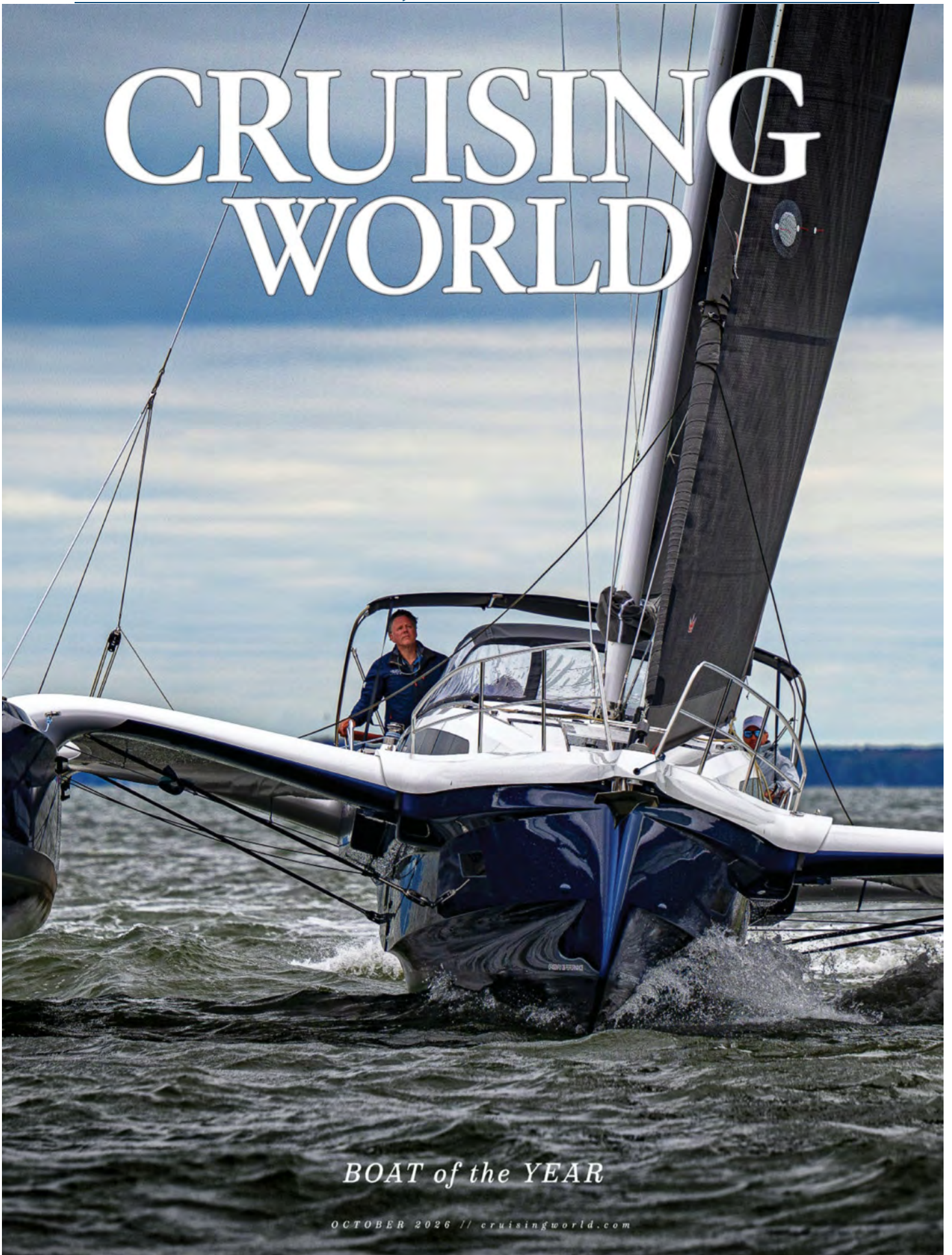


CRUISING WORLD



BOAT of the YEAR

OCTOBER 2026 // cruisingworld.com



“I have to admit, a trimaran winning the overall Boat of the Year competition is a quirky choice. But I just don’t see a boat in this year’s fleet that beats it.”

Moving on, our Boat of the Year exercise would not be possible without the commitment of the builders and other members of the marine industry, and we very much appreciate their ongoing support.

In the pages that follow, you’ll find a breakdown of the winning boats in four dedicated categories, as well as the recipient of a special judges’ prize for a tidy yacht that hearkens back to an earlier age of voyaging and cruising.

For our judging panel, which tested the boat on four stellar days of ideal Chesapeake Bay autumn conditions, we’ll long remember this very interesting collection of new yachts, particularly those that rose to the top of their respective divisions. To put it simply, they all delivered some of the best sailing of the year.

