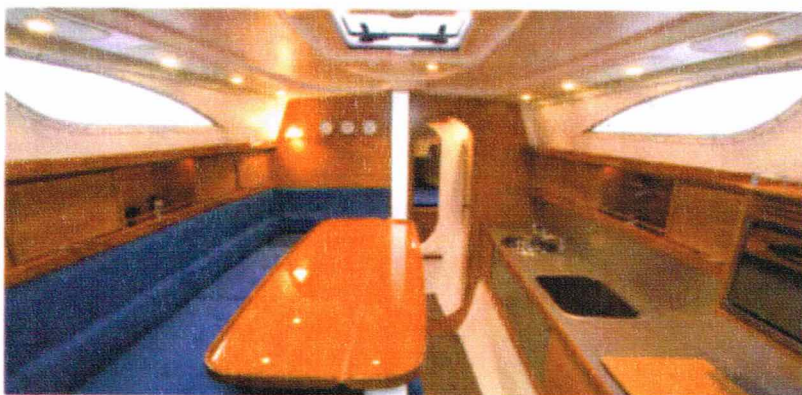


DRAGONFLY 35



Left: Quorning make the best of the narrow centre hull.

Below: a shallow-draught trimaran often has no need of a dinghy



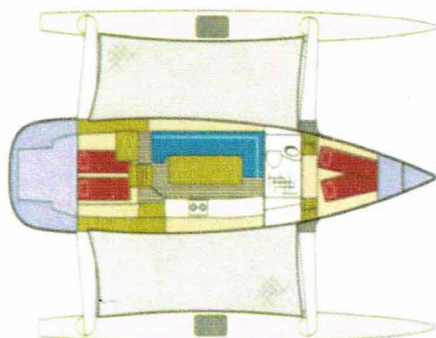
diesel tank which is under the aft berth.

An aft facing nav station to port offers space for half-size Admiralty charts and instruments, and to starboard there's a 'wet seat' to sit down briefly before taking off your oilies. The aft cabin, although tucked under the cockpit floor, has sufficient headroom to sit up and is comfy as a double berth.

In accordance with Quorning's philosophy to keep everything wet and oily out of the cabin, engine access is via a huge hinged hatch abaft the helm.

Platform for performance

Although Quorning have worked wonders with the space available, helped by plenty of light from the oval portlights and clever use of horizontal grain to extend the perspective, the interior is not the Dragonfly 35 sales point. Sail performance is. Passage plan at ten knots and you can rack up 100 miles after breakfast and still be outside the restaurant when it opens for dinner. Get the right angles and sufficient wind and you could be doing 20 knots, usually the preserve of ocean race boats and adrenalin-junkie skiffs. The difference is, you can still make and drink a mug of tea.



Specifications

DRAGONFLY 35 ULTIMATE

LOA	10.68m	35ft 0in
LWL	10.35m	34ft 0in
BEAM (MAX/MIN)	8.20m/3.85m	26ft 11in/12ft 8in
DRAUGHT	1.90m	6ft 3in
DISP (LIGHTSHIP)	1,900kg	8,598lb
BALLAST	-	-
SAIL AREA (100% COTTER/GENUINE)	98.47m ²	1,060ft ²
BERTHS	4-6	
ENGINE	Volvo saildrive	
POWER	22.39kW	30hp
WATER	140lt	3gal
FUEL	80lt	18gal
SAIL AREA: DISP	40.4	
DISP: LWL	98	
PRICE (EX VAT)	£152,855	



Stowage

Forecabin	4.5
Saloon	2.0
Galley	1.0
Head	1.5
After cabin	0.5
Nav. area	
Stowage = 17.62%	
Total = 1.93m ³	

