

DRAGONFLY 1000

It was a pleasant spring day in Marathon, Florida Keys, when we went out for the long overdue test ride on the Danish built Dragonfly. This "swing wing" folding trimaran made sufficient impression on the American nautical world to be selected as boat of the year by our colleagues from Cruising World/Sailing World, and got so much positive press that it was hard not to have a preset frame of mind.

The test sail in the emerald green waters on the bay side of Vaca Key, under a balmy Florida sun with a steady 20+ knot breeze, confirmed that the Dragonfly 1000 deserves all the applause it has received since its introduction in the USA a year ago.

THE SWING WING SYSTEM

Tucked away in a standard monohull slip, the Dragonfly 1000 looks neat and gracious. In the folded position, the boat is 12.6 ft. wide and very stable: due to the slight downward swing of the floats when folded in, the floats' buoyancy adds to the lateral stability. The float decks remain horizontal in the folded position and provide an easy step on/step off to the dock. The swing wing system is one of the unique characteristics of this boat, and deserves a closer look. The u-shaped beams have a double-joint system with large diameter vertical axis on the float side and a hinge on the main hull. When unfolding the float, a lip locks the beam in place on the socket. Tension cables and a clip-on pole in the back secure the floats in position. The folding/unfolding operation is done from the cockpit using the genoa winches, it takes less than two minutes per side. During the test we did not detect any noise, movement or excessive flexing in the system. The trampoline, made of pvc coated Kevlar strands, is rigid and safe for use under way.

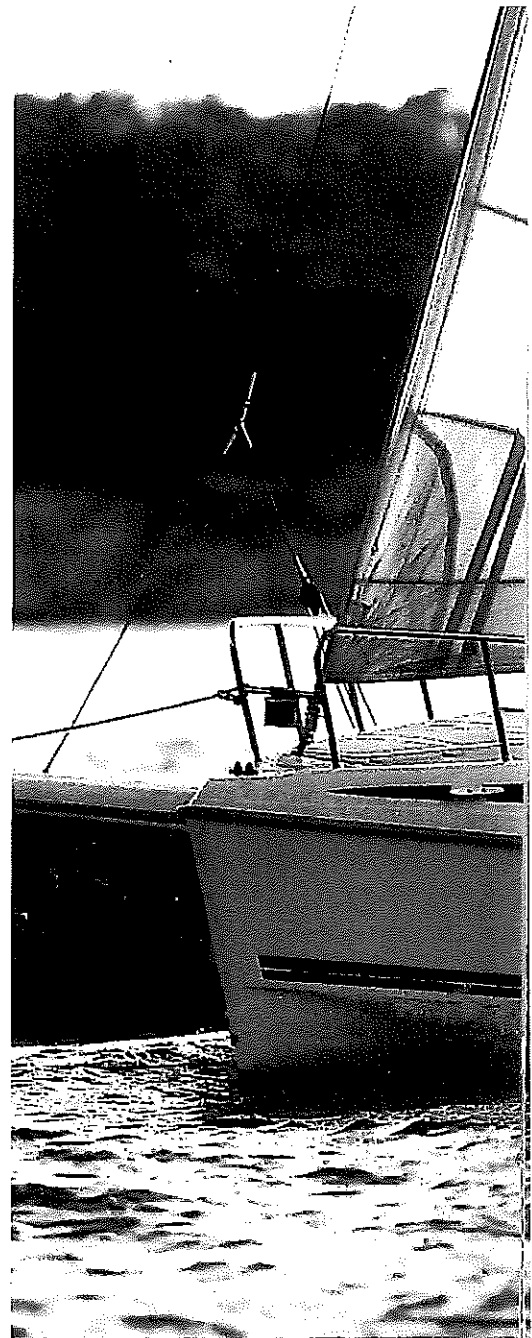
ON DECK

The Dragonfly 1000 is a pleasure to look at: nice proportions between deck, cockpit and hull with soft edges and

smooth transitions, a well organized deck layout and top quality hardware. Minute attention for detail and clever solutions indicate the effort that went into the conception of this new boat. The latest Dragonfly is a true top of the line product, benefitting from designer/builder Jens Corning's 40 years of experience. As with certain cars, you know at first glance that this one has the potential to become a collector's item. Every item on deck is well chosen and of high quality: stainless steel Andersen winches, Fredericksen deck gear and blocks, Fredericksen custom designed traveller system for the main, Easylock rope clutches. The elliptical windscreens give a nice accent and good spray protection. All lines lead under deck into the cockpit and the lowline "Moonlight" hatches by Sophus Berendsen add to the clean and uncluttered look of the deck. Forward is a large flush anchor well, but the anchor itself is stored on the forward beam, keeping the weight near the center of the boat.

THE RIG

The Dragonfly 1000 carries a 50 ft. rotating aluminum mast with three spreaders, supporting a fully battened Elvstrom mainsail. The sidestays have a multiple part tensioning system aft to adjust the stays when folding the floats. The boom is equipped with 2 single line jiffy reefs, leading back underdeck to the cockpit. The four part mainsheet is controlled with a traveller that runs along the back of the cockpit. The combination of genoa track and barberhauler gives good control on the foresail sheeting. The roller furler mylar/dacron genoa has two vertical-batten reefs. The only minus on the rig of our test boat was the forward



The Dragonfly 1000 fits in a monohull slip

bending of the masttop while reefed, causing the top of the sail to deform.

