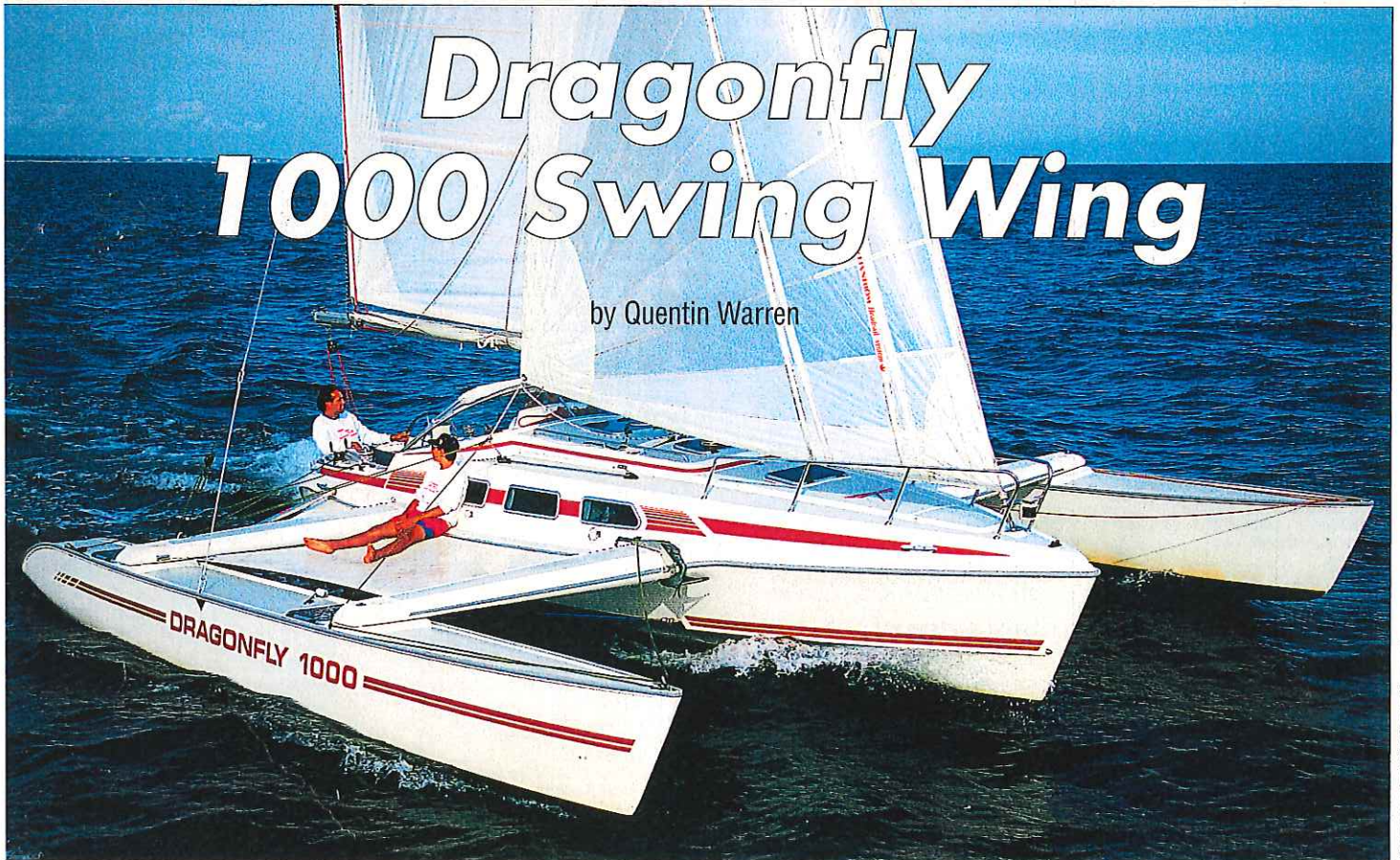


Dragonfly 1000/Swing Wing

by Quentin Warren



Onne van der Wal/Stock Newport

The Dragonfly swing wing line first appeared in the United States about four years ago with the introduction of the 26-foot 800, an ingenious little multipurpose trimaran with pivoting amas, basic short-term cruising amenities and an appetite for sparkling performance. Designed in Denmark by Borge Quorning, at that time the vessel was already well established in northern European circles despite its curious presence at boat shows in this country.

The curiosity factor has been replaced by enthusiastic acceptance and the 800 has been joined by a formidable new friend, the 33-foot **Dragonfly 1000**. Preserved are the notions of sleek appearance, a tall fractional rotating mast and convertible amas that allow you to reduce beam by half for dockside maneuverability. Upgraded are size and volume, systems overall and the quality of finish and appointment below. Significantly, the 1000 aced the multihull divisions in both *Cruising World's* and *Sailing World's* 1994 Boat Of The Year competitions (see *Cruising World*, March 1994).

