

CELEBRATING 55 YEARS OF DRAGONFLY



1967



2022

The Legend of Dragonfly 1967-2022



We have often been asked about the history of Quorning Boats.

It is commonly known that our family business has existed for years, but we can only imagine that “the who’s, when’s and where’s” have left a trace of curiosity for our clients and other professional relations, whom we have known through the years.

Well aware of our own history and heritage, we have never really taken the time to unfold our story to the surrounding world. Now time has come, and after hours of digging in the archives, and with the help of Børge Quorning, my father and the founder of the company, we are excited to pull the curtains aside and share the adventurous history of Quorning Boats and Dragonfly.

This is an exciting story of the love of sea, a passion for sailing and the discovery of trimarans in America, which turned the life of my father, Børge, and our family upside down. A story of hopes and dreams, but also a struggle for widespread acceptance of the amazing trimarans.

Our story depicts the journey of a Danish family business where unseen methods of construction and unconventional designs have been a constant factor along the way.

It would not be possible for us to mention every single fantastic and professional individual who has been a part of Dragonfly’s journey in this book – people who have left their mark on the company with solid Danish handcraft traditions and construction and design solutions through 50 + years.

None the less, they all hold a special place in our hearts and are a very important

part of the Quorning Boats History. We have also had remarkable and interesting customers along the way and they are without a doubt also a part of our history, without them, our story would not have been so great and adventurous.

In 2022 Quorning Boats employs more than 50 people and builds around 50 custom-built trimarans each year. This is a solid platform, allowing us to dream and plan the future ahead.

Our company has established itself as a major player and trendsetter worldwide when it comes to producing folding trimarans. The Dragonfly is renowned in the world of sailing, not only in Denmark, but around the world, and as we speak, we are heading for new horizons and future successes.

Last, but not least, this is the story of a small family business on the hill by the small fishing village of Skærbæk, where the love of sailing mixed with courage and willpower has gained worldwide renown and made sailing an even more exciting playground.

55 years of modern boat building. Same family. Same yard. Same concept. And now ready for the next and third generation - please join us on a 55 year long journey through rough and calm waters!



Jens Quorning
CEO and Owner of Quorning Boats

A handwritten signature in blue ink, which reads 'Jens Quorning'.



1967

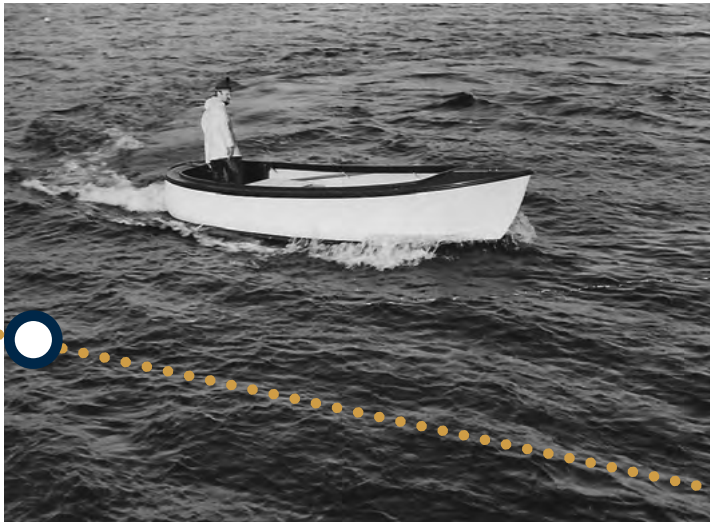
In August 1967, Børge Quorning and his younger brother Bent, built the yard themselves with the purpose of building trimarans in Northern Europe.



1968

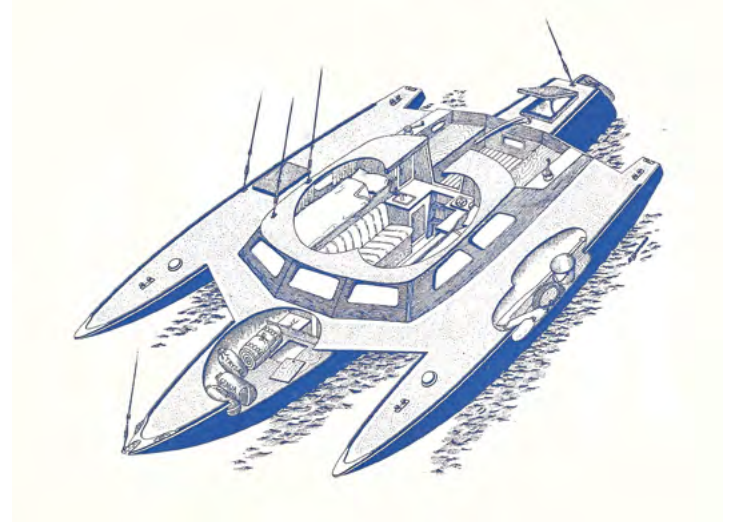
Production of hull No 1 at the yard – the trimaran Trident 28 – designed by Børge. At that time, Børge had already designed and built several trimarans in Vancouver in the early and mid-1960s.





