

I had expected say, 85 degrees from tack to tack and certainly that is what Dragonfly and the dealer had expected. I suspect that the reason for this broader angle is that we were sailing at the top of the wind range for our sailplan, in lumpy seas up to 1m wave height, with a reasonable amount of tide and we were sailing fast and not as close as we should have. So I think if one has concerns on the tacking ability of the 35, go sail it and I would expect you to be more than satisfied but this is what we recorded. Our top speed of the day was 21.9 knots achieved on a flat water close reach in 27 knots of wind; it certainly blew away the cobwebs.

## Under power

The standard engine is a Volvo 30 HP three cylinder diesel sat in its own compartment beneath the helm position. The engine controls are close to the helmsman and power is delivered through a two bladed folding propeller but options for a three blade folding prop are available. The engine is fed by an 80 litre tank and uses 2 litres/hr at cruising speed giving a range of about 240 – 260 nm.

The engine has its own compartment that allows sufficient room to carry out all maintenance and is sufficiently well insulated.



The boat is very manoeuvrable turning easily in its own length, however most are fitted with a bow thrusters to ensure control when berthing. The bows blow off easily at slow speed and having the bow thruster avoids anxious moments for the crew! The boat tested had a neat drop down system that recesses back

into its own compartment in the hull leaving no drag. It is also down in the water where it will not lose thrust by cavitating in shallow water as a tunnel version would.

## Performance under power was as follows:

RPM	Single - speed
1000	4.5
1500	5.7
2000	6.5
2500	7.3
3000	8.0

Sound insulation was good with reasonable noise under power when below. The installation was neat and tidy as was all on board engineering.

The boat was sure footed under power. It must be appreciated that there is a lot of windage when the floats are opened and power is necessary to ensure that good progress against wind and waves can be made. I would not have wanted to motor and manoeuvre in the wind conditions we experienced with just an outboard.

After sailing I had a chance to explore the owner's manual which was comprehensive and covered all aspects of the boat. It is personally signed by Jens Quorning who inspects every boat prior to its handover and is usually involved in sailing with customers and maintains a close contact with owners'; through the boat's life.

## Conclusion

The Dragonfly 35 is a very competent and exciting sports cruiser that will satisfy those multihull racers seeking a more family orientated boat or those converting from performance monohull to their first multihull. It has stylish good looks, well finished interior, -

good performance under power and good accommodation whilst the folding system enables moderate cost berthing.

It is well appointed, the attention to detail is good and the finish of every aspect of the boat is immaculate. It was exciting to sail but straightforward for two to handle. It was fast but showed no vices at speed under sail or power. I was most impressed. All this comes at a price but also high resale value. You pay for having a very carefully built piece of sophisticated engineering that will prove reliable over time.

This will appeal to those who want performance for crewed or short handed racing with the comfort and features necessary for successful cruising with the family and friends. It does this very well and the 35 will be a very successful model for Dragonfly.

## Liked

- Performance
- Style
- Comfort
- Ease of operation

## Did not like

- Small flaps to cover rope stowage kept popping up and will get trodden on and broken by unwary crew
- Mainsheet traveller adjustment is awkward as it is an endless line system operated by winch handle, it save ropes in the cockpit but is not easy to operate under load.

## Dragonfly 35 Specifications:

Length	10.68m	
Beam	8.20m open 3.90m folded	
Draft	1.90m board down, 0.55m board up	
Displacement	3.9 tonnes	
Payload	1.5 tonnes incl crew	
Sail area:	Touring	Ultimate
Genoa	30m <sup>2</sup>	35m <sup>2</sup>
Light furling genoa	50m <sup>2</sup>	55m <sup>2</sup>
Main	54m <sup>2</sup>	65m <sup>2</sup>
Asymmetric Spinnaker	95m <sup>2</sup>	115m <sup>2</sup>
Mast height	16m	17.5m
Engines	Volvo 30HP	
Tanks		
Water	140 l	
Fuel	80l	
Holding	60l	
Category	Cat A for 6 persons, B for 8 persons	
Price	(less instruments)	
Touring	EUR 259,800 ex VAT	
Ultimate	EUR 283,700 ex VAT	
Classic version add	EUR 4875	

## Comparable boats and prices

M37 Island Hopper	\$393,000 – EUR 307,210 ex VAT
Corsair 37R	\$330,000 - EUR257,960 ex VAT

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