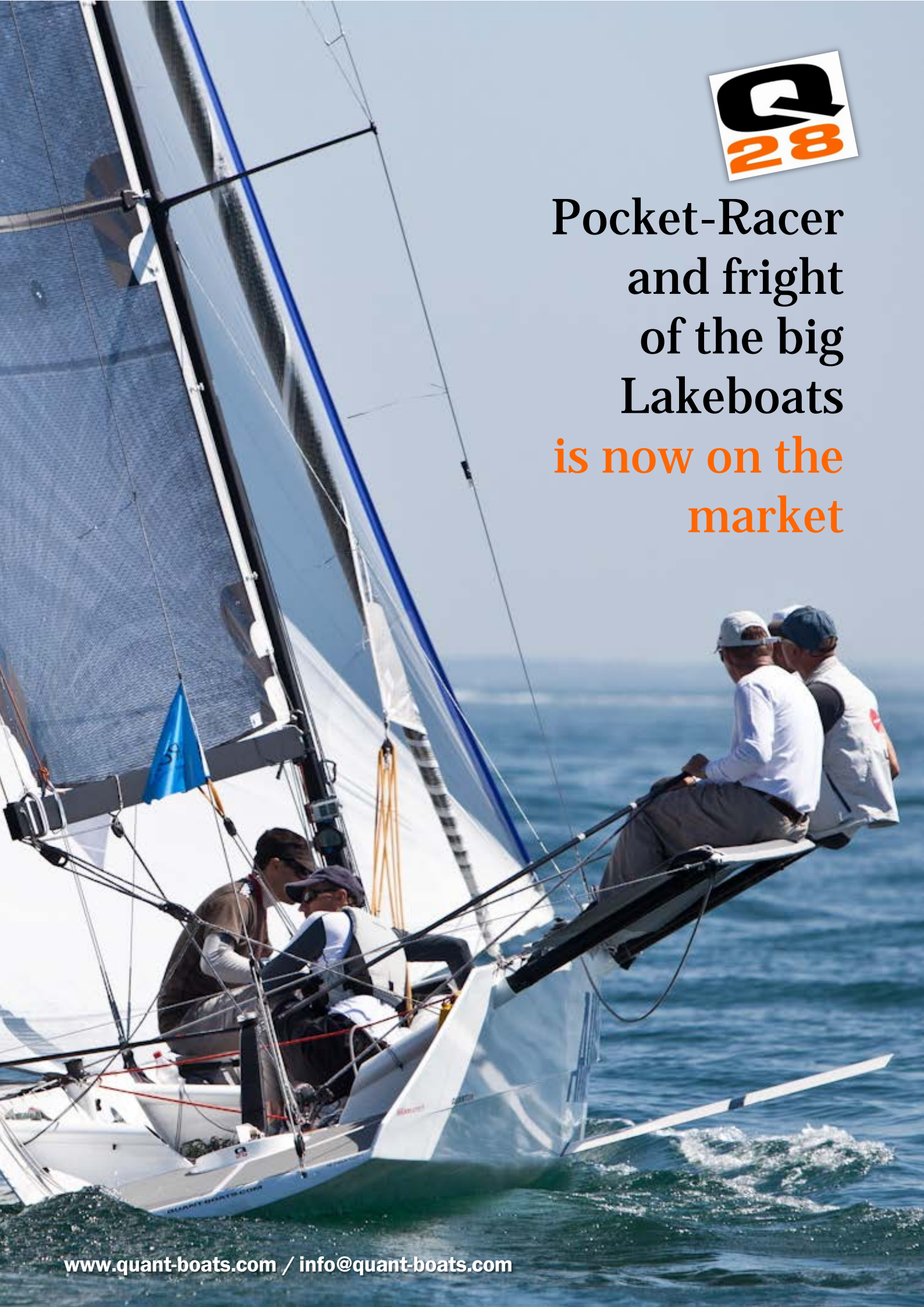




Pocket-Racer  
and fright  
of the big  
Lakeboats  
is now on the  
market



## «Yes, it is a Revolution»

The Quant28 is a lake racer and daysailor for demanding yachtsmen and -women who always wanted a sailable, high-performance boat and delight in true innovation - but at the same time not willing to train acrobatic sailing skills. Comparison with a Skiff maybe optical but trapezes you won't find on the Q28.