1969

The Trident 28 hull No 1 was sold, unfortunately no more orders were placed, because the concept was still new and unknown to the market. Therefore, Børge and Bent decided to make a safe decision and designed a traditional double-ended fishing and leisure boat, which was the beginning of the Luna-19 series.



1970

Børge couldn't stop thinking about trimarans, therefore, he and Bent started experimenting and began to build a number of smaller trimarans. The first one, built in plywood and fiberglass, was the Trident 22.

1971



It was time to expand, the large double-ended Lune 26 was designed and built, and became very popular throughout the 1970s. Later it was built with a small rig, which was quite popular at the time.

Eager to experiment more with building trimarans, Børge and Bent built the Trident 19 in plywood and fiberglass.

1972

Børge built a small 16" trimaran in plywood and foam, for his two small sons, Eric and Jens - starting their sailing adventure in an Optimist was not an option. This was the very first trimaran to be named "Dragonfly", which also took the nickname "The Yellow One", or "Den Lille Gule" in Danish. The hulls/crossbeams were tied together with thin line only – no bolts.

The second production hall was built to get enough space for the Luna boat production. Today, this is the center assembly hall for the DF 25 and DF 32/35 productions.





1973

The small Trident 24, called "Grove Løjer", was designed and built in plywood and fiberglass.



1974

Børge and Bent decided to part ways. Bent started a new and modern boat yard facility in Middelfart and built the "Safir" powerboat range from 24-26-28 feet, which was quite famous at the time. Later, Bent played a major role for the Swedish "Nimbus" powerboat range in terms of development and production.

Børge started the first trimaran production range, the Trident 27 series, that was later produced in a very different version regarding the beam and rigging construction, built in GRP foam sandwich and balsa core. The production upscaled until 1979.

Many of these boats were delivered only half completed to be partly homebuilt.



1978

"Quick Step" the 28" feet Trimaran was built, based on the center hull from the Trident 27, but longer and with a new float design – the floats became the future design up till the mid-1990s.

Quick step was the first real racing breakthrough for Børge, as he and his two young sons won the "Round Zealand Race", crewing Gunnar Dalgard as well. Jens and Eric were only 16 and 18 years old. Over 1,500 boats participated in this race in rather tough weather conditions.

Jens started his apprenticeship at the yard.

Later in 1978, Eric was the first multihull sailor to set a record in the prestigious record-breaking trophy "The Silver Spinnaker" round Zealand, where the number of hulls and sails was not limited. Jesper Bank, a well-known Danish professional sailor, who was young at that time, was also among Eric's crew.





1979

Luna 32 was launched, a full and exclusive planning trawler type (22 knots). Due to the oil crises, it was difficult to increase sales and only 11 boats were built till 1981.

1981

To test new markets, the catamaran "Combi Cat" was built at the yard, the only one of its kind for a German client, based on the floats from the Dragonfly 25.



1980

The legendary 35" One Off Trimaran, Dragster, was built. The center hull was designed by Børge and built at Quorning Boats by the well-known Gert Frederiksen, who won the "Little America's Cup" trophy in 1969. Gert and Jens built the boat together. This project initiated Gert's worldwide blog and traveler series "Frederiksen" in Vejle, which is now owned by Ronstan. Dragster won "Round Zealand" many times and won the "Silver Spinnaker Trophy" with Jens as a member of the crew.



The original and first trimaran production named "Dragonfly" was the Dragonfly 25, which was designed and built by Børge and Jens. With no incoming orders and thus no employees at the yard, these were very difficult times for Quorning Boats. However, it also started a new era for the company, where focus shifted to only building trimarans from hereon.



1982

Børge designed a new 35" One Off Racing Trimaran for Jens, and together Børge and Jens built the special plywood trimaran "Quick Step II". The goal was to win back the Round Zealand trophy "The Silver Spinnaker". The year after, Jens, his brother Eric, Erik Fruergaard and Hans Henrik Albrechtsen sat a record of only 19 hours and 27 minutes at the 235 NM race. They held the record for 25 years. Quick Step was even using foils on the float, reaching top speed of 28 knots in 1983.



