

CORSAIR

MARINE



Multihulls that Make Sense

Corsair F-Series® trimarans are among the most versatile and exciting sailboats on the water today, and they are unquestionably the world's most popular trailerable multihull sailboats with overnight accommodations. They combine outstanding performance and speed on all points of sail with the comfort and security of wide, low-heeling decks that make them perfect for cruising with the family. Their shallow draft means any beach is just an excuse to pull in and play. The exclusive Farrier Folding System™ makes trailering a breeze, and opens up unlimited opportunities for new sailing adventures. No other craft can offer the same combination of performance, comfort, safety and fun.

Tested and Proven

Corsair trimarans are innovative yet proven designs with a long history of careful and systematic development. They evolved from the original folding trimaran design, the Trailertri 18, built and launched by the designer in Australia in 1974. Hundreds of boats subsequently were built during many years of further refinement, all featuring the designer's patented folding system. Australian sailing and sailors demanded a tough boat and these designs easily met the challenge, achieving many race victories and an outstanding safety record. Since 1986 Corsair Marine has built over 750 production versions of these designs, including the famous F-24, F-27 and F-31, which have further proven the soundness and reliability of this concept in all types of sailing conditions worldwide.

Design Features

The basic philosophy is to provide a safe, roomy, well-engineered cruiser with high performance. This is accomplished by efficient design and advanced production techniques, not at the expense of accommodations, structure or safety.

Underwater hull sections begin with a very fine entry, flowing back to a U-shaped midsection, followed by a broad flat run aft. Rocker is kept to an absolute minimum to reduce drag and encourage planing. The sharp entry cuts through waves effortlessly, while the flat transom prevents stern burying and dampens pitching. The proven ability to handle short, steep chop without hobbyhorsing is an outstanding characteristic of these designs. At speed, the main hull planes early on the aft sections, lifting the bow clear of the water.

The high-buoyancy floats provide incredible stability, minimize heel, and make heavy lead ballast or extra crew weight unnecessary. Their center of buoyancy is located well forward, further resisting any tendency of the bows to bury.

Engineered To Last

Corsairs are light to medium displacement multihulls, with scantlings and safety factors being chosen on the rugged side for strength and durability. Light weight is important, but not at the expense of structural integrity, and all designs have been engineered without compromise. Large safety factors are employed and only the best materials and techniques used.

CORSAIR

M A R I N E



The F-27 showing elements of the Farrier Folding System™

To help ensure the high strength and low weight important in multihulls, Corsair pioneered new construction technology, including state-of-the-art aerospace composite techniques. Foam sandwich construction is used throughout, for its excellent stiffness, impact resistance, flotation and insulation properties. Hand laid double-bias glass fabrics and carbon fiber or Kevlar unidirectionals are used selectively in all potentially high stress areas. Vacuum bagging is used throughout to produce an aerospace quality foam sandwich laminate with an ideal glass-to-resin ratio for low weight, high strength and consistent quality. Interior moldings further reinforce the hulls to form totally integrated structures, giving Corsairs a strong, solid feel. Multiple layers of unidirectional carbon fiber reinforce the cross beams to ensure great strength, stiffness, and outstanding resistance to fatigue from cyclical loading. All structural and performance requirements are met or exceeded, and the result is light, robust craft with outstanding dependability.

Folding System

The key to convenience, safety and easy trailerability is the patented Farrier Folding System™, which enables the overall beam of these trimarans to be reduced to a mere 8'-2" (2.5 M) without loss of structural strength or on-the-water stability. The most important safety feature is the complete absence of potentially troublesome hinges in the beams. The critical float-to-beam joins are solid, and there is no reliance placed at all on corrosion-prone wire braces. Instead, the precision engineered high strength aluminum folding struts, with glass reinforced acetal bushings and stainless steel pivot pins actually strengthen the beams. Proven reliability and ease of use have made this the most successful multihull folding system since its introduction in 1973.

