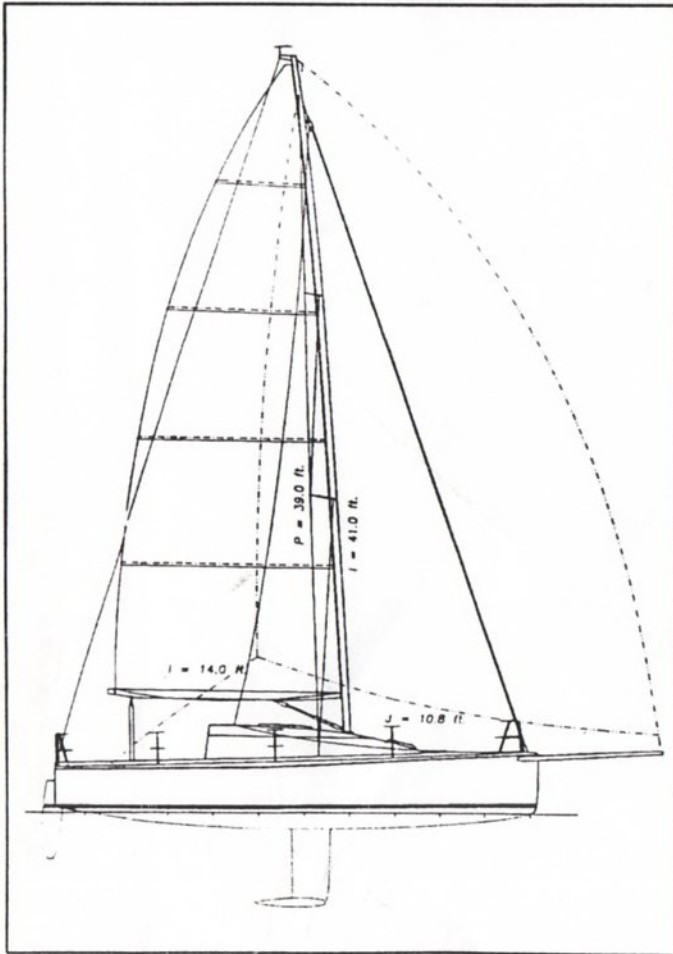


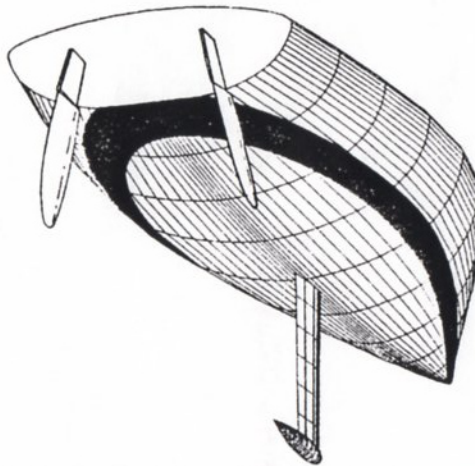
# The 1995 sailboats ...

*Sailboat builders continue to flourish and introduce models into the marketplace. Soundings technical editor Ken Rusinek samples some of the choices available to buyers in this roundup of new models.*

## HOLBY — MONOHULL



The Quest30 sail plan: length overall, 30 feet; waterline length, 27.5 feet; beam, 11.5 feet; draft, 6 feet; displacement (light), 5,000 pounds; displacement (sailing), 5,720 pounds; ballast, 1,500 pounds; sail area (upwind), 605 square feet. It is a Rodger Martin design.



This underwater perspective of the Quest30 hull shows the features typical of a modern performance hull: flared topsides to maximize the contribution of crew weight and water ballast to stability; narrow waterline forward for sailing close-hauled; flat buttocks aft for speed reaching and running; and a deep, narrow fin keel with a bulb to achieve a low center of gravity for the ballast.

Think of the Rodger Martin-designed Quest30 as a sort of "mini Whitbread/BOC" boat.

The beamy, shallow hull has a plumb stem with a wide stern. The rig includes a fully battened mainsail with a large roach that overlaps the permanent backstay, a jib and an asymmetrical spinnaker set on a retractable bowsprit. The deep, narrow fin keel ends in a bulb and twin, canted rudders provide steering control when heeled.

The performance ratios are definitely on the high side. In sailing trim the displacement/length ratio is 123 and the upwind sail area/displacement ratio is 30.2. The sail area/wetted surface ratio is listed as 3.24.

Two significant performance options are a carbon fiber mast and a water ballast system that provides up to 10 degrees of static heel angle.

