



Passage plan at ten knots and you can rack up 100 miles and still be outside the restaurant when it opens for dinner



and as we neared a reach, the gennaker on its retractable bowsprit boosted that to 18 knots. It was like kicking in the turbo on a sports car – as the apparent wind shifted forward, we kept bearing away to hit 20.9 knots – not bad for a 35-footer. Quorning's owner, Jens Quorning, has since notched up 23 knots.

Sportsboat sailors are used to getting over a 'step' before the boat begins to plane, but the Dragonfly seems to have two. Quorning agreed. "She's good in light airs up to her hull speed, about 8 to 8.5 knots," he said. "After that, you need quite a bit more wind to push her faster, until she starts to plane at 10.5 to 11 knots. Then there's another gear at 15 or 16 knots."

The practicalities of sailing at these speeds demand good cockpit design. Although a tiller is standard, our boat was fitted with a carbon wheel connected via a direct-gear drive to the rudder, resulting in a very precise, sensitive helm. The single, central



rudder lost grip at times, but this was quickly recovered by briefly centring the wheel. Twin rudders would probably correct this, but would also compromise manoeuvrability under engine and complicate the foil protection arrangements, with the existing system, if the rudder or daggerboard touch bottom, their lines are released and they flick upwards until redeployed from the cockpit.

The mainsheet and traveller fall easily to the helmsman's hand and are serviced by a dedicated pair of winches, leaving the crew to manage the other

lines via two primary cockpit winches and two winches on the coachroof. One of the coachroof winches is electric to aid hoisting the main, but through a neat bit of design can winch any line by using the other winches as idlers.

There's a little more to think about than when sailing a mono – notably the centreboard and the hull folding gear – but the boat is well within the abilities of two people. There are plenty of performance tweaks to play with too, including a set of barberhaulers which pull the genoa sheeting point out to the floats when reaching.

Hull folding and unfolding is quick and easy thanks to a well-designed line system that tucks neatly into a cockpit locker, and a permanently fitted GRP cockpit hood arch hinges down behind the helm to provide a backrest when the cover is not in use – it's a bit like sailing from your sofa.

Under power the boat cruised at 6.5 knots from the 30hp Volvo saildrive, hitting a maximum of 8.4 knots, and proved adequately manoeuvrable when folded, with a turning circle of around 1.5 boatlengths and predictable performance astern.

Below decks

Stowage is always a problem in small hulls, but thanks to the sails being stored in the floats the space under the forward vee berth is free to use. Elsewhere, numerous small lockers have been fitted, closed at the front with a tidy wooden roll-top system.

Between the saloon and the forecabin is the heads and shower, stretching across the full width of the boat. Although standing headroom is available throughout, in the shower a folding seat above the heads offers the most elbow room. Two large lockers run the risk of a wetting and require judicious use of the shower curtain, but the loo roll gets special attention – a neat gadget rolls the end inside.

In the saloon the galley runs the length of the starboard side, with saddle-style seats hinged to the centreboard case, which can be used either to eat at table or to perch on while cooking. The case also supports the table with a drop-leaf to port, which, when hinged up, creates an L-shaped dinette or folded makes space for a double berth. Tankage is under the floor of the saloon, except the

Above left: the swing-wing system hinges the floats against the main hull to reduce beam. Above: the gennaker adds another gear