



Low, heavy clouds, squall approaching, the DF35 accelerates...with fingertip control.

increased tension and puts off the moment when a reef must be taken.

I LOVE SAILING CLOSE-HAULED

Sailing to windward with the DF 35' is an enjoyable exercise which will open the 'doors of new perceptions' to hardened racers and will allow the others to believe in their racing talents! Despite a comfortable and widened central hull, the machine does not seem to have any limits. We were sailing at between 8.5 and 9.5 knots at 40° to the wind, the optimum VMG (80° from one tack to the other) is very intuitive; if you need it you still have an extra 5° and by bearing away you can sail to windward at two-figure speeds!

THE GEOMETRY OF A PERFECTLY CIVILISED THOROUGHbred

The cockpit offers three distinct areas: the control line area, protected by the sprayhood (sail reductions, daggerboards, jib sheet, etc...), in the centre the mainsheet trimming area and at the stern, the 'terrace' for the helm and 1 or 2 passengers comfortably leaning against the stern rail. The large diameter wheel is reminiscent of certain sports coupes, its directional effect is fiendish - the trimaran tacks like

a match racing prototype! The arms are 'cambered' to keep them well clear of the wave to leeward. The length, the design and the camber (angulation towards the exterior) of the latest generation floats give them the volume necessary for safety and the slimness essential to pass sweetly through the waves. The horizontal axis of the arms is pinched a few degrees towards the bow (weight centring) and there is sufficient dihedral to keep the windward float well out of the water.

SQUALLS, LIGHT WEATHER AND THE ASYMMETRIC

We carried out tack after tack and I felt enormous pleasure sailing this boat amongst the wind shifts typical of this stretch of water. We had been sailing to windward for more than 5 hours without getting even slightly bored; a 50' monohull applauded as we crossed! Hoisting the asymmetric (on a 1.5m retractable carbon bowsprit) started another kind of movement, with the magic of the apparent wind: 8 - 11 knots of true wind, top speed of 13 knots and an average of between 9 and 12, pure pleasure...

DOCTOR QUORNING AND MR SPEED

The passing of a quite deep depression gave us the opportunity to test the 35' in a steady force 7, the next morning. With 2 reefs and a third of the genoa, the start-up was extraordinary; at 70-80° to the wind, the 35' sped off at 14 - 18 knots with obvious ease and in a cloud of spray. This leg of about fifteen miles between the islands was quite extravagant, but revealed the boat's sea-keeping qualities; the helm is a pure pleasure, sensitive, precise and needing no effort in this mine-field! I bore away a few degrees to just beyond a beam wind and the beast took off at between 18 and 21 knots. The feeling of safety is permanent, the float's vertical thrust can really be felt, and the chassis seems to have become stiffer, compared to the Extreme. The low, heavy sky, the squalls and the spray did not dull the excitement of this exceptional ride.

CONCLUSION

This trimaran is exciting; the maturity of the comfort-performance compromise it synthesises is remarkable, it is without a doubt one of the most successful cruising boats I have ever been given to test. The Touring version is a bit more sensible and cheaper, but the Ultimate opens the gates to Valhalla permanently!



The "mouse hole" type of marina the Dragonfly loves.



One or two kayakers, a small catamaran which can be dismantled... The volume in the floats acts as a spacious luggage carrier...



- Fantastic comfort-safety performance compromise
- Build and design quality
- Enjoyable and practical multihull



- Sugar scoop aesthetics
- Manufacturing lead time

THE COMPETITORS

CORSAIR 36'	Challenge 37'	Lucas 38'	Triforsix 34'
Length in m 11.16	Length in m 10.99	Length in m 11.40	Length in m 10.30
Beam in m 3.00/7.80	Beam in m 3.40/8.10	Beam in m 8	Beam in m 4.20/7.80
Weight in t 3	Weight in t 2.5	Weight in t 2.8	Weight in t 3.3
Sail area m2 74	Sail area m2 79	Sail area m2 90	Sail area m2 87
Price euros inc. tax 250 000€	Price euros inc. tax 270 000€	Price euros inc. tax 292 000€	Price euros inc. tax 250 000€