BEST OVERALL

Dragonfly 36

A Trimaran Takes Flight

In recent editions of our annual Boat of the Year cycle, we’ve become smitten with one particular brand and the sailing wizard who runs the company and basically embodies the boats it produces: Dragonfly trimarans from Denmark and builder Jens Quorning, whose dad launched the business some six decades ago and who has now taken the reins. In 2024, the Dragonfly 40 was the unanimous winner of the Best Cruising Trimaran prize. Now, two years later, the quick and sporty Dragonfly 36 has not only captured the Best Performance Multihull Under 45 Feet award, but it is also *Cruising World’s* 2026 Boat of the Year.

“You can’t help yourself in praising that Dragonfly,” said Tim Murphy. “Quorning has given deep thought to every bloody fitting on the boat, he’s considered every option and found the spot where it works the best. He’s the second of three generations in the family business that have spent years studying the same problems and consistently improving them. The detail is incredible.



The little tricks they’ve figured out for downwind sailing, like the placement for the barber haulers, is just beautiful. The sailing performance is fantastic, 10 knots of boat speed feels effortless. And in a year where seven-figure price tags were common, the 36 came in below the median price of this fleet. It’s an amazing boat in every way.”

Ralph Nanjaro had yet more praise: “It was elegant down below. It reminds me of an old Porsche 911. It doesn’t have massive sail area, but she’s fast and efficient. She’s easy to handle. And with those folding Swing Wing amas, you can dock the boat in a normal slip and it’s easier to get it hauled in a conventional boatyard.”

My own take: “In judging this contest, we’ve always considered which boats best meet their intended design and purpose, and as a very spritely coastal cruiser that’s built

to a high standard with very comfortable accommodations and exquisite furnishings, the Dragonfly 36 checks all its boxes. It does precisely what its creators set out to do.”

I’ll give Murphy the last word here: “I have to admit, a trimaran winning the overall Boat of the Year competition is a quirky choice. But I just don’t see a boat in this year’s fleet that beats it.”

In a unanimous vote, all of us fellow judges agreed.

BEST FULL-SIZE CRUISER OVER 45 FEET

Three of the four contenders vying for the prize as the biggest and best Full-Size Monohull came from the mammoth French production boatyards that have captured more and more worldwide market share in the decades they’ve been in

The Pegasus 50, a Slovenian bluewater thoroughbred built to cross oceans safely and swiftly, takes Best Full-Size Cruiser (above).



business. The Beneteau Oceanis 47 and Oceanis 52 were welcome additions to the fleet after several years in which it seemed the Groupe Beneteau conglomerate appeared more focused on its powerboat lines. The Dufour 48 is the latest offering from the French builder that has been making waves since 1962, when naval architect Michel Dufour launched the brand. However, in somewhat of a surprise, the top award went to a Boat of the Year newcomer from an upstart Slovenian maker of bluewater thoroughbreds.

WINNER
Pegasus Yachts
Pegasus 50

A design from the accomplished Slovenian naval architect, offshore racer, boatbuilder and engineer Marko Paš, the Pegasus 50 was built with one mission clearly in mind: to sail across oceans safely and

swiftly, with a corresponding high degree of comfort and utility. It's not a perfect design, as judges Murphy and Naranjo both had questions about two of the boat's notable features: the gimbalede settee in the salon and the tandem keel.

I was more enamored by the triple-head-sail rig and the excellent cockpit configuration enclosed by a hardtop, with a large companionway adjacent to the interior accommodations, not entirely unlike the floor plan of a contemporary cruising catamaran. "I could see myself knocking off a lot of miles hunkered down in that really unique cockpit," I said during deliberations.

Murphy agreed: "The cockpit arrangement was well done, with very good protection. There are twin helms, twin rudders, twin autopilots. The carbon mast is standard. It's a real sailing boat, meant to be sailed long distances. The owner was on board for our sea trials. He'd crossed

the Atlantic himself in 17 days from the Canaries to the Caribbean. He was as happy as could be with his vessel."

His spirit was infectious, and his accomplishments noted. There was one more to add: He was the proud skipper of a Boat of the Year.

Groupe Beneteau
Beneteau Oceanis 47

The smaller of two new Beneteaus to debut in the United States last fall, the Oceanis 47 replaces the 46.1 in the brand's lineup. Along with her sistership, the Oceanis 52, this is the eighth generation of the Oceanis line of dedicated cruising boats. A design collaboration between naval architect Pascal Conq and the interior experts at Nauta Design, the boat offers solid performance and comfortable accommodations in a well-equipped package that comes in at under \$800,000. In relatively light air,



PEGASUS 50

Cockpit and salon as one space

All-weather-protected cockpit

Easy shorthanded sailing

Interior navigation with 360° horizon view

Commissioned and equipped for bluewater sailing at base price

Length
49 ft
14.94 m

Beam
15.84 ft
4.82 m

Draft
6.2 or 7.7 ft
1.9 m or 2.35 m

Displacement
25,794 lbs
11.7 t

BLUEWATER BRILLIANCE



PEGASUS YACHTS USA, LLC | Info@PegasusYachtsUSA.com | +1-760-207-7130 | pegasus-yachts.com