

Starting to bear away at 17 knots, only trimarans can give this kind of enjoyment.



## THE LEGEND OF THE MULTIHULLS FROM THE NORTH

Borje Quorning has been building boats all his life. A Dane who emigrated to Vancouver, he founded his boatyard in 1967, next to the Baltic Sea, and built dozens of one-offs of all sizes, from 16' to 52'. He turned exclusively to trimaran production in 1981, the year the 25 Mk1 was launched. In 1985, Erik and Jens, his sons, each entered a 25-footer in the round Britain race... and took 1st and 2nd place (on corrected time) in a race renowned for being tiring: what a family!

## INNOVATION-CREATING MANUFACTURE

The Baltic Sea is a jewel offered to cruisers, but the charm of its marinas is only matched by the narrowness of their entries; so in '89, our enthusiasts invented the 'Swing Wing System', which allowed the Dragonfly 800 to slip into a mouse hole! The 1000 followed, then the 1200 and the 920. The 800 boats produced have been rewarded with many prestigious honours: three times Boat of the Year, and several others in the design, quality and respect for the environment fields.

## JENS QUORNING: INVENTOR AND TRIMARAN BUILDER

Like a certain number of his fellow countrymen, Jens has a marked taste for design and woodwork. He left to serve his apprenticeship in Maine, under the benevolent direction of Dick Newick, who opened the doors of the best 'woodshops' to him, from the spot in Martha's Vineyard. He was skilful, determi-

## This Dragonfly is polite and revealed its charms first, before showing a more fiery nature.

ned and imaginative, and came out of this concrete, generous open-air university enriched. An excess of regattas was prolonged by an Atlantic crossing aboard ROGUE WAVE, two-up with Tom Follet (the pilot of the proa CHEERS in the '68 OSTAR). In 1991, he became involved in Quorning Boats and designed the 1200, the 920 then the Extreme development. As Borje retired in 2000, Jens is now the manager-creator of the Dragonflies.

## THE 35' : LOOKING FOR AN ALL-ROUND TRIMARAN

In 2000, Jens lifted the bonnet of the 920 and turned the Turbo control: the enlargement, cambering the arms and the increase in the volume of the floats allowed the power to be transmitted without unbalancing the boat. This trimaran was a success, but the length and the load-carrying capacity limited this sport coupé's programme to semi-offshore cruising! The 35' targets the same objectives, but in size XXL: enough volume for 4-6 persons cruising or crossing an ocean, comfort, ease of manoeuvre and high speed! Has Jens succeeded in putting together the magic combination? We spent three days in Denmark investigating the subject.

## CONSTRUCTION AND BUILD QUALITY: A RIGOROUS PUZZLE

At the risk of touching on a cliché, it must be recognised that the Danish

business culture never ceases to surprise us: the boatyard which has sold more than 800 trimarans looks like a small village made up of low timber-framed buildings. A winter storage hangar for 'subscribers' (empty at this season, just a DF1200 which had just returned from the ARC and was spending the summer there), then a succession of workshops, linked and very well insulated. The lamination workshop meets the highest standards; it is adjacent to the paint-oven shop. The floats and central hulls are now built a few kilometres away, allowing the main site at Skaerbaek to focus on the assembly of the boats and realisation of the highly technical phases (construction of beams, masts, mechanical adjustments...).

Out in the country, two kilometres from the sea, the peaceful atmosphere in this very specialised hive of activity is surprising. The technicians arrive at 8am, at 4pm everything is finished! The secret of their productivity rests on perfect scheduling of prepared gestures, which leave a place for the craftsman's responsibility, but not for improvisation. Considerable investment in equipment (50 moulds), the design of the parts and the fluidity of the assembly stages explain the performance of this team of just 30 people. Agreed flexibility and high salaries also play a part.

## HAND-PICKED SUPPLIERS

The Dragonflies are very technological boats, despite their ease of use, and no weak spots are tolerated: the mechanically welded elements of

the folding system come from Andersen's 'custom' department, as does all the mast equipment. The rigging, (textile and Dyform), the special portholes (fish-eye type: a passing nod to Newick) are made by BSI (internationally renowned for its conical terminals for Kevlar shrouds), directed by Eric, Jens' brother!

## STRONG CARBON TUBES

The Dragonfly 35' masts are in-house creations, coming from the rigging shop, run by Heinrich (ex-European Formula 28 champion!) The special profile, in rolled filaments, arrives in 4 parts, the sleeves are glued and the plates for the two sets of diamonds (there are no runners) are bolted through backing plates. White lacquer finishes off this expert work. The reliability? None of them has come down, despite the furious treatment inflicted on them by certain crews, especially Jens and Heinrich!

## BEACHABLE, TRANSPORTABLE, FOLDING ?

The 35' benefits from the same agility as its smaller sisters; despite a 30 hp diesel saildrive, it can be beached quite safely in 50 cm of water! This 9m trimaran is transportable by road, and turns into a furtive animal which can shelter in a small space, limiting the constraints inherent in multihulls to a minimum.

## THE AMAZING ACCOMMODATION

Inside, I found the cosy, light, warm atmosphere which has become the builder's distinctive trade mark, but the volumes available led me to think for a moment that Quorning had given in to trends and watered