Information before you go sailing

- Check the weather forecast
- Check water tank level
- Check fuel tank level
- Check the power on your batteries are adequate for the trip you are planning
- Check engine oil on the engine
- When starting up the engine, check and make sure that cooling water is coming out. If not, stop the engine and service it
- Check that you have enough propane for cooking (only for longer trips)
- Make sure that all equipment is stowed correctly safe and has been secured well
- Check that water stays and rigging are intact
- Check that ALL hatches are closed – especially on the floats and very important also check the emergency hatch in centre hull aft cabin
- Check that there are life jackets for every crew member onboard
- If the boat is new, please note that electronics are not calibrated when the boat leaves the yard

IMPORTANT NOTICE :

Beware of the following:

- Make sure that there always are lifejackets and/or life preservers onboard for the whole crew – and use them!
- Always as minimum we strongly recommend using lifebelts/harness outside the cockpit when sailing or even motoring at night
- No persons are allowed on neither trampolines, wings nor floats when sailing offshore in strong wind conditions
- High tension/voltage cables. Mast height above sea level is approx. 15.5 metres/50 feet – with no antennas
- For long offshore crossings we recommend carrying a life raft in case of fire
- For long-distance offshore sailing make/prepare a watertight bag with a bit of food, handheld VHF, knife, and necessary flayers in the smaller emergency locker under the SB side cabin window, that is also accessible from outside in case of capsize
- In case of capsize stay calmly inside the boat. DO NOT try to dive out, as the risk of getting strangled in ropes hanging down in the water is too risky. You have easy access out via the emergency escape hatch in the aft cabin. Make sure to store cutting device (knife) inside and outside accessible
- By long distance sailing, make sure that all on board are aware of the above-mentioned procedures
- For long distance sailing, make sure to have up-to-date flayers and other safety devices, like Epirp etc.
- For offshore sailing, store flares, knife, flash light, Epirp, handheld VHF, a bit of water, in the emergency compartment behind SB-sofa in main cabin

WE RECOMMEND:

If this is your first multihull we highly recommend before "taking command" to get some training in controlling the boat while sailing as well as motoring (manoeuvring) to ensure your safety and comfort. Your dealer will give you this basic information. We strongly advise when receiving the boat, that you get to know the boat well first under easy calm controlled conditions, especially also manoeuvring the boat under power, maybe also try this out in "open" water first using a fender or similar floating device and manoeuvre the boat around this floating object, get to learn how the boat turns, stops and how it manoeuvres in reverse etc. This is a very important exercise. This boat is not more difficult to handle than a conventional yacht and many times easier, due to the engine is turning together with the outboard engine but it behaves differently than conventional yachts.

IMPORTANT:
When the boat is folded, the boat and propeller are lifted 8 to 9 cm higher and, when folded, the propeller here has less effect. Test this out well in controlled conditions, so you really get familiar with this. For your information, a 10 HP engine can only motor against the wind in up to max 22-24 knots on flat water and against waves only up to max 20 knots of true wind speed.
The 15 HP outboard engine can motor against wind up to 30 knots wind on flat water and in waves up to max 25 knots of true wind.

If you need to motor against strong wind, we recommend assisting with only a bit of headsail as this will help to get more power.

We do not recommend to go sailing in more than 5 Beaufort or 20 knots of true wind, before you know the boat well.

IMPORTANT:
Always before taking the boat out: Pull down the centre board for better manoeuvring. And again, check that float hatches and the emergency hatch are closed safely!
Never motor with sails up in harbour/marina areas.
Always stow sails safely down before entering the harbour/marina

CLASSIFICATION:

The DRAGONFLY 28 is classified according to the CE-standards in category
B = max 5 persons
C = max 7 persons.

For CE-certification category B you can sail offshore with max 5 persons onboard, during the wind may rise to max 8 Beaufort (40 knots/20 m sec of true wind) and waves may rise to max 4 m significant wave height.

For CE-certification category C you can sail offshore with max 7 persons onboard, during the wind may rise to max 6 Beaufort (30 knots/15 m sec of true wind) and waves may rise to max 2 m significant wave height.

The craft is classified for the CE by notified organisation (body) IMCI No 0609 under the design module Aa – internal factory control and external control of buoyancy, stability and flotation.

Sails must be set according to our wind/sail diagram – please see part 6 of this manual.