1985

With a trimaran each, Jens and Eric entered the famous 2-handed "Round Britain & Ireland Race". Eric in the Dragonfly 25 "Magic Hempel" built and modified by himself, and the smallest boat in the total fleet, crewing Erik Fruergaard. Jens in "Quick Step III" which had been rebuilt, now with a big new rotating wing section mast and extreme beam of 31 feet, crewing Bo Rasmussen. Eric won the Boxhaul Trophy handicap, and Jens came in second place in this extremely tough 2,000 NM race. This was for sure the international breakthrough for Dragonfly and the Quorning family.





1987

A new Dragonfly 800 came to life, with more room inside and now with a centerboard, aluminium beams, and still trailable.

In a standard Dragonfly 800, with Peder Vedel on crew, Eric and Jens won and were "first ship home" in the famous "Färder Race" in Oslo.

1986

The Dragonfly 25 molds and tooling was sold to Canada to be built on royalty basis for the North American market. However, the project was not successful. The first and only monohull built at Quorning Boats, the one-off 52 feet Vitesse, which was built on order to be the fastest monohull in Denmark. It was also the largest epoxy boat built in Denmark at that time.



1988

Eric and Jens set new record in the prestigious 550 NM "Round Denmark" race in a standard Dragonfly 800 MKII along with the third crew member, Bo Rasmussen. Back then, this race was open for all hull designs and sizes.

Sailing the Dragonfly 800 MKII in Holland, Jens and Henrik Bøje won the European Championship in the Multihull Micro Class up till 26 feet.





1989

A new and updated Dragonfly 800 MKII was introduced. It was altogether the same boat, but with GRP composite wings, still not foldable at that time. 6 boats were built.

In August the very first foldable Dragonfly “Dragonfly 800 Swing Wing” was built and for sure the biggest step in the Dragonfly history after years of development. The system worked and the yard planned to have two production lines, folding and non-folding, as it was still very uncertain how and if the market would show an interest to this new type of folding product. However, the Swing Wing system really took off.

1990

Paul Elvström, one of the most famous yachtsmen in Danish sailing history, had his own private Dragonfly 800 Swing Wing built, with a 1.4-meter taller rigging than other 800 Swing Wings. Paul sailed this boat for 10 years till he stopped his sailing career. This boat was an experimental boat and Paul gave many inputs to construction and design.



1991

Dragonfly 600 was born, a small, open trailable day sailor built, mostly for amusement. 11 boats were built

The third extension to the production building was made which, today, is dedicated for Dragonfly 28 assemblies.

Dragonfly 1000 Swing Wing was introduced to the market in late 1991. It was a big step to enter the market with a bigger and more cruising type boat. The 1000 Swing Wing had an inboard engine which was fast for the time being. 42 boats were built until 2002.



1993

On board the Dragonfly 800 Swing Wing, Jens and Henrik Bøje won the European Championship in the Micro Multihull Class in Holland.



1995

Jens took over the company from his parents Børge and Bit. Jens' wife, Lene, took over bookkeeping from Bit. The yard underwent a big makeover which led to a new office building and 2 new production halls, including better and more modern ventilation systems.



1996

The Dragonfly 920 Cruising was introduced to the market at the "BOOT Düsseldorf" and became one of the yard's huge successes. Up to 2008, 165 boats were built. The Dragonfly 920 was still trailable, but had to be taken apart for transportation. This boat was one of the early and first production boats to introduce Carbon mast as standard.



1998

The GRP lamination section burned down to the ground, and the fire damaged many other sections of the yard. Consequently, the production was set back for quite some time, and many important moulds were lost in the flames. It was a big challenge to move on from here.

The Dragonfly 920 Racing was introduced to the market. It was the same boat, but with a 45 cm long mainsail boom to give more power.



2000

Entering the new millennium, Quorning Boats was very proud to present the new Flagship Dragonfly 1200 Ocean Cruiser (Swing Wing), a fantastic 40" folding trimaran, with a separate aft cabin and various engine sizes for speed under power up to 16 knots. 18 boats were built up till year 2007 and almost half of the boats were sold to the US market.

Børge retired, but still had his own little workshop for experimental projects at the yard.



2001

Børge and Jens received the prestigious prize "The Danish Design Award" for the Dragonfly 1200 design, which was handed over by his Royal Highness, Frederik, Crown Prince of Denmark. The prize is highly ranked in the Danish design industry and is probably the most prestigious prize Quorning Boats has ever received among many other great prizes.



2003

Dragonfly 920 Extreme was introduced with 1.2 m more beam and 1.5 taller carbon mast. A much more powerful boat with fantastic upwind performance. This new Extreme version boosted sales up until 2008.

Dragonfly 920 Extreme won the price "European Yacht of the Year" in the category for all yachts up to 30 feet. This came quite unexpectedly and was a great honor to receive.



