

F-27



...the sport cruiser of sailing.

The F-27 is a unique combination of easily handled cruiser for your family, exciting performance for the racer, and take-it-anywhere trailerability. It's light enough for easy handling yet large enough for serious offshore cruising.

You'll love the wide spacious decks and near level sailing — perfect for safe family cruising, while the shallow draft means any beach is just an excuse to pull in and play.

Comfortable cruising style accommodation and an exclusive folding system are other important features of this distinctively designed and beautifully engineered boat.

Tested and Proven

The F-27 is a new and innovative design, but with a long history of carefully planned systematic development. It has evolved from the original Trailertri 18, designed, built, and launched in Australia in 1974.

Hundreds of boats have been built and launched during years of further refinement. All use the Farrier folding system invented and patented* by designer Ian Farrier. Australian sailing demands a tough boat and these designs easily met the challenge with many race victories and a perfect safety record. One was even named **Australian Boat Of The Year** by the Australian Boating Industry Association.

Best Engineered

The F-27 has been engineered without compromise. Large safety factors are employed. Only the best materials and techniques are used. Foam sandwich construction is used throughout, for its stiffness, excellent impact resistance, insulation and floatation properties. Interior moldings further reinforce the hull and distribute point loadings in a totally integrated structure. The result is a light, robust craft with outstanding dependability.

The rig is a well proven, highly efficient fractional rig, strongly stayed, and with all control lines led aft to the cockpit. A roller furling boom, plus jiffy reefing, is standard equipment for super easy and efficient sail handling. A custom maststep pivoting in line with the shrouds allows effortless single-handed raising. Only the best, top quality hardware is chosen.

Fast and Easy To Sail

Speed, acceleration, and maneuverability make the F-27 a pleasure to handle. The helm is always light and responsive, while 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 touching the sails.

The deep retractable daggerboard gives excellent windward capability. Actual race results have proven it equal or superior to most 40 foot monohulls. Downwind or reaching,



you can mix it with 60 footers costing many times as much!

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 F-27 effortlessly maintains high averages. Spray is to leeward, where it gets blown harmlessly away. You stay very dry.

Stormy weather and short handed? Then just use the mainsail alone, you'll still lop along at 6 knots to windward, tacking with ease. Sailing



...light enough for easy handling yet large enough for serious offshore cruising

should always be a pleasure, and no other boat makes it more so than the F-27.

Seaworthy

The Australian pedigree with over 500,000 safe sailing miles guarantees seaworthiness. The unsinkability and a built-in righting system set new standards of sailboat safety. Sea-

worthiness was further proven by an F-27 sailing to Hawaii in just 12 days with a best day's run of over 260 miles.

The single most important safety feature is absolute unsinkability. There are 12 watertight compartments and 3600 lbs. of built in foam buoyancy.

Other safety features include the ability to outrun unexpected storms, leaving others behind while you're snug in harbor. Harbor entrance rough with heavy surf? No problem to the F-27. You can usually surf right on through in conditions that can be dangerous to conventional craft, but fun in an F-27. Some of our owners even head back out to do it again!

Roomy

The cabin has been carefully designed with the cruising sailor in mind. All facilities can be used while underway — the stove doesn't even need gimbals. Quality workmanship, and the finest materials provide the luxury and prestige expected of a world class boat.

Foam sandwich construction provides excellent insulation properties and the cabin stays cooler in summer, warmer in winter. Condensation problems are virtually eliminated.

The main cabin features two single settee/berths, one on each side. There



are large storage areas under and behind the settees. A fold-away table gives a dinette capable of seating four. There's plenty of counter space and even a trash can in its own compartment.

A pop-top gives standing headroom in the galley area and exceptional ventilation. An optional cover can enclose and fully weatherproof for overnighting. A fold-down Bimini top (for sun protection) and a full Cockpit Cabin are also available to enclose and completely weatherproof the central cockpit area.

The central cockpit works well in a high stability multihull, as the crew are not required to all sit out on the weather side. A long cockpit is unnecessary and you can then have a surprisingly roomy aft cabin. This has proven to be the most popular berth (big enough for a double) while it also makes a great kids' cabin with plenty of room for toys and things.

Another berth is located in the forward cabin along with a private head area and an optional vanity unit..



With a heel angle that seldom exceeds 12 degrees, the cabin and deck are very user friendly.

On deck, the F-27 offers features unobtainable in yachts of similar size, with its space, and lack of heel. The skipper will often be left alone, as the crew will soon find many more interesting spots. The bow nets are a favorite for watching the main hull knife through the waves. The wingnets are ideal for sun-bathing, or sleeping on under the stars on warm summer

nights. There's even enough room to carry a full size dinghy.

The self-draining cockpit has lockers each side, one for storage, the other for the gas tank. Additional jumbo size storage areas are in the floats, these being ideal for those bulky extra sails.

