steering was not a problem to contend with. Putting the hull over chop and wash from boats when one was so low to the floor when seated made the ride bumpy at that point but that was alleviated by folding the bum rest into position so that we sat higher.

Flying into high speed turns the hull tracked straight as a dye with no noticeable side slip and provided the leg was positioned correctly there was no aeration at the propeller.

WOT was at 5600rpm at which time the GPS had us running at 32 knots and back at 4000rpm we cruised at 21 knots.

Cruising about is just what suits this model from Quintrex. It has got enough in the layout design to keep the average-size family happy with a quick re-jig turning it into a comfortable fishing boat.

With the optional ski pole in place, boarders will have a good time out the back but serious mono skiers might be looking for more horses; and this boat is maxed out in that department.

## RATINGS

Overall rating: Mechanical/equipment: 4.5/5.0

Packaging and practicality: 4.6/5.0

On the water Performance: 4.4/5.0

Value for money: 4.6/5.0

X-factor: 4.0/5.0

## Specifications:

Price: \$44,750

LOA: 5.5m

Beam: 2.25m

Topsides: 2mm aluminium

Bottomsides: 4mm aluminium

Weight: 590kg boat only

Engine: Evinrude ETEC 130hp

Max. Rec. HP: 130

Minimum rec. HP: 75

Fuel: 95 litres

Berths: nil

People Day: 7

## Supplied by:

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words - [Rick Huckstepp](#)

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