

CORSAIR

M A R I N E



Multihulls that Make Sense

Corsair-built, Farrier-designed F-Series® trimarans are the ideal sport cruisers of sailing. They are a unique combination of easily handled cruiser for your family, exciting performance for the racer, and take-it-anywhere trailerability. They are light enough for easy handling yet large enough for serious cruising.

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

Comfortable cruising-style accommodations and an exclusive folding system are other important features of these distinctively designed and beautifully engineered boats. No other craft can offer the same combination of performance, room, and safety.

Tested and Proven

The Corsair F-Series® are new and innovative designs, but with a long history of careful systematic development. They all evolved from the original folding trimaran design, the Trailertri 18, built and launched by the designer in Australia in 1974.

Hundreds of boats were then built and launched during many years of further refinement. All use the

same folding system invented and patented by Ian Farrier. Australian sailing demands a tough boat, and these designs easily met the challenge with many race victories and an outstanding safety record.

Over 600 production versions, including Corsair's famous F-24, F-27 and F-31, have now been built and have further proven the soundness and reliability of this concept in all types of sailing conditions worldwide.

Design Features

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

Underwater sections begin with a very fine entry, flowing back to a U-type midsection, followed by a broad flat run aft. Rocker is kept to an absolute minimum for less drag and to encourage planing. The sharp entry cuts through waves effortlessly, while the flat transom prevents stern burying, quickly damping out pitching. The proven ability to handle short steep chop without hobby horsing is one of the most outstanding characteristics of all Farrier designs. At

speed, the main hull planes early on the aft sections and actually lifts the bow up out of the water.

The high-buoyancy floats provide incredible stability, minimize heel, and make heavy lead ballast unnecessary. Their center of buoyancy is located well-forward, and this, combined with a main hull underwater shape that actually tends to lift the bow as speed increases, strongly resists any tendency of the bow to bury.

Engineered To Last

All Corsairs are light to medium displacement multihulls with scantlings and safety factors being chosen on the rugged side for strong, durable boats. 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 are used.

To help ensure the high strength and low weight important in multihulls, Corsair pioneered new construction technology. State-of-the-art aerospace techniques have been developed into an advanced production system.

Foam sandwich construction is used throughout



The F-27 showing elements of the Farrier Folding System

for stiffness, impact resistance, insulation and flotation properties. Hand-laid double-bias glass fabrics and carbon fiber or Kevlar unidirectionals are used selectively in all highly stressed areas. Advanced vacuum bagging techniques then simultaneously pressurize the laminate on both sides of a special perforated foam core. An overlay of special breather and bleeder fabrics extract all air and excess resin, giving aerospace quality laminates. This process produces 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 and outstanding dependability.

The connecting float beams utilize multiple layers of vacuum bagged carbon fiber 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 a light, robust craft with outstanding dependability.

Folding System

The patented Farrier Folding System™ allows the overall beam to be reduced in seconds, for trailering or marina docking, without any loss of structural strength. The proven reliability and ease of use has made it the most successful multihull folding system since its invention in 1973.

The most important safety feature is the complete absence of potentially troublesome hinges in the actual beams. The critical float-to-beam joins are solid, and there is no reliance placed on corrosion prone wire braces. Instead, the precision engineered high strength aluminum folding struts, with glass

reinforced acetal bushings and stainless steel pivot bolts, actually strengthen the connecting beams.

Strongly Rugged

All Corsair rigs are well-proven, highly efficient fractional rigs with control lines led aft for convenient operation from the cockpit. A standard roller furling boom and/or jiffy reefing, plus optional headsail roller furling, makes sail handling efficient and super-easy. A custom pivoting mast step is also standard for easy single-handed mast raising using the installed trailer winch. Only the best quality fittings and hardware are chosen.

Easy to Trailer & Set Up

With no need for a heavy keel, all Corsairs are light, sit low on the trailer, and have excellent trailering characteristics. This and modest towing weights will allow you to discover and explore many previously out of reach cruising grounds or race in exotic venues far from home. Trailering also offers significant savings in slip fees and maintenance that can even cover most of the ownership costs.

Rigging and launching can all be done single-handed in less than 30 minutes or just 15 minutes with two. Everything is designed to get you on the water faster. Hours of assembly or heavy lifting are not required.

The shallow draft avoids having to completely submerge the trailer for launching. You won't even get your feet wet. Launching is always done folded and requires no more ramp space than a conventional boat.

Once afloat, stability is excellent, and all Corsairs can be motored in a folded condition, which also makes marina docking as easy as with any single hulled craft.