Although the Q28 with DSS belongs to the «Foiler-Generation» it more behaves like an advanced modern Sportboat. Sure that she may be a bit more demanding than common European Sportsboats in the size of 26foot plus. Little weight and slim, almost skinny lines are the base and reason for the sensitive, lively and very interesting character of this unique yacht. You never will be bored sailing this boat – you are still on the move when others park.

Stability on the other hand is much better as the technical specifications may tell you. For an experienced crew choosing the appropriate set of sails, she is comparably easy to handle - even in harsh conditions.

**Different to foilers we know today, the range of use the Q28 offers, is wide: Racing fully crewed up, sailing with friends during leisure time, going out after work but also just sailing for fun. Enjoy high speed sailing on the foil in decent and pleasant conditions nobody has to be afraid of – and all this even shorthanded.**

### THE QUANT28 IS TWO BOATS IN ONE:

**Boat 1** with retracted foils is very slender, very light, and has plenty of sail surface for light to medium winds. The foil eliminates 60% of the keel ballast. This makes the Q28 extremely fast for its length. Close-hauled and running: The superior, lively boat for lakes and coastal area.

**Boat 2** with extended foils provides multi-hull feeling from a speed of 9 kts and up. In extreme cases, the foil that rights and lifts the boat allows it to sail nearly 100% faster than comparable conventional boats.

**Conclusion:** In boat 1, the foil acts indirectly as a “stability insurance” in case the wind strengthens. In boat 2, it acts directly as an “afterburner”.

DSS is the reason for this specific behaviour and it makes the Q28 a fast boat in many ways. It is the ultimate explanation why **she is determined to be a superior Lakeracer in a vast variety of weather conditions.**

You will win line honours in the light but as well in higher windspeeds. Her superiority is well-proven since she started her first race. During the last two seasons sailing on the Swisslakes and especially taking part in the big events in Geneva, she was able to beat not only her natural Sportsboat-Rivals but also much taller yachts.

**The Quant28 is a raceboat but as well a daysailing fun-boat for speed enthusiasts with the wish to combine performance with relative simplicity. Who ever experienced sailing her in decent force 4 under kite going steadily between 17 and 19kts will be bored on anything similar without a foil in the future. So take care – you will end as a Quant-Addict in no time.**

Please also go to:

[www.quant-boats.com](http://www.quant-boats.com)

[www.dynamicstabilitysystems.com](http://www.dynamicstabilitysystems.com)

[www.infinitiyachts.com](http://www.infinitiyachts.com)

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**Michael Aeppli**  
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## A boat not only wicked fast but also with a modest character when it comes to handling and maintenance.

For her size the Q28 is a truly powerful, efficient and fast boat. You will cut a good figure in any event, always able to scare the top dogs on the lakes. The results of the Q28 «Allianz» are proving exactly this. To be totally convinced about this fact: Take some time to read some of the racereports on [quant-boats.com](http://quant-boats.com) (News section) and analyse the results on the websites of the respective events.

This undoubtedly makes the Q28 an interesting, head-turning boat. Even more interesting it gets as soon as you compare input and output. Today a modern high-performance yacht for lakes and coastal sailing between 33' and 36' which is able to catch up with the Q28 you spend at least double money. But even if you get a discount on a new boat or a good used yacht a season still will be much more pricey if you look at the costs for sails replacement, transport, winter-storage and paint-jobs etc.

The biggest plus next to this: With the Quant28 you will enjoy total flexibility during handling, transport, set up, cleaning and storage. Everything you do on the trailer – also step up the mast by hand. You slide in foil and rudder. The racks stay in the boat at all times. A well-rehearsed team is building up the boat in approximately one hour.

Boatcare is easy as well. The boats open cockpit floor is to clean quickly with a pressure washer. If missing a crane to rub the underwater section – just heel the boat over and clean the hull comfortably using a dinghy.





