

So far so (very) good

With a larger DSS 50-footer now nearing completion in the UK, the lightweight new Quant 28 has already been giving the lateral-foil DSS technology a good workout on the Swiss lakes...

The new Quant 28 is a pre-production prototype designed for lake racing, with the emphasis on performance in our prevailing light and medium airs. The budget for this first project has proved largely irrelevant! The materials put into Boat No1 were relatively modest in cost, but the investment of time and labour in attempting to get the mechanics of the DSS system to work well from the start has been enormous.

The current programme is to undertake a full season of testing with the first boat, making changes wherever necessary. Only once the boat is working to our complete satisfaction are we prepared to move into serial production. Such a different style of boat will prove too 'new' for many clients and so the longer we are seen to be sailing and racing the boat with success, the better the prospects will be for acceptance by this famously conservative market.

We saw this reaction during the first race we competed in; some people were shocked, some were immediately very interested and happy to see a new and exciting boat coming along. But most remained sceptical... even after we had proved the boat's speed very publicly by sailing through to leeward and then away from a well-known, fast local lightweight 44-footer with all the trapezes and other 'knick-knacks'. The Quant 28 generally slipped through the short chop quite easily upwind in 18kt of wind and left noticeably little wake behind her downwind.

However... while not rushing things we do admit to being favourably surprised by the early performance. Should a small number of interested – and qualified – clients come forward we may accelerate our plans. But we would not be comfortable committing to more than four boats out of the first set of moulds, which were built for development purposes. Before full production new tooling will be produced using local CNC facilities. Much of the groundwork has been done and the first few clients could benefit from the immense amount of work that we have been engaged in for some three years. Already we are certain that future Quant 28 owners will be getting the fastest 'more or less normal' 8.6m sportsboat that currently exists. We took a big risk but on first evidence it seems it was worth it.

Special thanks have to go to designer and DSS inventor Hugh Welbourn, of course, and also to our project manager Kevin 'Kos' Costin. Without him this boat wouldn't exist. Costin is a great guy who can fix almost anything, while sticking closely to the original plan and not compromising fundamental ideas. Serious, productive and focused – impressive. Both guys also activated their own networks to help to get us where we are today – without making any unnecessary loud noises about the project, which was particularly helpful.

From the beginning we wanted to be part of something really new – many called us crazy and not without reason. But we ignored the doubters and have been rewarded with an exceptional boat.

LOA	8.6m
Overall beam	3.5m (inc racks)
Hull beam	1.95m
Draft	2m
Dspl	900kg with crew
Bulb	170kg
Mast length	12m
Upwind SA	42m ²
Downwind SA	85m ²



Keeping expectations low has paid off for the developers of the DSS Quant 28 who have been outsailing much larger rivals during the first races of the Swiss season. The lateral gently curved foil is helping to deliver a very smooth motion in the lake's short chop

Forget about the theory. Seeing and sailing really is believing. Our DSS flyer works. End of story.

Michael Appli and Max Schmid,
Buch&Schmid, Lucerne



XXC0812 Series

Weight: 15% SWL + 30%