Strongly Rigged

Corsairs have well proven, highly efficient fractional rigs with clear anodized aluminum spars and rugged stainless steel standing rigging. All control lines lead aft for convenient operation from the cockpit. A roller furling boom is standard on F-27s and aft-cabin F-31s, and jiffy reefing is an option on all other models for easy and efficient sail handling. The F-24 Mk.II sports a rotating mast for even greater sailing performance. On all models, a custom mast step with pivot pin facilitates easy single-handed mast raising using the trailer winch.

Easy to Trailer & Set Up

Corsairs sit low on their trailers and have excellent trailering characteristics. This, and modest towing weights will enable you to discover and explore many previously out of reach cruising grounds, or participate in regattas or rendezvous far from home. Trailer-based sailing also offers a significant saving in slip fees and hull maintenance that can substantially offset much of the boat ownership costs.

Rigging and launching requires less than 15-20 minutes, even single-handedly. Everything is designed to get you on the water faster with minimal time

and effort. Heavy lifting or assembly is not required. Because of a Corsair's shallow draft, complete submergence of the trailer is not required for launching and recovery, so you won't even get your feet wet. Corsairs are always launched while folded and require no more ramp space than a monohull boat. Once afloat, stability is excellent. These boats can even be motored while folded and in this configuration will fit nicely into any standard marina slip of requisite length.

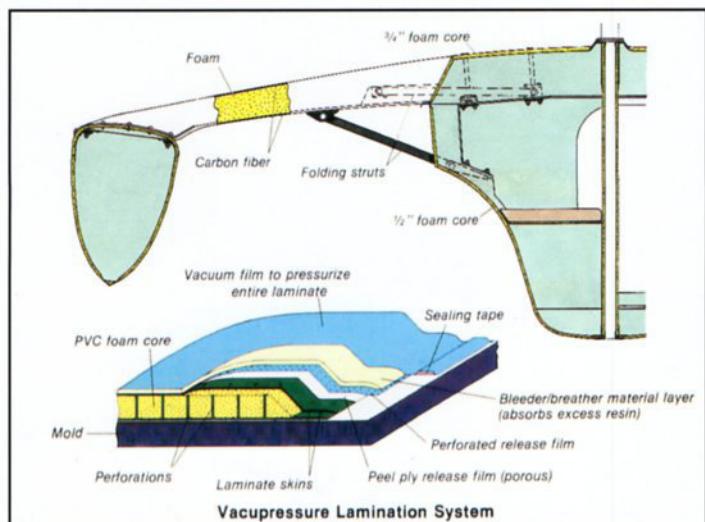


Easy Folding

The folding or unfolding of the boat takes but a minute or two, is easily managed by one person, and is normally done while afloat. All that is required is to raise (for folding) or lower

(for unfolding) the inboard end of one cross beam on each side. Little force is required due to the folding system's carefully balanced geometry, and the float's movement being mostly horizontal and always buoyant while on the water. One easily fastened stainless steel bolt on the inboard end of each beam secures the floats for sailing.

The wing nets remain attached during the folding process, tensioning and detensioning themselves automatically. Folding can be done in smooth or rough water, and even while motoring. The solid aluminum folding struts have absolute control over the movement and prevent flexing or racking.



F-31 ready for launching



Easy To Sail

Speed, acceleration, and maneuverability make all Corsair trimarans a pleasure to handle. The helm is always light and responsive, tacking is dinghy-like. It can even be done with the kick-up rudder lifted clear of the water, using sails only. Continuous 360 degree turns are possible, helm hard over, without having to touch the sheets.

When just taking it easy, speeds of 7 to 8 knots to windward and an exhilarating 10 to 15 knots on a reach are comfortably achieved, greatly increasing cruising range. You will be amazed at the easy fingertip control, and how safe and secure your family feels while the boat effortlessly maintains high averages. Spray is to leeward, where it gets blown harmlessly away, keeping the crew dry.

While performance monohull 'sport boats' often require a crew of 5 or 6 (or more) to sail effectively, the highly stable, low heeling Corsair trimaran can achieve top performance with as few as two, making it ideal for couples. Its well-balanced helm

works very nicely with an auto-pilot for practical single-handing!

Stormy weather and short handed? Then just use mainsail alone, you will still clip along at 5 to 6 knots to windward, tacking easily. Sailing should always be a pleasure, and no other boat makes it more so than a Corsair.