Construction And Execution

Any multihull designed for speed needs to optimize the strength-for-weight equation, and at a little over 5,000 pounds the Dragonfly is decidedly lean. It is laid up by hand using modern sandwich construction with premium isophthalic polyester resins and Airex closed-cell PVC foam core. All deck elements

and hulls share these ingredients. Below the waterline the hulls are covered additionally with a double layer of epoxy and VC-17 Teflon antifouling. Throughout the boat unidirectional glass is applied to stress points for reinforcement, and watertight crash bulkheads are built into the bows.

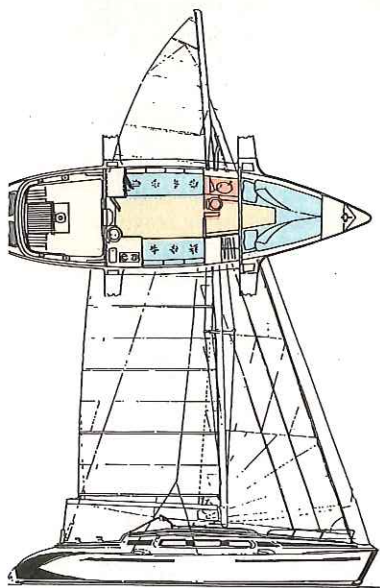
The rudder and pivoting centerboard are modern semi-el-

iptical foils controlled by up-hauls, downhails and tension-release cleats that allow them to kick up in the event of an unplanned grounding.

The swing-wing detail consists of four structural arms (two per side) that pivot at their inboard attachment and at the amas, folding the outer hulls back and in against recesses in the main hull (see sidebar). These mem-

Comparative Specifications

	Dragonfly 1000 Swing Wing	Condor 30	Corsair F-31
LOA	33'0" (10.0 m.)	31'5" (9.58 m.)	30'10" (9.4 m.)
LWL	30'0" (9.14 m.)	27'5" (8.36 m.)	30'0" (9.14 m.)
Beam	25'0" (7.62 m.)/12'6" (3.81 m.)	24'0" (7.32 m.)	22'5" (6.8 m.)/8'2" (2.5 m.)
Draft (c'bd)	1'7" (0.5 m.)/5'3" (1.6 m.)	1'3" (0.4 m.)/5'9" (1.8 m.)	1'4" (0.41 m.)/5'6" (1.67 m.)
Displacement	5,100 lbs. (2,313 kgs.)	3,000 lbs. (1,361 kgs.) (half-load)	4,600 lbs. (2,087 kgs.)
Sail area	647 sq.ft. (60.1 sq.m.)	524 sq.ft. (48.7 sq.m)	599 sq.ft. (55.6 sq.m.)
Mast above water	50'0" (15.3 m.)	44'0" (13.4 m.)	40'0" (12.2 m.)
Sail Area/Disp	34.9	40 (half-load)	34.6
Disp/Length	84.3	65 (half-load)	76.1
Water Tankage	27 gal. (102.2 l.)	25 gal. (94.6 l.)	28 gal. (106 l.)
Fuel Tankage	14.5 gal. (54.9 l.)	3.5 gal. (13.3 l.) gasoline	7 gal. (26.5 l.) diesel
Auxiliary	18-hp. Perkins 3-cyl. diesel	Yamaha 8-hp. gas. outboard	Universal 11-hp. MD12 (option)
Cabin Headroom	6'1" (1.9 m.)	6'2" (1.9 m.)	6'3" (1.9 m.)
Designer	Borge Quorning	Mick Price	Ian Farrier/Corsair Marine
Base Price	\$146,500	N/A	\$89,900
	Dragonfly Sailboats, Inc. 81 Fort Salonga Rd. Northport, NY 11768 Phone (516) 754-6238	Condor Limited (No longer in existence)	Corsair Marine, Inc. 150 Reed Court Chula Vista, CA 91911 Phone (619) 585-3005



bers are built up out of solid glass with unidirectional fiber for maximum strength, and the pivot points are heavily reinforced with stainless steel extending well into the arms themselves. When deployed, the amas are simply winched out into position by means of a tackle arrangement routed to the cockpit, and subsequently that line is double-locked in place. Torsional rigidity is derived from a network of 1x19 stainless cables that come into tension when

the units are swung out, in turn locking the boat together by compression; these cables also support four UV-protected adjustable trampolines. Aluminum safety struts anchored aft outside the cockpit are fitted forward to the after arms for further structural unity once the amas are deployed.

Systems

In 33 feet the designer Quorning has managed to jump through hoops with this boat that may have been difficult or impossible to negotiate in the smaller 800. In fact for a trimaran, with the requisite demands on space and weight, the 1000 is apt to surprise anyone who ventures aboard for a close inspection. An 18-horsepower three-cylinder Volvo Penta diesel inboard (built by Perkins) resides in an engine compartment beneath the cockpit sole and spins a Gori two-blade folding propeller. The shaft is supported along its entire length by a molded-in strut element. Ready access to the engine and shaft is from above by way of the detachable cockpit sole.