The interior is quite extensive for such a

light boat and includes a V-berth forward, port and starboard settees in the main saloon with a centerline drop-leaf table, a galley and an enclosed head and private stateroom aft. The cabin has six feet of headroom.

It seems that every performance boat introduced today comes with a set of one-design class rules, and the Quest30 is no exception. The deck, interior, hull and rig are to be raced as delivered standard from the builder for one-design competition. Three class sails are permitted (main, jib, asymmetrical spinnaker) and the crew limit is four or 700 pounds.

Base price on the Quest30 is \$77,600. The boat comes standard with an outboard bracket, but a 9-hp Yanmar diesel inboard with sail drive is optional (\$8,150).

Quest Yachts Inc./Holby Marine, 97 Broad Common Road, Bristol, R.I. 02809, (401) 253-1711.



# Quest 30

Cam Lewis and Rodger Martin discuss the water ballasted 30 footer

## The Concept

Following the trend for sports boats, the Quest 30 is one of the latest fun, fast racer cruisers to hit the market place.

Conceived by builders John Sparkman and Barrett Holby 18 months ago, the two pulled in Rodger Martin, presented a design brief, and the rest, as they say, is history.

Martin has been able to work in the performance numbers, while putting reasonable emphasis on cruising comfort -- the idea is that you can put in a hard day on the race course before kicking back with a nice glass of wine and sleeping on the sail bags.

As the boat has evolved changes have been made along the way, most noticeably the draft has increased from 6 foot to 6.9 foot to improve upwind performance.

One-design rules have been drafted which allow the use of carbon fibre rigs when racing. They also allow water ballast systems when sailing with four or less crew members and not exceeding the maximum crew weight, maximum sail dimensions, the limitation of number of sails on board when racing, and a limitation of sail annual purchases.

On paper the numbers look good. We're all looking forward to seeing how Cam Lewis performs in the upcoming Key West race week.

## The Designer

The Quest 30 design brief was clear and unfettered: design a fast 30 foot sport boat

for crewed or shorthanded work, with a complete interior and full headroom. Apply the advantages of BOC and Whitbread types where appropriate, free of rating or class rule restrictions.

The result is a true sailors' boat with broad capabilities, being comfortable racing around the buoys, powered up with water ballast, or cruising.

Though the design is unrestricted, it may be of interest to compare the Quest 30 to a Whitbread 30. At 5,000 lb displacement it is of similar weight, but is beamier by four inches than the W30, with a small waterplane and very powerful sections. Draught is slightly deeper at 6.95 feet and therefore somewhat less ballast is carried.

The Quest 30 can carry up to 1,000 lb of waterballast per side, considerably more than the 660lb allowed for the W30.

The rigs differ in that the Quest is 'less fractional' than the W30, so that much of the time the headstay can be controlled by the backstay. Sail area is about 100 sq foot less than the W30 maximum.

The Quest 30's inheritance from Open Class designs is strong. She has a plumb bow, retracting carbon bowsprit, waterballast and twin rudders. Her generous beam provides power and great interior volume

and deck space.