Roomy and Comfortable

Cabins on the F-27 and F-31 have been designed with the cruising sailor in mind, and will comfortably accommodate from 4 to 6. The smaller F-24 has simple but highly functional accommodations for 4 and is great for weekending.

The F-31 has standing headroom, while both the F-24 and F-27 have standing headroom under their enclosable 'pop-tops'. With angles of heel rarely exceeding 12 degrees, cabins are very user friendly and all facilities can be used while underway. Stoves don't even need gimbals.

Foam sandwich construction provides excellent insulation properties and cabins stay cooler in

summer, warmer in winter. Condensation problems are virtually eliminated.

The central cockpits of the F-27 and 'Aft-cabin' F-31 work well in a high stability multihull, as the crew are not required to all sit out on the weather side as ballast to reduce heel. A large cockpit is therefore not necessary and the benefit is a surprisingly roomy aft cabin with a cozy double berth. Sailing families will find this a favorite and safe place for small children.

Aft-cockpit versions are perfect for those who prefer a big cockpit, while extra room is gained in the main cabin, even enough for a separate enclosed head in the F-31. Another advantage is the open transom which permits easy access to the water, and is ideal for those who enjoy swimming and snorkeling.

On deck, all Corsairs offer a huge amount of near-level deck space, unequaled by monohulls of similar length. The helmsman may often be left alone in the cockpit, as the crew will find many more interesting and relaxing spots. The bow nets are a favorite for watching the bows knife through waves.



The F-31 'Aft-cockpit' model.

The F-31 and the exhilaration of fast level sailing



The wing nets are ideal for sunbathing. There's even enough room to carry a full size dinghy.

The self-draining cockpits have lockers each side, and each float has a large watertight storage compartment that is ideal for stowing large bulky items such as sails, fenders, boarding ladders, etc. This frees up room in the main hull and cabin for more important gear, supplies, and, of course, the crew.

Performance

Corsair trimarans provide enjoyable family cruising and racing. A priority of their design was to provide maximum roominess with ease of handling and, of course, safety. They also happen to be fast, at no extra cost! Boat speed often equals true wind velocity, and can often exceed 20 knots. They are also quick and responsive in light air. This is great for cruising as well as racing, bringing many previously out of reach destinations into range.

Corsair trimarans are well-rounded yachts possessing excellent performance and handling characteristics over a wide range of conditions. Going to windward, they will point as high or higher than any monohull, tracking straight and steady under an exceptionally well-balanced helm. They tack smartly with absolutely no tendency to get caught in irons. On the various points of reaching, you'll enjoy smooth and rapid acceleration and the greatest speeds while still being under stable and easy control. Going deeper off the wind, efficient, easy-to-handle asymmetrical spinnakers help you maintain high velocities. Race results have proven Corsairs to be quicker than much larger monohulls going to windward, and downwind or reaching you can mix it up with 70-footers costing much more!

Because of their high stability and efficient design, Corsair trimarans can achieve maximum performance with small crews, making them ideal for couples, small families and even single-handers to sail. Unlike with many monohull 'sport boats', you just don't need to bring extra crew along for ballast.

The performance efficiency of Corsair boats has been well demonstrated in the demanding sailing conditions off Australia. The F-27 scored a spectacular victory in the 1990 Australian Multihull Offshore Championships, even though one of the smallest multihulls competing. The F-31 did it again in 1992, taking line honors in two of the seven races. It was again a stock standard boat, fully set up for comfortable and safe family cruising. During that series, the F-31 finished 4th over the line in the Brisbane to Gladstone Ocean Race, just 23 minutes behind a 60-foot racing catamaran. Among the monohulls, *Bobsled*, a 67-foot, million dollar racing machine, made yachting headlines by shattering the monohull record by an hour and a half. Yet the F-31 had overtaken *Bobsled*, finishing over an hour ahead!