2005

The Dragonfly 920 Touring (hull No 115) was introduced. It was a Dragonfly 920 racing version, but with new GRP curved beams like the Extreme version, which gave better performance in waves.

A new era in design and construction began as 3D technology completely took over former design techniques. Naval Architect, Steen Olsen, designed the Dragonfly 35, together with Jens Quorning, which was a complex boat with many moving parts. Further, the 3D technology was used to prepare plugs to be machined on 5-axis milling machines. The was – once again – the beginning of a new era for the company.



2006

Dragonfly 35 hull 1 was launched, this was a very challenging boat to build featuring avant-garde ideas, for example the kayak in the float and a cockpit rail to fold up to cockpit tent rail. Even before the launch, the boat was a huge success – 17 boats were sold before hull No. 1 was launched. This Dragonfly model was presented in a Touring- and Ultimate version.



2007

The Dragonfly 35 won the title "European Yacht of the Year".



2009

The new Dragonfly 28 replaced the Dragonfly 920. Dragonfly 28 was the first Dragonfly to fold and trailer without having to disassemble any parts, except from lowering the mast. The boat came in a Touring and a Sport version. Due to the financial crisis, sales of boats decreased, but fortunately Dragonfly 28, which was a small boat, played an important role in helping the company through tough financial times.



2011

Quorning Boats bought Faurby Yachts lamination shop. Faurby was the boat yard next door. The facility went through a total renovation, installing a top modern ventilation system among other things.





2012

The Dragonfly 32, a smaller version of the Dragonfly 35, was introduced to meet market requests of less expensive boats. The Dragonfly 32 came in a Touring and a Supreme version with a taller mast. This boat was at first designed for both in – and outboard engines.



2013

Quorning Boats bought the production facility from Faurby Yachts, the next door business neighbor, which houses the Service Center.



2015

The Dragonfly 25 was introduced to the market, a boat meant to get the attention of younger clients, with a Touring version with 10.5-meter alloy mast and a Sport version with a 11.8 rotating Carbon mast.



2016

Dragonfly 28 Performance was launched, the boat had bigger wave piercing floats to enhance stability and fast sailing in strong wind conditions.

2017

Quorning Boats' 50th anniversary celebration.



2018

Dragonfly 32 Evolution was launched, introducing the next generation wave piercing floats. The Dragonfly 32 replaced the Dragonfly 32 Supreme. Dragonfly 32 Evolution was nominated "Multihull of the Year 2019" in the under-40-foot category.



2019

One more milestone in the Dragonfly 28 production – Dragonfly 28, hull No 200 was built.

The 30-year celebration of the Dragonfly Swing Wing system, designed by Børge og Jens in 1989. This revolutionary system reduces the beam by more than 50% in less than one minute per side, without using tools and only by operating from the cockpit.



2020

World premiere of the new Dragonfly 40 Performance Cruiser at BOOT 2020 in Düsseldorf in Germany. After more than two years of development, thousands of man hours and big investments, we could finally welcome the newest member to the Dragonfly family.



2021

The Dragonfly 40 won the "European Yacht of the Year 2021", in the Performance Cruiser Category. This is Quorning Boats' 4th EYOTY title.

Further, Dragonfly 40 won the title as "Multihull of the Year 2021", by Multihull Magazine, in the under-45-foot category.



2021

Peter Quorning started his apprenticeship at Quorning Boats in August 2021 and is the third generation to take over the company.

The company expanded production facilities with a new assembly line to build the Dragonfly 40. This provided more space for the entire Dragonfly Range in the production section.



The New Dragonfly 40C version was introduced in cooperation with Marstöm Composites in Sweden, a company specialized in high-tech carbon manufacturing. The Dragonfly 40C comes in an Ultimate Version, with similar rigging as on the Dragonfly 40 Ultimate and in a Performance version that offer a 1.5 meter (5") tall rigging and large sail area.

New tooling for carbon components were produced, allowing Quorning Boats to offer the Dragonfly 40 with all carbon floats, 4 beams, two main structural bulkheads in the center hull, centerboard trunk and under deck mast support in Carbon prepreg system. All components cured and tempered in Autoclave. The main hull remains in Vinylester system, and the center hull deck and interior also remain the same.





2022

Trimaran No. 1000 was built! Børge was proud to experience this and said that now his dream is real

Once again, another milestone in the Dragonfly 40 production – the launch of the first Dragonfly 40C version, a Dragonfly 40C performance, hull No 9, which was built in cooperation with Marstöm Composites in Sweden.

Founder of Quorning Boats, Børge Quorning passed away at the age of 90 on March 22nd.



Quorning Boats' 55th anniversary celebration and yet another milestone in the Dragonfly 28 production – Dragonfly 28, hull No 250 was built at the yard.



DRAGONFLY.DK