## The Sailor - Cam Lewis

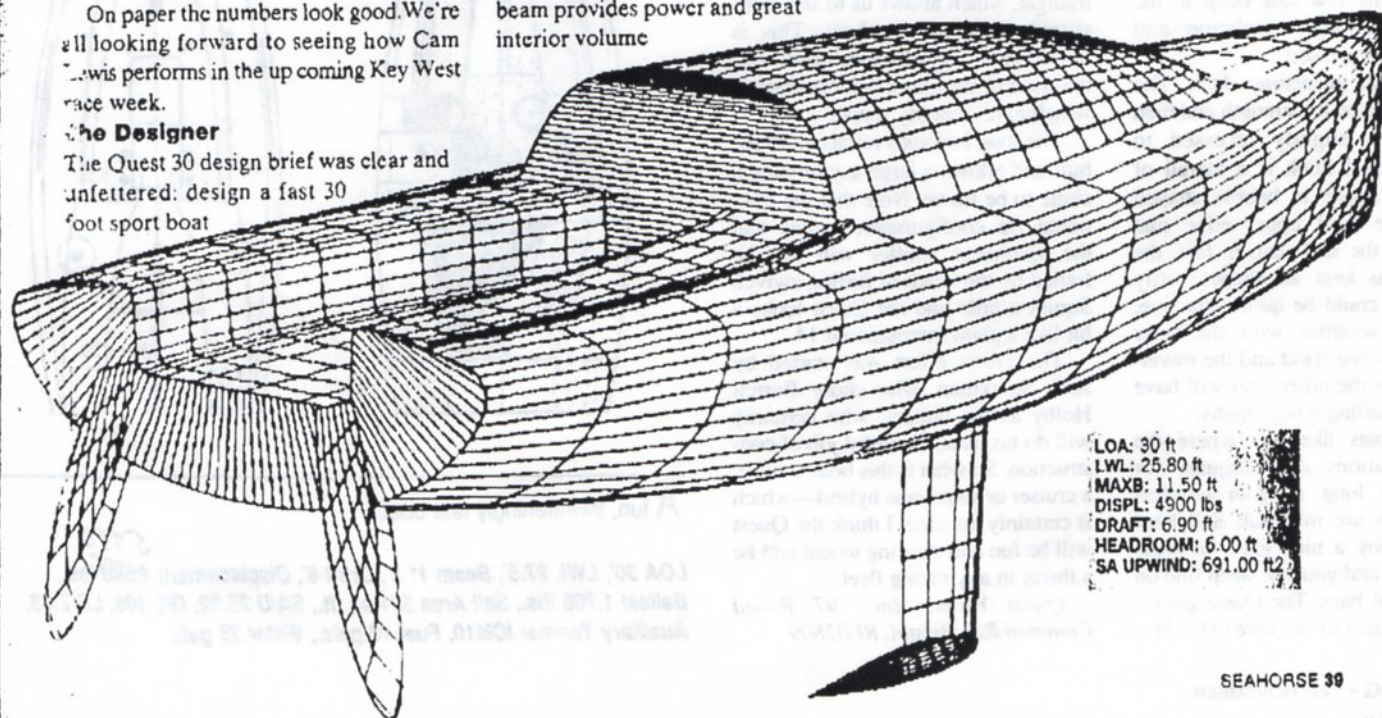
I'm presently involved in preparing hull number two of the Quest 30 for the Fort Lauderdale to Key West race and Key West Race Week. My decision to get involved with the new Quest 30 project was easy.

First, I wanted to sail with the minimum number (four) of the best crew mates I could find, on a high tech boat which featured water ballast, carbon spars, asymmetrical spinakers, and a fully battened mainsail with a large roach. The Quest 30 is a new monohull that fitted my budget and will be competitive at Key West.

Second, I was keen to start racing a class boat which shows great promise in developing short handed and doublehanded racing both in the US and abroad.

The Quest 30 also gets me back into bigger, non-dinghy, monohull sailing again, in time to save me from being permanently labelled as a totally crazy multihull speed nut.

And there are other reasons: hiking a lead pig is no fun, water ballast makes much more sense and allows me to keep my family involved. □



LOA: 30 ft  
LWL: 25.80 ft  
MAXB: 11.50 ft  
DISPL: 4900 lbs  
DRAFT: 6.90 ft  
HEADROOM: 6.00 ft  
SA UPWIND: 691.00 ft<sup>2</sup>



# Quest 30

## Racer-cruiser

When you look back over the past 25 years, you can spot pivotal boats that changed the direction, or even established a new direction, of yacht design. Rodger Martin's new Quest 30 appears to be an extension of the Melges 24 approach. We have seen a few boats in the last few months that lean heavily in the direction established by the Melges. Please, dear reader, don't take this as a criticism. By all the reports of my pals, the Melges 24 is an extraordinary boat.

Martin has taken the short-ended and high-powered characteristics of the Melges, added a few feet and put some emphasis on cruising comfort while adding his own spin to the hull shape. The Quest has gently flared topsides fairing into a softly arched bottom shape, while the Melges has more-dramatic shape changes and quite slabish topsides. The wedgelike hull form shows no hollow in the entry and only slight deadrise in the forward sections. The deadrise disappears by station 5. The run is very broad but not flat in section. In plan view, notice that the deck line shows a boat that appears quite full in the ends at deck level but the DWL is very narrow. The shape that the water sees at various heel angles will not change much. The D/L is 106.

The keel is a fin with a big bulb and a near-straight, vertical leading edge. This keel, along with the hull flare, will give the Quest good stability when the crew gets on the rail. Note the twin rudders. This keeps the rudder on the low side deep in the water, preventing ventilation and stalling when pressed.

This is an interesting deck. The sheer is radiused for strength and then the deck is slightly recessed to provide what I think is a toerail of sorts. The house is bubble shaped without the hard upper edge that appears on the sail plan. In fact, the designer has kept all shapes softly rounded. It could be quite attractive. Sitting to weather with the tiller extension in one hand and the traveler control in the other, you will have the feel of sailing a big dinghy.