Easy Folding

Single-handed folding takes just a minute or two and is done by manually raising the inboard end of one 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. Wingnuts fold or tension themselves automatically, with no need to undo or relace them.

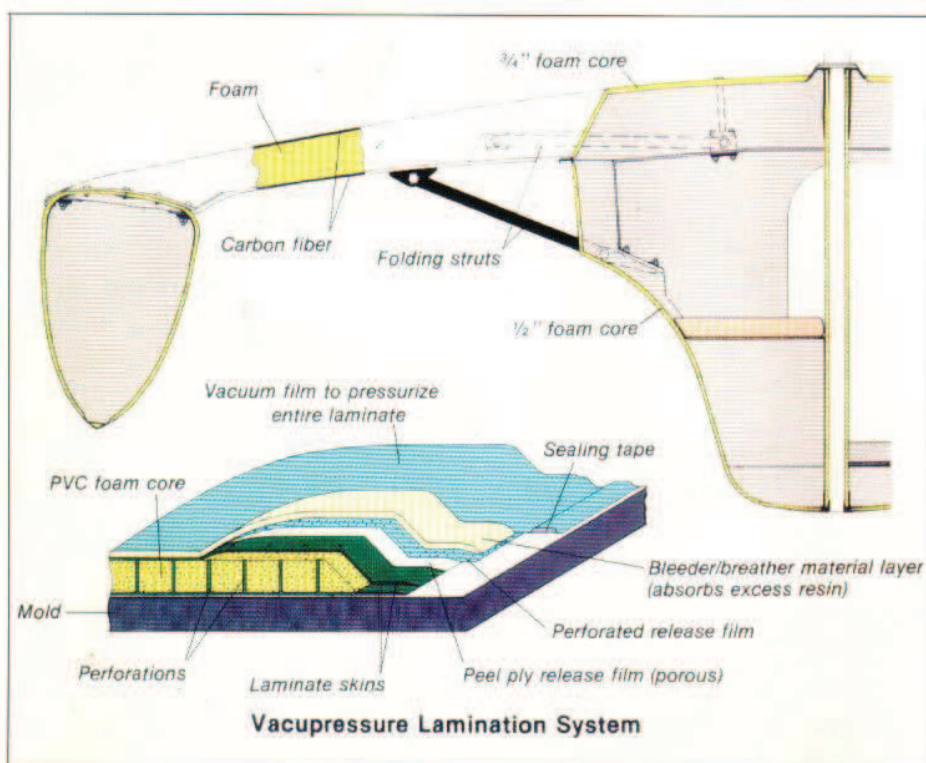
Folding can be done in smooth water, rough water, or even while motoring. The folding struts have absolute control over the movement and allow no flexing.

Easy To Sail

Speed, acceleration, and maneuverability make all Corsair trimarans 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 having to touch the sails.

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 very dry.

While performance monohulls often require a





crew of 5 or 6, the highly stable, low heeling Corsair can achieve top performance with as few as two, making it ideal for couples. Equipped with an autopilot, Corsairs are easily sailed single-handedly!

Stormy weather and short handed? Then just use the mainsail alone. You'll 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 carefully designed with the cruising sailor in mind and will comfortably accommodate from 4 to 6. The smaller F-24 is laid out with simple but highly functional accommodations that are great for weekending.

The F-31 offers 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, all 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 version of the F-31 work well in a high-stability multihull as the crew is not required to 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 with young children will find



this a favorite and safe place for kids.

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, unequalled by monohulls of similar length. The helmsman may often be left alone in the cockpit, as the crew will find many more inter-



esting and relaxing spots. The bow nets are a favorite for watching the main hull bow knife through waves.

The wingnets are ideal for sunbathing or sleeping under the stars on warm summer nights. There's even enough room to carry a full-size dinghy.