## Season 2011 and 2012: Silver mine called Q28!

- Fastest yacht of the pack in her first race - «T-Derby», Lucerne, Mai 2011 (53 boats participating)
- Winner of the annual regional championship on lake of Zurich 2011 with the minimal number of sailed races. (5 best races out of 9) 4 victories out 5 races. 4 time fastest monohull over all (65 to 155 boats participating each race)
- Geneva – Rolle – Geneva 2011: 2nd boat in the class, elapsed and corrected time, 9th Monohull out of 180 participants.
- Winner of the annual regional championship on lake of Zurich 2012 with record number of points gathered. 8 races sailed in the racing division, 8 races won (also all time record). 7 times out of 8 races fastest monohull over all (65 to 155 boats participating each race)
- Geneva – Rolle – Geneva 2012: 1<sup>st</sup> boat home in the class as well as victory after corrected time. 8<sup>th</sup> monohull of 200 – crossing the line 9 seconds after the tallest Libera A (47') of lake of Geneva after 6 hours and 30 minutes of total sailing time.
- Bol d'Or 2012: Line honours in Class TCF 1. 7th monohull of 430 – crossing the line 3 minutes behind «Taillevent II» a 47' AC cupper like yacht after total sailing time of over 21 hours.

Also go to: <http://www.thedailysail.com/inshore/12/62358/0/bol-dor-mirabaud-start-photo-gallery>  
(Saturday June 16th 2012, Author: James Boyd, Location: Switzerland)

Some Racereports of the last two seasons you will find on [www.quant-boats.com](http://www.quant-boats.com) (News)





## Some impressions



## Specifications: Quant28



Naval architect/Designer	Hugh Welbourn
Length (Hull)	8.55m/28'
Length pole incl.	11.49m/37'
Beam with/without racks	3.50m/1.95m
Draft	2.00m
Displacement	550kg
Ballast	180kg
Sailing area upwind	44.5m <sup>2</sup>
Gennaker	80.0m <sup>2</sup>
Year of construction	2011

### Construction/material

All in carbon (hand/vacuum), epoxy resin. Sandwich (Foam). Fin, foil and rudder also in carbon

### Rig

Specifically engineered for DSS physics. Built by Applied composites, Melbourne, Australia.

Weight of total rig 25.5 kg (rigging components incl.)

Rigging: conventional in Dy-Form wires, runners in Dyneema

### Price (Lying Zurich)

Original costs in 2011 (without development) CHF 200'000.- (ca. 167'000 Euro)

**Boat today all inclusive goes for CHF 100'000.- (ca. 83'500 Euro)**

We are open for discussion what models of financing are concerned (Leasing, partial payment etc.)

### Included in delivery: Boat race-ready

Boat, Trailer, transport-cover, full-cover (when lying on mooring or in dinghy park)

Sails mainly from NorthSails: Main, 2 basic jibs, 1 small jib, flying headsail, code zero, 2 asymmetricals

Refit (optical and technical as far as needed) Winter 2012/2013.

### Contact:

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[info@quant-boats.com](mailto:info@quant-boats.com)

[michael.aepli@praesentationserfolg.ch](mailto:michael.aepli@praesentationserfolg.ch) (direct contact)

## Lighter and faster – with the Dynamic Stability System (DSS)

**How DSS works:** While conventional boats are weighed down and then righted by crew ballast, pivoting keel, or water ballast on the windward side, DSS reverses this principle: The system provides lift for the boat on the lee side, which also rights it.

