

2007

DRAGONFLY 35

Dragonfly 35



Cruising sailors' experience of multihull sailing usually extends no further than a charter – ten days in the Med or Caribbean on a cumbersome cat with plenty of space but so-so performance. Either that or they have sailed on a racing cat, experiencing breathtaking speeds but sleeping in a shoebox.

But it doesn't have to be that way, as Danish family boatbuilders Quorning Boats prove with their latest launch, the Dragonfly 35. Hull volume is achieved by flaring above the waterline to give space for high-level lockers, but below the waterline, the centre hull presents a razor-fine entry, drawing out to near-flat aft sections to aid planing. Two versions of the 35 are available: the Ultimate version, which we sailed, and the Touring version, which has a 1.5m shorter mast and smaller sail area all round. Carbon is standard.

The most impressive of Quorning's innovations is the swing-wing system. Like her sisters, the Dragonfly 35's floats can hinge inwards to meet the centre hull, reducing the yacht's beam from a massive 8.2m to 3.85m and vastly improving versatility, marina fees and your popularity with monohull sailors. Surprisingly, the stability remains good – the fore and aft beams are angled down at 7°, depressing the floats as they fold and lifting the centre hull.



Although stowage in the centre hull is in short supply by the standards of a 35ft monohull, this is largely solved by redistributing certain items. It's important not to store heavy items in the floats as this impacts on buoyancy, but the Dragonfly has hatches to allow sail stowage and, uniquely to the 35, an aft hatch in the starboard float which will accept a kayak or a windsurfer and its mast. Each float is divided into three buoyancy chambers, which combine with a crash bulkhead in the main hull to class the boat as unsinkable, although the risk of sinking is much reduced by the lack of keel.

For a mono sailor, doing 20 knots with minimal heel is a strange experience

Under way

We sailed the Dragonfly in Denmark on a chilly December day of 20-30 knot winds and occasionally flurries of hail. After overcoming a slight reluctance to leave the pontoon or the comfort of the heated cabin, we set out to put this 35ft cruising boat through her paces. They were impressive.

Upwind, the Dragonfly forged ahead at 8 or 9 knots, occasionally touching 10 and tacking through 85-90° (dispelling the myth that multihulls can't go to windward). But the fun started on bearing away. Full main and headsail gave us around 15 knots off the wind ➤