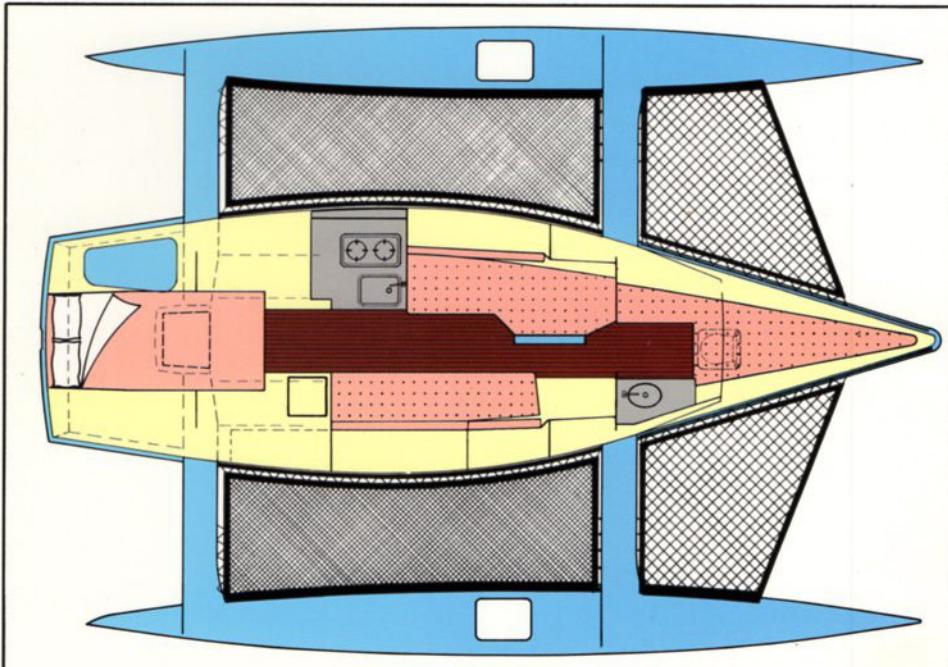
Best Value and Owner Support

In a market saturated with look-alike traditional sloops, low resale values have made new, conventional sailboats a risky venture. But with a unique, technically advanced, high quality product like the F-27, a very high resale value is proving it to be an excellent investment.

All F-27 owners automatically receive a regular newsletter, completely devoted to news about the F-27 and other Farrier designs. It has been published for the last 12 years, and offers sailing tips, news, views, and cruising stories.

Included with every F-27 is a complete detailed owners manual, with operating procedures, sailing hints, and complete specifications. The F-27 is intended to be a strict, one-design class, and as numbers build up class racing will spread from its current base in Southern California and be encouraged world wide.

Multihulls are the new trend in sailing, so come aboard an F-27 and discover why it is the ideal sport cruiser for you.





Easy to Trailer and Set Up

With no need for a heavy keel, the F-27 is light and has excellent trailer characteristics. The low towing weight will allow you to discover and explore many previously out-of-reach cruising grounds. Trailering also offers a significant saving in dock fees and maintenance.

Rigging and launching can all be done single-handed in less than 30 minutes. Everything is designed to get you on the water faster. It's so easy, even a 12 year old can do it.

The shallow 14" draft avoids having to completely sink the trailer for launching — you won't even get your feet wet. Launching is always done folded so no more space is taken at the ramp than with a conventional boat.

Once afloat, stability is excellent, and the F-27 can be quite safely motored in a folded condition. If desired, the F-27 is as easily docked in a marina as is any other type of craft.



...the savings in dock fees can pay for an F-27

Single-handed folding takes only two or three minutes, and is done by manually moving an inner beam end. Little force is required as the float's movement is mostly horizontal. The wingnets fold or tension themselves automatically, and there is no need to undo or relace these.

Folding can be done in smooth water, rough water, or even while motoring. There are no restrictions of any kind. Folded beam is 8'5", being within the new legal limit of 8'6".

Everything is designed to get you on the water faster



Auxiliary

A built in outboard well, just aft of the cockpit puts the outboard in an easily reached position. The prop is well forward, similar to an inboard prop, helping to avoid cavitation, which is often a problem with transom mounted outboards. Once underway, the outboard can be tilted up clear of the water. An 8 H.P. motor is ample, giving a cruising speed of 6 to 7 knots.