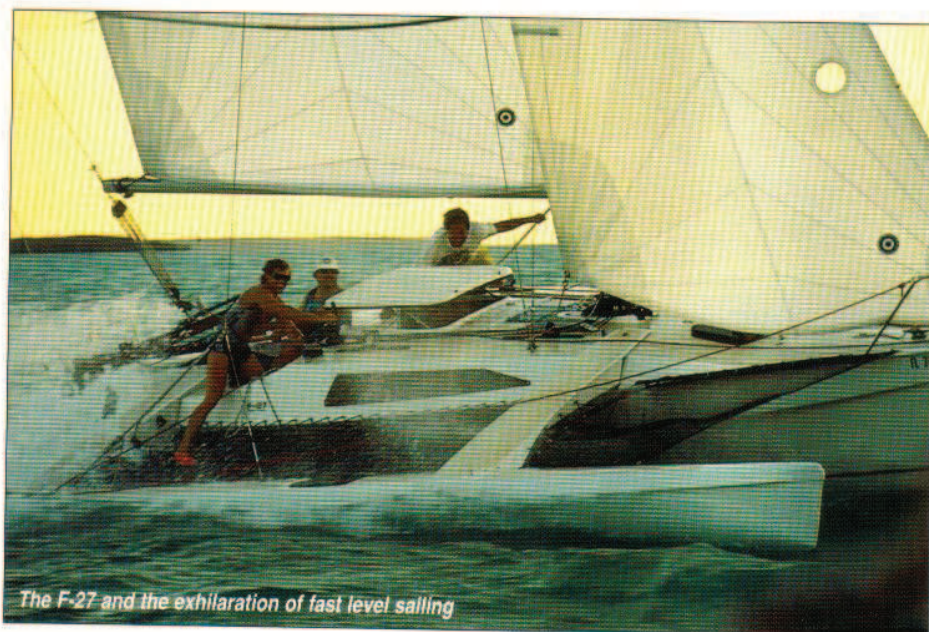
The self-draining cockpits have lockers on each side. Additional jumbo size storage areas in the floats are ideal for large bulky items such as sails and fenders, providing even more room in the cabin for people and other supplies.

Performance

All Corsairs are designed as safe, enjoyable family cruisers with the initial design priority given to providing the maximum room, coupled with safe sailing and easy handling. They also just happen to be fast, at no extra cost. Such performance greatly increases cruising range, and this, along with easy trailerability, makes many previously



The F-31 'Aft-cockpit', latest of three F-31 models now available



be quicker going to windward than much larger monohulls. Downwind or reaching, you can mix it with 70-footers costing many times more!

One-design racing fleets and active owners associations are now well established in many areas, and Corsairs are providing exciting and satisfying racing for competitors worldwide.

Seaworthy

The Australian rough water pedigree along with over 1,000,000 safe sailing miles has proven seaworthiness beyond doubt. While not recommended, it's nice to know F-27s have even made two Atlantic and three Pacific crossings.

The most important safety feature is the unsinkability created by the foam sandwich construction and a number of watertight compartments. A Corsair will still float even with all compartments flooded.

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 be safe in 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 a technically advanced, limited volume, high quality Corsair, the resale value

out of reach anchorages a reality.

Performance for any yacht should mean the ability to perform well in all aspects of sailing. High speed downwind, coupled with exceptional windward ability, results in outstanding overall performance. It takes efficient design to achieve such performance, and all sailing aspects, such as tacking, heavy and light conditions, choppy seas, windward, reaching and running ability must be taken into account.

All Corsairs are designed on this basis and provide excellent overall performance. They remain practical cruising boats and fun to just cruise with the family. They are easy to handle, very suitable for novice sailors or shorthanded sailing, yet remain capable of exhilarating 20-plus knot speeds ... if wished. They may not always be the fastest, but they are always consistently fast, and always easy to control.

The performance efficiency of Farrier designs has been well demonstrated in the demanding sailing conditions of Australia.

The F-27 scored a spectacular victory in the 1990 Australian Multihull Offshore Championships (AMOC) even though it was one of the smallest mul-

tihulls competing. The F-31 did it again in 1992, even 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.

As part of 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. In the monohulls, BOBSLED, a 67-foot, million dollar racing machine, made headlines by breaking the monohull record by an impressive hour and a half. Yet, the F-31 had overhauled and passed 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, a new race record in the 1993 Swiftsure Classic in the Pacific Northwest, and two F-27s blitized the fleet in the 1993 Miami - Key Largo race, averaging 18.2 and 17.9 knots for the 44 mile course!

Particularly notable aspects of performance are windward ability and exceptional light-air speed. Deep retractable daggerboards, excellent fore and aft stiffness, and dinghy-like tacking all contribute to the windward ability. Pointing is equal or superior to the best, and race results have proven Corsairs to



has been very strong, even exceeding the original purchase price in some cases. Couple this with the exceptionally low maintenance cost of a trailer-based boat, and Corsairs are among the lowest cost sailboats on the market to own and enjoy.

Included with every boat is a complete and detailed owners manual, with operating procedures, sailing hints, and specifications. All owners also automatically receive a periodic Corsair Owner's Newsletter with news about Corsair products, owners' sailing tips, cruising stories, race results, a sailing events calendar and more.

Corsair Marine provides extra value in full factory support, customer service, and after-market sales. