

# RS **Quest** *big feel from a compact boat*



**Maximum security and safety is achieved from the super-stable hull. Unrivalled in this size, the feel of the boat is considerably bigger than its size with a large cockpit for up to four people, great for training and family sailing. The high boom with the easy to use gnav system maximises space in the cockpit.**

The RS Quest, made of RS Comptec PE3 rotomoulded polyethylene construction, has been designed for maximum strength in all high load areas of the deck and hull, as well as for minimum maintenance; reflecting the usage of the boat.

With safety high on the agenda, the cockpit side benches are not integral to the hull,

thereby reducing the internal buoyancy. The reduced buoyancy means the boat sits lower in the water when capsized, making it easier to climb on the centerboard and recover quickly.

### **Configurable to suit you**

The ultra-stable and spacious RS Quest has a host of options allowing customisation for the needs for a variety of sailors. This versatile modern answer to training programmes can be rigged with either asymmetric or conventional spinnaker – perfect for confined sailing locations and for conducting relevant spinnaker courses.

Other options include an open plan or spray shedding foredeck, removable seats and outboard brackets to name but a few.

### **RS Quest specification**

Designer	Jo Richards/RS Sailing
Length	4.29m 14' 1"
Beam	1.83m 6'
Hull weight	120kg 264lb
Sailing weight	140kg 308lbs
Sail area: mainsail & jib	11m <sup>2</sup> 118 sq ft
Sail area: Asymmetric Spin	11m <sup>2</sup> 118 sq ft
Sail area: Symmetric Spin	10m <sup>2</sup> 107 sq ft
Hull Construction	Pe3 Construction
Spars: 2-part mast & boom	Aluminium
Spars: Spinnaker Pole	Aluminium
Material: Mainsail	Dacron
Material: Jib	Dacron
Material: Spinnaker	Dynlite Ripstop
Foils: Centreboard	GRP
Foils: Rudder	Aluminium
Deck Fittings	Allen / Selden

*"...packed with features offering convenience both ashore and afloat..."*

The removable foredeck offers stowage with five compartments; one big compartment to store anything from tents to sleeping bags, two small compartments on the top, and two long compartments on the front face – one designed to hold an anchor, and the second to stow a man overboard buoy. This is easily interchangeable with a click and play format. Self-adjusting toe straps come as standard.



### **Two-part aluminium mast**

The rig is a two-part aluminium mast, with a foam filled top section, aiding capsiz recovery and increasing time before inversion. The two pieces have also been designed to fit inside the boat making transport and storage easier.

To aid the rigging process the mast foot is on a pivot, making it easier and safer for one person to rig. The failsafe forestay ensures a three-point wire connection at all times so the mast is never in any danger of falling.

### **Convenience ashore and afloat**

The RS Quest is packed with features offering convenience both ashore and afloat. A pivoting mast heel enables easier rigging, hand holds all the way around the boat for easy holding and lifting and towing eyes both at the bow and the stern. The hull is designed with a three point landing enabling the hull to remain stable on land allowing solid shore drills be that on the beach, slipway or pontoon.



*“...the jib roller reefing offers safety for launch and recovery...”*

### **Easy rig control**

Alongside the two-part aluminium mast, external running halyards make for easier use and hassle free replacement as well as control lines on the boom designed for simplicity. The hard wearing dacron mainsail has a square head. Simple reefing systems include slab reefing for windier days and the jib roller reefing offers safety for launch and recovery convenience.

### **User-friendly foils**

The modern solution and user friendly foils include the tiller driven lift and lock rudder system automatically lifting if run aground preventing damage. The durable aluminium rudder blade and pivoting centreboard were both considered design points to the RS Quest to help extend the durability of these components.



### **Capsize practice and recovery**

Capsizing is an important part of learning to sail, and recovering safely has been addressed with a number of features. The transom has been designed to be low, allowing easy access when re-entering the boat after a capsize. The drainage holes in the transom can also be used as a step to get back into the boat. The cockpit itself is self draining making sure the boat comes up dry from a capsize giving peace of mind for those learning and instructing. Rub rails at the transom offer extra protection for the polyethylene, making sure the boat can withstand the test of time. Righting handles underneath the boat also offer assistance with capsize recovery and the top mast is foam filled delaying the time until the boat inverts, combined with a floatation system as an optional extra offers inversion resistance.

## RS **quest** design team



### **Jo Richards**

Jo has the great advantage of being a top sailor as well as a highly experienced sailboat designer. Jo's dinghy sailing career includes winning an Olympic medal in a Flying Dutchman that he designed, as well as several National 12 championship wins in his own designs. Jo also has a collection of big-boat classic wins to his name including the Fastnet Race.

Not only do his designs include some of the world's best selling volume production boats, but also a multiple Bol D'Or winning 'Alinghi' catamaran for Ernesto Bertarelli. Jo was also part of the design team for the 'GBR Challenge' America's Cup campaign.



### **Alex Newton-Southon** – *Technical Director, RS Sailing*

From the outset, RS boats have been created with passion. A passion to use the latest developments in construction and rig technology, to produce boats that are more exciting to sail, easier to handle and faster.

Winners of multiple design awards around the world and accolades from top sailors everywhere, RS boats have become some of the most successful one-design classes of modern times – from club racing to widespread event programmes and World Championship level competition.



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