Race victories and records continue to be set world wide, including the 1993 King's Cup Regatta in Thailand and new race records in the 1993 and 1996 Swiftsure Classic in the Pacific Northwest. In the 1993 Miami to Key Largo Race two F-27s blitzed the entire fleet, **averaging** 18.2 and 17.9 knots for the 44 mile course! In its first National Offshore One Design regatta in San Francisco in 1995, the Corsair F-24 Mk.II lapped, in one heat, an entire monohull racing fleet, which included several popular classes of hot-performing sports boats that had started over 10 minutes earlier.

Seaworthy

The Australian rough water pedigree, along with hundreds of thousands of safe sailing miles elsewhere around the world, have proven the seaworthiness of Corsairs beyond doubt. It's nice to know, though not intended for the purpose, that F-27s and F-31s have crossed the Atlantic and Pacific.

The most important safety feature is the unsinkability created by the foam sandwich construction and multiple watertight compartments. A Corsair will stay afloat even if it were possible to flood all compartments.

Crew safety is matched by few other craft. The comfort and convenience of wide, near-level decks provide a sense of security that just cannot be found elsewhere. There's simply no better or safer boat for children on board.

High performance is another commonly overlooked safety feature. One can frequently outrun bad weather to reach safe harbor while slower boats remain at sea.

Best Value

In a market saturated with look-alike traditional sloops, an investment in a conventional sailboat can be a risky venture. But with limited production, technically advanced, high quality Corsairs, the resale values have remained very strong, even exceeding the original purchase prices in some cases. Couple this with the relatively low maintenance cost of trailer-based boats, and Corsairs are among the least costly cruising-capable performance sailboats on the market today.

Included with every boat is a complete and detailed owner's manual, with operating procedures, sailing hints, and specifications. Owners automatically receive a complimentary subscription to Corsair's periodic newsletter, with articles about Corsair products, helpful sailing tips, cruising stories, race results and more.

Corsair Marine provides extra value in full factory back-up, customer service, and after-market sales. Local dealer service and support are available in many locations worldwide.

Active owners' associations and racing fleets are in many areas, promoting a high level of interest in the recreational, competitive and social aspects of owning and sailing Corsair trimarans. Corsair invites all owners to National regattas held annually.

Evolved and perfected over many years of development, Corsair trimarans—with over 750 now sailing—are leading the new and growing multihull trend in sailing ... so come aboard a Corsair and discover why it could be the ideal sport cruiser for you!



Racing fun for everyone

Milestones

May 1985: The prototype production F-27 SUPER FOX launched.

July 1985: SUPER FOX sets a new race record in the Two Man Around Catalina Race. Starting last, the F-27 overhauled the entire monohull fleet on the first 30 mile windward leg in very choppy 20 to 25 knot conditions.

July 1986: SUPER FOX again wins the Two Man Around Catalina Race, but this time in very light conditions, catching and passing such boats as a McGregor 65, S & S 51, Frers 46, and C & C 42.

June 1987: Mark Robson's F-27 KILLER FROG sails in the Trans Pac Race from Long Beach to Hawaii. Averages just on 8 knots for a quick 12 day passage, including a 250 mile day.

July 1988: Adrian Went's F-27 OLIFFE crosses the Atlantic in an impressive passage of 23 days.

April 1989: The F-27 CORSAIR is the first production trimaran to win the multihull division of the Newport Ensenada Race.

June 1989: Rodney Pattisson's F-27 wins its class in the Plymouth Multihull Grand Prix in England.

April 1990: The F-27 AQUA TEC easily wins the Australian Multihull Offshore Championships, a series of 7 races.

July 1990: Two more F-27s cross the Pacific to Hawaii, one single-handed, one double-handed.

April 1992: Fred Gan's F-31 OSTAC TRIUMPH wins the 1992 Australian Offshore Multihull Championships.

July 1992: F-31 judged Australian Sailboat of the Year.

September 1994: F-24 Mk.II MASTER BLASTER wins 1994 Australian Trailerable Multihull Championships

December 1995: Yann Vincent's SALE GOSSE becomes first production F-31 to cross Atlantic.

February 1996: F-24 Mk.II wins *Sailing World's* Boat of the Year award for performance multihulls.

July 1996: First F-31 TransPac crossing completed singlehandedly by Gary Helms in BAD BOY.