THE COCKPIT

The teak cockpit seats and Whitlock steering wheel on pedestal, with folding tray accentuate that this is a yacht cockpit where up to six people can find a comfortable spot to enjoy the ride. Storage holes in the back rests of the cockpit seats provide a solution for some of the ropes, but the Dragonfly suffers from the same "too many strings" syndrome that most boats with lead-aft control systems have.



Otherwise, the cockpit is very enjoyable, the seats and backrests are well shaped, there is enough leg room to move around for manoeuvres and to access the entry hatch. The windscreen provides sufficient protection. Here again, one cannot fail to notice how well studied the deck hardware layout is for family cruising or weekend round the buoy racing, with a logical distribution of sail handling between helmsman and crew. All clutches are labelled and the ropes have distinctive colors. Behind the cockpit is a spacious aft platform, with two large storage lockers. Small panels in the aft side of the cockpit hide an outdoor

shower. The emergency tiller fitting is located on the platform. Both the rudder and the centerboard do kick up. They have tension release cleats and up/down haul controls. The engine, a Volvo HP diesel inboard, is quiet and gives the boat ample auxiliary power. The engine room is well laid out and the engine is easily accessible for maintenance.

INSIDE

The entrance hatch has a high enough coaming to keep the water out. The disappearing act of the vertical panel of the entrance gets a separate mention : a nifty system of shockcords pulls the acrylic panel to the side in a slot behind

the electric panel and blocks it in that position, an award-worthy solution to the eternal storage problem of the washboard. Inside, the Dragonfly continues with the same thorough design concept found outside. The space has been used to the optimum, creating an impression that the Dragonfly is a much larger boat than its competition. Also a much more luxurious boat : Abundant use of teak veneer and trim, nice upholstery and curtains, high quality joinery and a large separate head with pressurized hot and cold water. The forward cabin is a true double, with the oval bulkhead as a very nice design feature. The Dragonfly is well ventilated with three opening deck



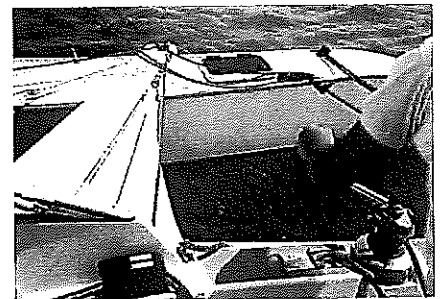
the elegant galley

heater is another useful feature for cold weather sailing. On the port side of the entrance a small fridge is installed underneath the electric panel. The main cabin seats offer comfortable room for six people around a table with folding leaves. The seats can be converted into a large single (or small double) bunk on the port side and into a short single on the starboard side. By opening a panel in the forward bulkhead, this bunk can be extended to full length.

TEST SAIL

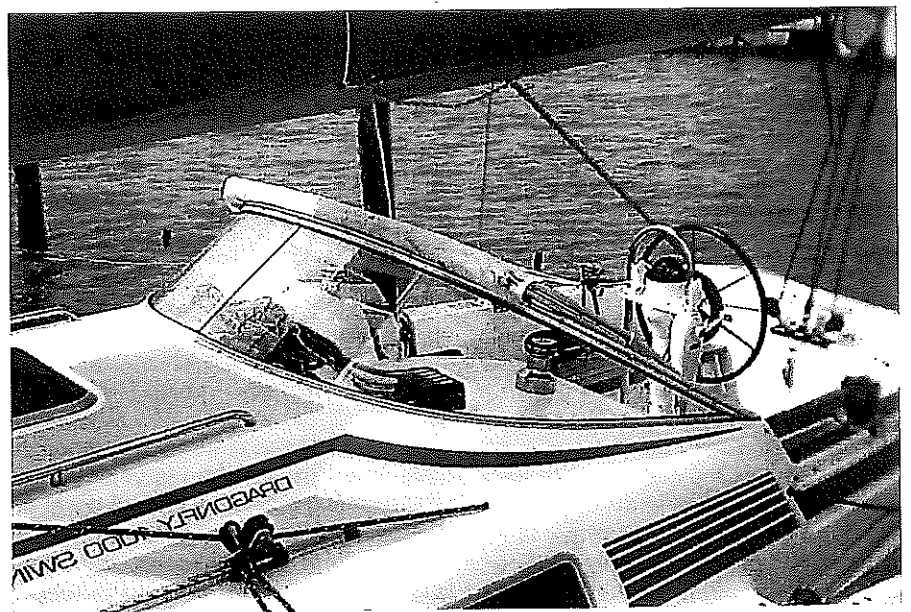
With a reef in the main and a couple of turns on the roller furler, we made a conservative start for a few hours of fun sailing. By the time we left, the wind was steady at around 25 knots out of the South East, with relative flat water, thanks to the shallow depth of the Florida Bay and the protection of the Key. Motoring out of the berth with folded wings did not present any difficulties. The boat handles well and has plenty power for tight spot manoeuvres. Once out of the marina, the floats were unfolded in less than 4 minutes. The whole operation was smooth and rather effortless thanks to the use of the genoa winches. During the unfolding of the floats the stability of the Dragonfly does not seem to be affected.