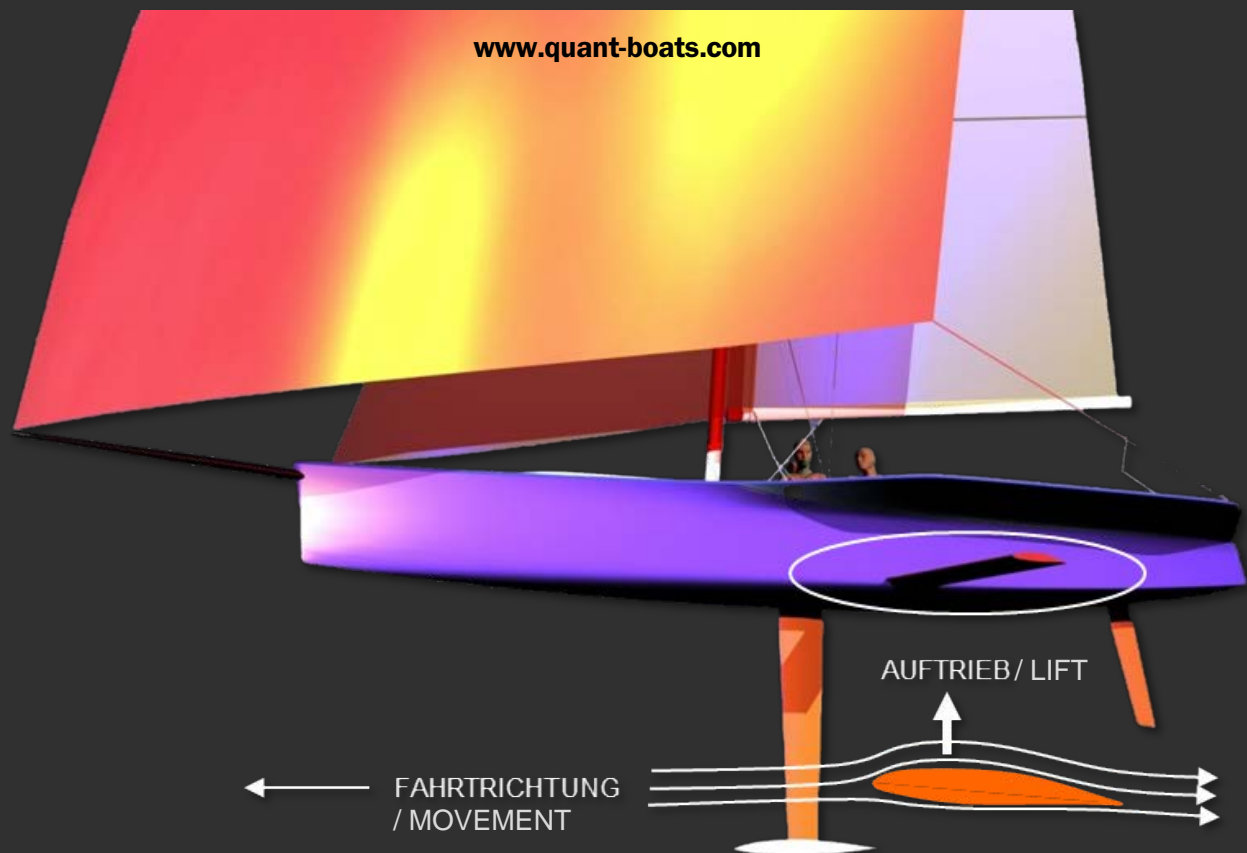
In order to achieve this, a hydro foil similar to the wing of an airplane is extended from the hull on the lee side below water line level. While the boat is in motion, water streams around the profile and thus provides hydrodynamic lift and righting moment.

During tacking and jibing, this foil is then pulled onto the new lee side through a type of transverse-mounted centerboard trunk and then provides the necessary lift for the yacht to sail upright on the new course.

**DSS yachts are always superior to comparable conventional boats:** They can make do with less ballast, which reduces their weight in spite of their superior stability. Close-hauled, superiority is less dramatic than at all other points of sail due to the laws of physics.

While reaching and two-sail reaching starting from 10kts true, a DSS sports boat will be sailing almost twice as quickly as comparable conventional yachts.

DSS is a well researched, tested and patented system. It was invented and designed by British yacht designer and **hydro foil expert Hugh Welbourn**.





## Typical for conventional boats



The stern of a modern conventional sportsboat when going fast: it is heavily pushed into the water, boat tends to raise the bow and solid water shoots out from the tear-off-edge (similar to a powerboat). Drag is high and rising substantially when speed is going up.

## Typical for DSS boats



Different look here: DSS Foil not only prevents boat from heeling over (when reaching), it also **lifts the entire boat** more or less parallel to its construction waterline. This is to see from about 13kts of speed. Hull resistance is going to be minimized more than foil is producing drag and even if speed is rising, hull resistance remains relatively low.

### The explanation is simple in a way:

When a Q28 with a total displacement of around 900kg (boat and crew) sails at 10 kts or more, the foil develops lift up to approx. 500kg\*. It provides not only a tremendous righting moment, but also partially lifts the entire boat out of the water.

The sails now propel a boat that, physically speaking, only weighs about 400 kg (= total weight of 900kg minus lift of 500kg).

At this stage the foil allows the boat to hold its course constantly. The movements of the whole system are substantially stabilised in any axis. This helps to make aero- and hydrodynamics work much more efficiently. Rudder movements needed also are minimised dramatically.

This is part of the explanation why a boat like the Q28 is reaching average speeds previously thought impossible, given the length of 8.5 m.

\* The foil's lift increases with the square of the velocity.