Sailing Press Comments

By far and away the most interesting and exciting performer, as you would expect, was the F-27. It shot about Chichester Harbor at up to 20 knots....It was totally maneuverable, even under mainsail alone.... Surprisingly the boat that seemed to have more of its emphasis on performance, not accommodation, turned out to be generously roomy below.... The F-27 shows that speed, safety, and accommodation are available in the same package, and can still be managed on the road.

Yachting World (England) September 1989.

Designer Farrier really seemed to understand the sailor's demands not only must a boat sail well, it must also be a joy to gaze upon...this is the most exciting and innovative boat I've seen in quite some time...it's fast, safe, attractive, well built and cleverly engineered.

Telltales (U.S.) F-27 test, August 1991.

It's difficult to describe the sensation of sailing a modern, cleverly contrived trimaran such as this. Everything is so fluent that your senses become overloaded with the excitement and enticement of it all.

Modern Boating (Australia) F-31 test, January 1992.

The only PHRF boat in Seattle that consistently beats my friend John's F-27 is a Santa Cruz 50!. This has not made the little 27 footer very popular with the local PHRF officials.... Sailing this tri was similar to renting my first Japanese car. I really did not want to like it. But the bottom line is that it's just another sailboat that gives you all the same feelings of delight at being under sail. Only this boat rewards you with acceleration and speed at very low heel angles. The F-27 is a fun boat with serious performance.

Robert Perry in Sailing (U.S.) June 1992.

Whether the F-24 is as fast as the F-27 I can't say, but due to its reduced size it feels even faster. Close reaching in a breeze that never topped 12 knots, I got the little hummer up to 13.7 knots. She turns quickly, tacks easily and generally behaves surprisingly like a good performance monohull (with the knot meter gone haywire). Add the very cozy, but functional accommodations and roadworthy to seaworthy transitions in the quarter hour range, and you've got another obvious winner.

Sven Donaldson, Pacific Yachting, (Canada) November 1992

It's clear the F-27 trimaran has benefited from her long production run. Easily rigged on and off the trailer, very quick on the water, simple to sail with no breakdowns, she was a lesson in how easy and fun trimaran sailing can be. "This is my first time on a trimaran today," said Ben Hall, "and I'm totally, pleasantly surprised with the performance of these boats. They're phenomenal.... It would seem that Ian Farrier and the team at Corsair Marine have created the benchmark for all others in the trailerable trimaran market.

Tim Robinson, Sailing World, (U.S.) September 1992.

Sailing upwind towards Tiri, I was interested to compare speed with a similar size keelboat. A victim was soon found, but it didn't prove to be much of a challenge as we cruised past at twice their speed, and the same pointing, receiving a few disgruntled looks in the process....The speed, comfort, and ease of the day's sailing had left me, a previously diehard monohull sailor, very impressed.

Boating World (New Zealand) F-31 test, April 1993.

Corsair's new F-31 is nimble in light air yet capable of handling rough conditions with strength and assurance, the result of a decade of rigorous testing, design evolution and product development.

Quentin Warren, Cruising World, (U.S.) November 1994.

With regard to the sailing characteristics, the F-31 is a solid if not spectacular performer when compared to multihulls. When compared to monohulls of comparable length and price it is superior on all points of sail.

Peter Hogg, Cruising World, (U.S.) November 1994.

What would allow us to be first was the boat. For a 27-foot multihull, the F-27...has proved remarkably seaworthy. Equally important, its light weight and folding-wing design allow it to fold up into an easily trailerable, easily launched rig. That would give a boat with reasonable seaworthiness, passage-making speed, and cruising accommodations road access to an area otherwise open only to vessels willing to risk the extremely hazardous Hudson Strait, at the northern end of the bay.

