

four-cabin layouts are available, each with en suite heads/showers.

The galley-up layout features sliding windows to open up the saloon to the cockpit, with L-shaped seating inside and out. The forward cockpit is almost obligatory in production cats these days, but the flybridge, with its central helm position and many square yards of lounging space, will remain the social center when the weather is kind.

Just three of the "old school" Lagoon models remain—the 560, 620 and the immortal (by modern boatbuilding standards) 380. I suspect replacements for one or all of these will be announced soon.

There has also been some action in the three-hull sector. Dragonfly, the builder of high-end swing-wing trimarans, has a new 40-footer in build. The **Dragonfly 40** is the Danish company's biggest boat yet and promises blistering performance—even the smaller models can cruise in the high teens. Renderings of the new boat show a broad, squared-off stern with twin helms, and a central hull containing berths for six along with all the essential cruising equipment. There is a choice of Touring and Performance rigs, both in carbon fiber, and the boat weighs in at a little over 10,000lb ready to sail.

Meanwhile, cruising-tri builder Neel Trimarans has introduced another new model, hard on the heels of the Best Boats award-winning Neel 51. The **Neel 47** bridges the gap between the 45 and 51 and shares the same outstanding interior volume and clever use of space as its sisters. There are two large double cabins in the outer hulls, accessible from the cockpit, along with optional single bunks in the bows



(ideal for children), and the trademark owner's suite on the top level. A full-width cockpit, large galley and the walk-through "garage" below the saloon, where machinery and tankage are concentrated, are other trademark features. The boat will make its debut at the annual multi-hull show in La Grand Motte, France, in April. **S**



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