I see boats like this where the accommodations are adequate for cruising so long as your comfort expectations are minimal. Sail hard all day, enjoy a nice glass of wine with dinner and you can sleep fine on a pile of sail bags. The Quest goes a step further and shows care in the lay-

out to keep a family of four living at a level far above that of camping. There is an enclosed head with sink and wet locker. The galley is fine for a boat of this size, although there is little chance of gimbaling the range past 10 degrees. I think 40 degrees is a good benchmark for gimbaling the range—I got that figure from Rod Stephens. There is even a chart table and two hanging lockers. Looks like a cruiser to me.

The Quest appears to be a boat that will give a good accounting of itself against some pretty muscular competition.

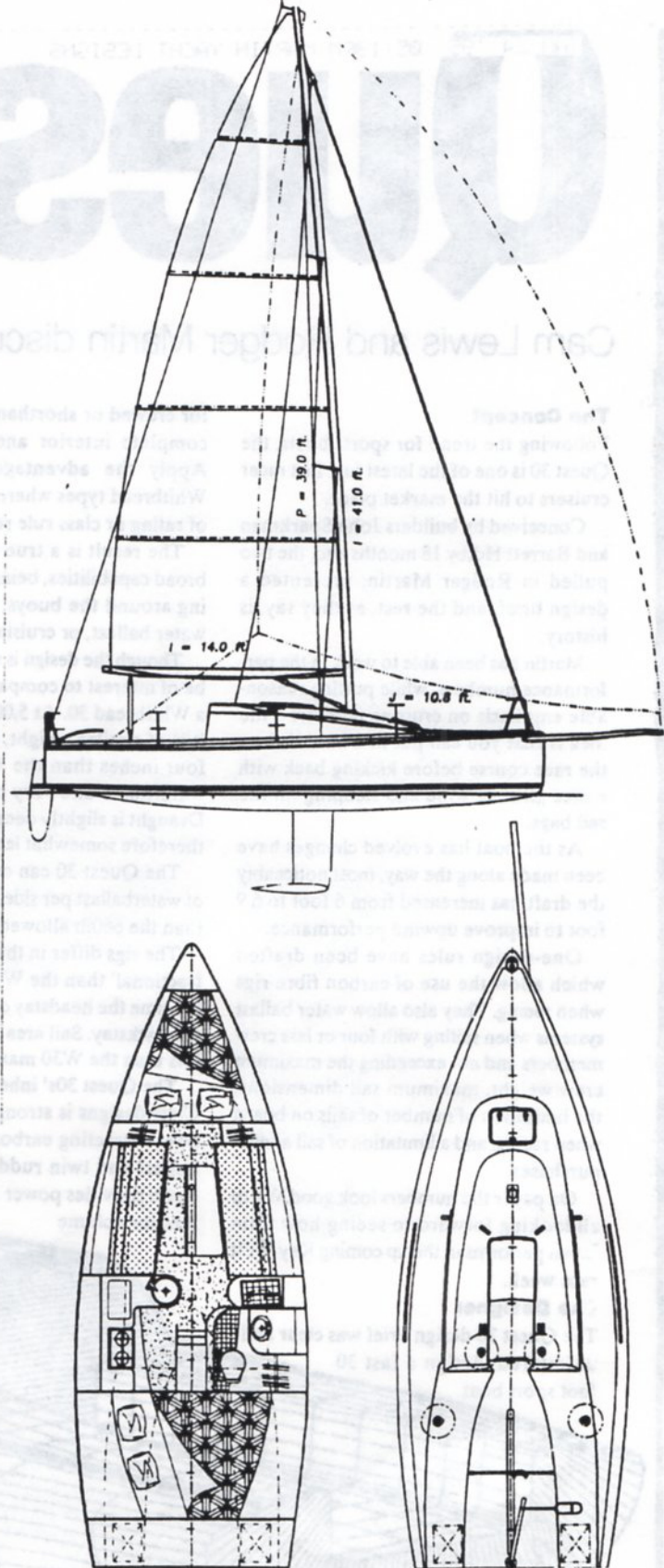
I've been designing sailboats for more than 20 years and I have identified a few things that cruising owners never say. You never hear, "The boat's too stiff. The winches are too big." You also never hear an owner say, "Give me a nice slow boat, Bob." The Quest appears to be a boat that will give a good accounting of itself against some pretty muscular competition.