Electrical and plumbing systems are scaled to the boat and designed for comfort and functional amenity. The head features a real marine toilet. Hot

and cold pressure water stored in a 27-gallon tank services the stainless sink in the galley and the washbasin in the head. Electricity is provided by three separate 65 amp-hour deep-cycle batteries — one dedicated to engine starting, one for general house use and one for backup and emergency — and the engine supports a 55-amp alternator for charging. A customized distribution panel and control center monitors battery levels and provides a double master switch. Fully 12 halogen cabin lights on dimmers illuminate the interior. Topside are bow and stern navigation lights along with steaming and deck lights.

Accommodations

Trimarans generally rely on a central main hull for living quarters and utilize the amas outboard for buoyancy and form stability. The main hull is called upon to be commodious and sleek at the same time — goals decidedly at odds. In this boat the interior succeeds. Narrow for sure, nonetheless the main cabin accommodates a fully operational galley and opposing upholstered settees with a convertible dinette and provision for fold-out berthing. Headroom tops out at an obliging

For a 33-foot trimaran, the 1000 offers a thoroughly satisfying interior. The main saloon (above left) makes remarkable use of space, while forward (above) there is still room for a real marine head and a double berth. A system of torsion cables and safety struts holds the amas in place when swung out (far left), and handy details such as the anchor roller on a forward beam (left) point to the cruising agenda.

6'1". A bulkhead incorporating a compression post separates the saloon from the forward cabin, which includes a two-person V-berth, a substantial hanging locker and the head. Overhead hatches and a wealth of cabin-side portlights keep the space light and airy. Skillful teak joiner work, rich teak bulkhead veneers and teak-and-holly flooring comprise the finish. In a word, there is an elegance to this boat below that transcends the fun-loving character of the above deck idiom. Indeed space is limited — as one would expect in a performance tri of this size — but what you get is first-rate craftsmanship and thoroughly inviting ambience.

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Reviews

Sail Plan And Deck

Highlights topside include an ambitious rotating fractional rig and intelligently thought-out sail handling systems that allow you to control the boat on all points of sail from the cockpit. Even jibing the kite is a simple cockpit drill — it involves merely pulling the tack from one ama to the other and trimming the new sheet to bring the clew around. The hulls are sporty and low-profile; between the central element and the amas are adjustable heavy-duty trampoline nettings that provide safety under way, a comfortable place to hang out, and a convenient, unobstructed surface from which to set or gather the spinnaker. Deck gear includes Frederickson blocks, mainsheet traveler, genoa sheeting and mainsail batten cars; winches include four stainless Andersen self-tailing 28STs and two Andersen two-speed self-tailing 46STs; a total of eight Easylock Midi rope clutches are scattered about the cabin top and cockpit. The jib is

on a roller furler whose drum is recessed into the foredeck. Backstays are fitted outboard to the amas and tensioned by means of four-part Frederickson tackles. Steering is by way of a smallish Whitlock wheel mounted on a pedestal in the cockpit. Competitive types no doubt would prefer a real tiller with a hiking extension, but for cruising the wheel arrangement is probably a simpler and safer alternative.

Under Sail

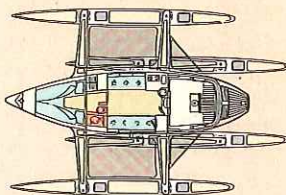
The Dragonfly is easy and exciting to sail. Our test took place on flat water in fluky air with the breeze dancing between three and 10 knots. Even with six of us aboard the boat accelerated with assurance and had no trouble moving out and maintaining way while tacking to weather. Brought off on a reach, it loaded up nicely and turned apparent wind immediately into forward drive. The mainsail is tall with substantial roach; it is efficient and powerful both on and off the breeze. The combination of slender hulls and a serious elliptical centerboard allows for crisp tracking uphill, and maneuverability is keen. The asymmetrical spinnaker sets well from the windward ama and has a significant impact on speed and performance. In marginal air the 1000 is light enough and powerful enough to sail for pure fun, capable of out sailing the wind speed most of the time. It should be noted that we did not sample the boat in the 15- to 20-knot conditions purported to be her real forte.

Conclusions

In the statement of designed purpose provided by Dragonfly when the 1000 entered our recent Boat Of The Year contest, the essence of the boat was described as "performance cruising." It is intended to be as dynamic to sail as it is friendly, convenient and comfortable to cruise. As multipurpose sailing boats go, this one covers those bases uniquely. It is innovative, well built, sensibly finished and gifted under way. At first glance the price tag might appear intimidating, but the litany of quality equipment standard on the boat is nothing less than substantial. For spirited coastal cruising, it's a hard act to follow.

Reducing Beam

The swing-wing system allows the Dragonfly 1000 to reduce beam from 25 feet when set up for sailing to a marina-friendly 12'6" when the amas are shipped. Stainless-reinforced FRP arms pivot aft bringing the outer hulls alongside the main hull.



Twenty-five feet of beam and buoyant amas contribute to enormous form stability and keep heeling angles generally below 10 degrees. Cutting that beam in half gives you maneuverability under power in tight quarters and access to shoreside slips. When you combine this arrangement with lifting centerboard and rudder foils that reduce draft to 1'7", it's easy to see how versatile the boat becomes at the end of the day.

Q.W