

An exceptional trimaran which offers real pleasure at the helm.

down its Aquavit as far as performance was concerned! We will see later that this is not the case. Two spacious double cabins, a 6-place convertible saloon, a large galley with integrated fridge and oven, large heads, with shower and wc: the passionate work and Jens' imagination regarding ergonomics are surprising. Through rationalising the fittings, he finds space where there isn't any! The lighting and the aviation quality of the inner mouldings deserves praise.

## QUICK, LET'S GET TO THE ESSENTIALS!

I am impatient to share my impressions of the two day's sailing in the Baltic Sea. They are representative

## Sailing to windward with the DF 35' is an enjoyable exercise.

of the DF35's possibilities. This Dragonfly is polite and revealed its charms first, before showing a more fiery nature.

To get out of the marina, 'Doctor Swing Wing' was at the controls; the 30hp Volvo coupled to a folding propeller has a comfortable amount of torque and our test example was equipped with a retractable bow thruster and an electric winch! Thirty seconds later we were out on

the open water. At the helm, I watched Jens unfold the machine's wings (1 minute per side), and admired the perfect geometry of this well-oiled mechanism. The 14mm Dyform cables which stop the arms flexing are adjusted in the factory and fit into place by themselves; only the forward stays require manual attachment (a few seconds). We sailed close-hauled under the squalls for about thirty miles, with a

moderate 7 to 12 knots to accompany us, and I got to know the toys that I would be able to play with to my heart's content over the two days. Firstly, the Kevlar rigging, which can be tightened up very quickly, then the 'fine lingerie' - this 'Ultimate' version is equipped with flamboyant 'Genesis' black Technora sails by Elvstrom. Vectran, Carbon and Mylar combine their qualities in this top-of-the-range laminate, the shape is splendid, the enormous stability requires no

## TECHNICAL SPECIFICATIONS

**Architects:** J. Quorning & S. Olsen

**Builder:** Quorning Boats (Denmark)

**Material:** PVC foam/unidirectional and multidirectional cloths/vinylester.

Manual application, post cured at 80°.

Carbon rudder.

**Length:** 10.68 m

**Waterline:** 10.35 m

**Beam:** 8.20 m

**Folded beam:** 3.80 m

**Draught:** 0.55/1.80 m

**Mainsail area:**

Touring 44m²

Ultimate 51m²

**Genoa:** 28m² 32m²

**Spinnaker:** 90m² 120m²

**Reacher:** 55m² 65m²

**Height of carbon mast:** 15m 16.50m

**Approval:** unsinkable EC cat. A

(6 pers), 8 in cat. B

**Motorisation:** Volvo 30 hp Sail drive

**Berths:** 4 / 6 persons

(2 doubles + 2 convertibles)

**Water:** 140 litres

**Fuel:** 80 litres

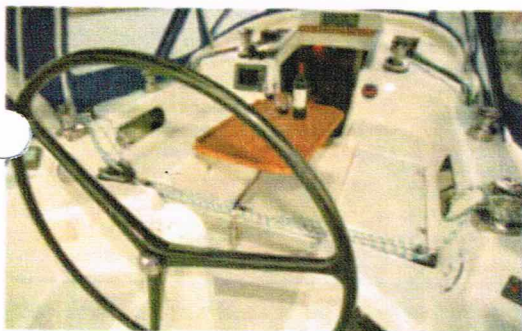
Pivoting centreboard + retractable

rudder - the boat can be beached.

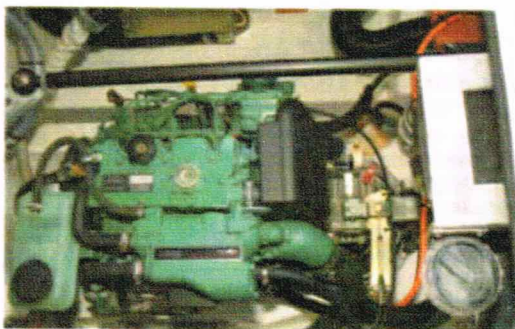
**Price:**

Touring 286 000€ inc. tax

Ultimate 313 950€ inc. tax



The Danish "loggia", to be taken without moderation!



Under the cockpit floor: the 30hp engine, the automatic pilot and the rod transmission.



A surprising volume: 4 people for an Atlantic crossing, 6 for a weekend or 8 for an afternoon.



A warm atmosphere where the build quality shows through.