Production Technology

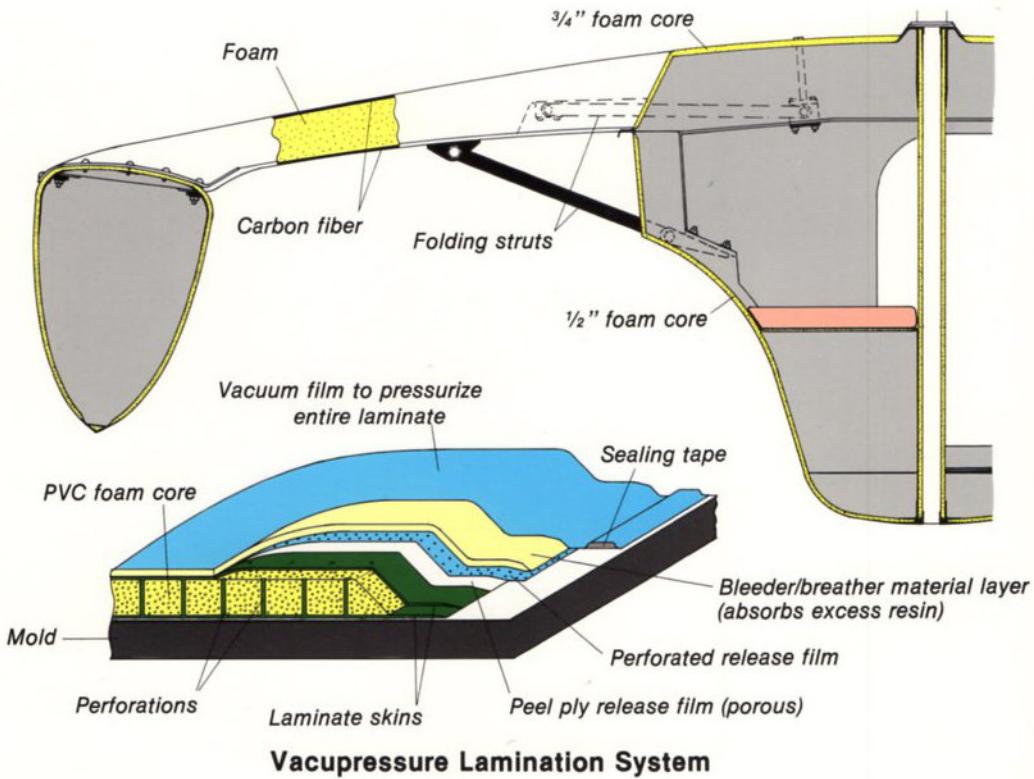
PVC foam core construction is used throughout. Double bias glass fabrics, Kevlar, S glass, and carbon fiber are used selectively in all highly stressed areas. Advanced vacupressure techniques then pressurize the laminate on both sides of a perforated foam core simultaneously. An overlay of breather and bleeder fabrics extract all air and excess resin, giving aerospace quality laminates.

The connecting float beams utilize multiple layers of carbon fiber, vacupressurized to optimize structural properties. Corsair Marine is currently the only company able to use these advanced multi-strata vacupressure techniques in a production boat.

Folding System

The most important feature of the Farrier folding system is the absence of hinges of any kind in the beams. The folding system has been engineered to actually strengthen the boat.

Each beam is bolted down into the center hull with one bolt, the receiving bolt pad being bolted into a reinforced internal bulkhead. However, these bolts are superfluous, as all sailing strains are actually absorbed by the folding struts. Sailing is thus possible without bolts in the beams at all! The folding struts are precision engineered from solid high strength aluminum with glass reinforced nylon bush inserts insulating them from the



Vacupressure Lamination System

stainless steel pivot pins. The proven strength of the Farrier folding system, and its ease of use, has made it the most successful multihull folding system since its invention in 1973. It has now covered over a million sailing miles, **without a single failure**.

Stability

High stability is an important safety feature for any boat. The measure of stability is righting moment, and for a small 14' catamaran this is around 1600 foot pounds, an average 27' monohull sailboat...4000 footpounds, the F-27....**29,000 foot pounds**.

This incredible stability, along with total unsinkability, innovative design and the most advanced construction technology have produced a boat that can safely cruise anywhere. A Pacific crossing, and now a Trans-Atlantic crossing from Cape Cod to Holland give an assurance of safety that no other trailerable boat can match. Yet the F-27 is one of the easiest to trailer, and a lot more fun to sail or cruise.

Specifications

L.O.A.....	27' 1" (8.25m)
L.W.L.....	26' 3" (8m)
Beam.....	19' 1" (5.82m)
Folded Beam.....	8' 5" (2.57m)
Draft (hull only).....	1' 2" (0.36m)
Draft (board down).....	4' 11" (1.5m)
Approx. Weight.....	2600lb (1180kg)
Mainsail.....	270sq.ft. (25sq.m.)
Jib.....	176sq.ft. (16.3sq.m.)
Genoa.....	247sq.ft. (22.9sq.m.)
Spinnaker.....	825sq.ft. (76.4sq.m.)
Mast Height.....	37' (11.28m)
Hull Speed.....	25 knots
Designer.....	Ian Farrier

Specifications shown in this catalog may be subject to change without notice. Optional equipment is shown in all photos



F-27s in Partida Cove, Sea of Cortez.

Photo by Hank Schroeder

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