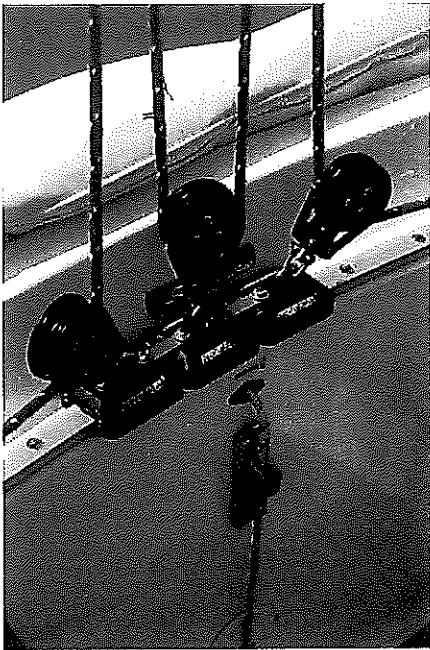
unfolding takes less than two minutes



hatches. Visibility from the main cabin is good, due to aluminum framed windows on each side. The storage spaces are rather small, but well positioned and sufficient for short term cruising. The electrical installation is done with care. The panel is custom made, and features a visual representation of the navigation lights. Standard equipment includes 70 AMP starting and 130 AMP board batteries. Six halogen lights are flush mounted in the countermolded cabin ceiling. Romantic after dinner light can be obtained by switching on two, dimmer controlled, flush mounted lights over the cabin windows. The galley is not very large, but is sufficiently well equipped to prepare snacks for the crew or a meal after a day of fun sailing. It has a round sink with pressurized water and a two burner Wallas ceramic stove, fuelled by kerozene and with its own exhaust, a certain advantage for use of the boat in colder climates. The diesel-fuelled hot air

the elliptical windscreen accentuates the design





flat water is not sufficient to reveal all the good and bad qualities of a craft. So I should have listened to my publisher, insisting that we take the boat out for at least two or three days, it seems like we would have had a wonderful time. But here are my true impressions of the Dragonfly 1000 after our short contact. Sailing the Dragonfly 1000 is comparable to driving one of those compact powerful

German cars : everything functions from well to perfectly, everything is solid, the layout is efficient, and the eye is pleased by the graceful lines and the luxurious finish. The driver is in control and has plenty of power. And this trimaran with its 25 ft. beam will not fly by unnoticed on our weekend sailing grounds.

But of all the qualities the Dragonfly 1000 has, inexpensive is not one. With a price tag of nearly 775 000 DKK for a completely equipped boat, she seems to be reserved for the rich and the famous, who can afford the prettiest and the best toys. Or for the very determined sailor who will go the extra step to own one of the finest multihulls available on the market.

Fredericksen main sheet system

the floats cut very clean through the waves

*Text by Andre Cocquyt
Slides by Andre Cocquyt :*

One would think that the deluxe outfit of the Dragonfly 1000 might have an aversive effect on the performance, but the designer has obviously done a proper job when calculating the weight and its distribution in the craft : no stern dragging with 5 people in the cockpit and a smooth wake are the first indicators. The immediate acceleration when heading off confirms that this pretty thing has thoroughbred characteristics : after a few minutes of trimming and despite the reefed sails, the speedo stays between 14 and 17 knots, peaking at over 19 knots in the gusts. The boat does not bury the lee float, and the short steep waves a little further offshore cause little or no deceleration. She tacks easily without stalling and accelerates quickly. The Dragonfly has sufficient sail area and controls to satisfy the thirst for speed of the avid weekend racer, but she also gracefully accepts a more sloppy captain. At no point during the ride does she run out of control, even when pushed hard by abrupt course changes. The tulip shaped main hull deflects the spray, and the beam clearance is enough to avoid hitting most of the solid water, making the Dragonfly a pleasantly dry boat even in rough conditions.

SUMMARY

What can you say when your list of negatives is limited to a few meagre points, and you feel like you had a very fine sail when back on land ? The Dragonfly 1000 is a fine three-hulled yacht that meets all expectations for quality, performance and sail handling. Of course, a couple of hours testsailing in

SPECIFICATIONS :	QUORNING BOATS APS
	Skaarbaek
Langde : 10,00m	7000 FREDERICIA
Lwl : 9,20m	DRAGONFLY SAILBOATS,
Bredde : 3,90 / 7,6 m	Inc.81 Fort Salonga Road
Dybdeg : 0,55 / 1,8 m	Northport, Long Island
Storsejl : 33 m2	New York 11768 USA
Genua : 21 m2	
Spiler : 90 m2	