Looking at the rig you see a near-masthead rig that will have the bending capability of a fractional rig without the need for runners. The chute is masthead. A SA/D of 26.92 should do the trick in light air. The brochure lists an upwind sail area of 605 square feet, but I still use I, J, E and P for the sail area with 100 percent of the fore-triangle, which allows us to stay consistent from boat to boat. This is important if you collect numbers. The mainsail of the Quest is loose-footed, which gives a pretty shape.

The long bowsprit retracts into the hull and allows a large asymmetrical chute to be flown. Note that the fractional rig configuration means that the spinnaker snuffer will not be fouled by the headsail furling swivel. Squint a little and the Quest looks a bit like a giant International 14.

The Quest effort was started by John Sparkman, who chose Barrett Holby as the builder, who certainly will do his usual beautiful job of construction. So what is this boat, a racer, a cruiser or some new hybrid—which is certainly the case. I think the Quest will be fun and exciting to sail and be a threat in any racing fleet.

Quest Yachts, Inc., 97 Broad Common Rd., Bristol, RI 02809



A fun, threateningly fast boat.

LOA 30', LWL 27.5', Beam 11.5', Draft 6', Displacement <sup>5950</sup>4500 lbs., Ballast 1,700 lbs., Sail Area 581 sq. ft., SA/D 26.92, D/L 106, LB 2.63, Auxiliary Yanmar ICM10, Fuel 10 gals., Water 25 gals.



# The search for the ultimate 30 footer is over.

**"It's exactly the boat I've been looking for, but couldn't find until now."**

The Quest30 was designed specifically to meet today's needs for space, comfort and performance. Without "racing rule constraints," America's leading designer of short-handed performance boats, Rodger Martin, has designed a wide, easily driven hull shape that is clean and simple. It incorporates the latest in short-handed sailing systems, asymmetrical spinnaker technology and a water-ballast option that brings you the technology that revolutionized the BOC, Whitbread and America's Cup. Add the craftsmanship of Holby Marine and the Quest30 redefines the Racer/Cruiser!

## Not Just Another Pretty Face

There are plenty of traditional boats around that sail OK, but if you have been waiting for technology and performance to trickle down from the BOC, Whitbread and America's Cup to a boat *you* can afford- your wait is over.

With a powerful yet easy-to-handle sail plan, the Quest30 develops manageable horsepower. But all

that horsepower is useless if it can not be harnessed.

With inherent form stability and 1675 lbs of ballast at the bottom of the 6.9 foot draft, the Quest30 has real stability. And with real stability, all that horse power can be turned into speed.

With the optional carbon fiber mast, from Hall Spars, additional weight aloft can be reduced to further enhance stability and performance.

## Features With Real Benefits

The advantages of the Quest30's easy handling and positive stability are clear: Speed, Control and Performance. The hidden benefits of this clean, simple design are the unprecedented interior volume and comfort. These features makes the Quest30 *more* than just an around-the-buoys racer.

With six foot head room, the Quest30 truly stands alone as the multi-purpose sport boat. The Quest30 has more usable interior space than boats much larger and plenty of room and stowage on deck. "This is an interior that you can live in, but you will not spend your life maintaining!"



## Serious Short-handed Potential

The Quest30 lives up to the designer's short-handed sailing heritage. Sailors like Cam Lewis see serious offshore short-handed potential in the Quest30. With the optional water-ballast system installed you can induce up to 10 degrees of heel by moving water between connected tanks. This further enhances upwind and reaching performance while allowing you to sail with a minimum of crew. The clean deck makes moving around the deck easy and double rudders assure total control.

## As a One-Design Class

The Quest30 class rules clearly specify that deck, interior hull and rig are to be raced as delivered from the builder. Consistency is assured in building through the use of the Scrimp System which delivers incredible laminate quality and consistency.

Only four class sails are permitted (in addition to any safety requirements that may be specified by the race committee). And Short-handed crews with water ballast can race against full crews on an equal basis (maximum weight limits apply to both). This allows you to spend your time on the water sailing, not on the phone looking for crew.

## Cruising Simplicity

The wide beam and long water line allow a light and complete interior that will accommodate a group. So, cruising with a small family, a small group of friends or short handed doesn't have to be an ordeal... no Chinese fire drills, no camping style accommodations and no unwieldy sails. Just fun sailing with comfort, simplicity and performance. Whether you're sailing a Quest30 with a crew or short-handed, in a one-design fleet, PHRF, or just racing home after a great weekend, you will get there with style, speed and admiring looks.

**"This is the boat I wish my father had when I was growing up!"**

## Quest Yachts, I.I.C

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