Bob Payne, Sail Magazine (U.S.) May 1995



**F-24 One-design:
1994 Australian Trailerable Multihull Champion**

World's Most Popular Trailerable Trimarans

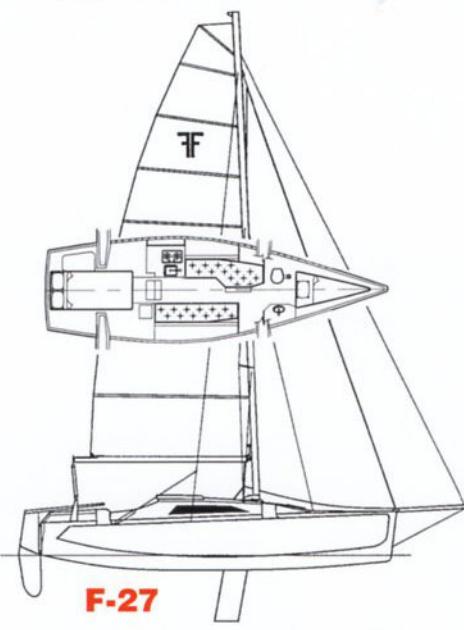
Designed by Ian Farrier — Built by Corsair Marine



F-24

- LOA 24'2" (7.3 m)
- LWL 23'7" (7.2 m)
- Beam (overall) 17'11" (5.5 m)
- Beam (folded) 8'2" (2.5 m)
- Draft (hull only) 1'0" (0.30 m)
- Draft (d/b down) 4'8" (1.4 m)
- Weight(empty) 1690 lbs. (768 kg.)
- Sail area:

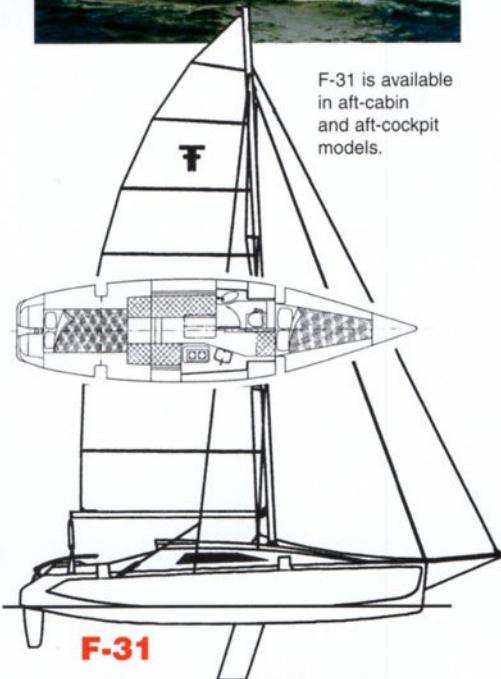
Mainsail	243 sq. ft. (22.5 sq. m)
Jib	122 sq. ft. (11.4 sq. m)
Spinnaker	570 sq. ft. (52.9 sq. m)



F-27

- LOA 27'1" (8.25 m)
- LWL 26'3" (8.00 m)
- Beam 19'1" (5.82 m)
- Beam (folded) 8'2" (2.5 m)
- Draft (hull only) 1'2" (0.36 m)
- Draft (d/b down) 4'11" (1.50 m)
- Weight(empty) 2600 lbs. (1180 kg.)
- Sail area:

Mainsail	317 sq.ft. (29.5 sq. m)
Jib	185 sq.ft. (17.1 sq. m)
Genoa	272 sq.ft. (25.2 sq. m)
Spinnaker	772 sq.ft. (71.3 sq. m)



F-31

- LOA 30'10" (9.4 m)
- LWL 30'0" (9.15 m)
- Beam 22'5" (6.8 m)
- Beam (folded) 8'2" (2.5 m)
- Draft 1'4" (0.41 m)
- Draft (d/b down) 5'6" (1.67 m)
- Weight (empty) 3850 lbs (1750kg)
- Sail area:

Mainsail	389 sq.ft (36 sq. m)
Jib	210 sq.ft (19 sq. m)
Genoa	268 sq.ft (26 sq. m)
Spinnaker	864 sq.ft (80 sq. m)

For more detailed brochures, specifications and price lists for individual models contact your nearest Corsair Dealer, or call:

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 WARRANTY: Corsair Marine, Inc. warrants the hull, beams and folding structure for the F-24, F-27 and F-31 for five years.
 There is a five year warranty against osmotic blistering and voids. All other components carry one year manufacturer's warranties.