MANOEUVRING AND MOORING and RECOMMENDATION :

IMPORTANT NOTICE

Wear your lifejacket
In heavy weather wear the safety harness on deck at all times
Make sure to have functional lifejackets for the whole crew
When sailing in windy conditions, stay on the centre hull only

Minimum four mooring lines, of adequate dimensions (min 12 mm x 12 metres) and suitable for the environment should be on board.

- Always only manoeuvre the boat with the engine in harbour areas – no sails up
- Handle the boat consistent with the current and wind
- Protect the boat with suitably-sized fenders
- Always keep the ropes unfold and home
- Handle the boat at slow speed – in harbour 2 to 4 knots
- Beware it can be difficult to stop the boat downwind – especially when the boat is folded, where the propeller is higher and closer to the water surface

DANGER
Never try to stop the boat with your foot, your hand or a boat hook.

When taut:
- Protect the ropes from chafing with plastic sleeves
- Make allowance for the tide, as the case may be
- Make sure to use spring lines before you leave the boat alongside a dock

PRECAUTION
- Be well acquainted with the boat before going sailing in more than 5 Beaufort (20 knots – 10 m/sec)
- Learn to handle the boat well under power to make safe harbour manoeuvring – note that sometimes it can be difficult to stop the boat in reverse downwind folded
- Be aware that the boat maybe can capsize in folded condition by winds exceeding 9 Beaufort (40 knots – 20 m/sec). In that case secure sideways the stability with one halyard to each side, or fold minimum leeside float out
- We do NOT recommend leaving the boat folded on a mooring or at anchor
- Never let the boat dry out in folded position, as the ground may be out of level
- The boat is at <u>all</u> times always unsinkable. If anything should happen, always stay with the boat
- In case of capsized position the boat will stay afloat approx. by the middle of the sofa back cushion, if the floats are intact
- Never access the leeward float or trampoline when sailing in more wind than 10 knots true wind

SAILING BY AUTOPILOT:

- IMPORTANT - depending on wind and wave conditions, using Autopilot in winds exceeding 10 m/sec (20 knots) true wind is difficult and not recommendable
- Autopilot can be used in stronger winds, but only when reefed even more conservatively than the sail to wind diagram
- Quorning Boats cannot be held responsible for any damages or problems caused by sailing using Autopilot, as this at times can be unreliable
- When using Autopilot, keep a good look out, as this boat moves faster than other conventional yachts – not all other yachts are familiar with how fast these boats can move
- Make sure that your Autopilot has been calibrated before use
- The Autopilot is not calibrated neither from Quorning Boats nor from the shop, where you have bought it
- Always, sail more conservative and with less active sails when sailing using autopilot
- We do NOT recommend sailing with spinnaker and autopilot at the same time unless you go deep downwind
- **Check always you have enough power on the batteries when using autopilot**

IMPORTANT INFORMATION ON THE RIGGING:

- Always check the rigging, halyards, reefing lines, water stays, rudder downhaul and Swing Wing system before taking the boat out to sea

- Every 6 months or minimum once a year shorten the main halyard and reefing lines approx. 25 cm. if needed. After some years, you can turn them around or replace the lines

- For the Touring and Sport version, we recommend changing the water stays after max 10 years and/or by max 15.000 NM of sailing – for the Performance version after 10 years or max 10.000 NM. Use only same products and quality when changing. The water stays are made in 10 mm Dyeform quality

- For the Performance version, we recommend changing the water stays after max 7 years and/or by max 10,000 NM of sailing – use only same products and quality when changing. The water stays are made in 10 mm Dyeform quality

- Side stays and forestays must be changed after max 10 years

- Standing spreader rigging on the mast must be changed after max 15 years

- Never use shackles or similar on the boats man chair

- NEVER climb the rigging when the boat is in folded position

- Tension on the rigging, please see rig diagram

- Never change the tension on the spreader diamonds without checking tension with a tension meter according to rig tension diagram, changing the rig tension can cause the mast to break

- Never drill holes in the carbon mast section without asking your dealer or Quorning Boats beforehand

- Never wrap the mast in any plastic, as this can cause the paint to bubble up. If wrapping is needed, use only breathable textile materials

- If rigging and diamonds are taken apart for the winter, mark all parts and the exact position of the turnbuckles so exact same tension can be set again

- By releasing tension on the diamond cables, this will affect the stiffness/safety of the mast and can cause the mast to collapse, so don´t the tension.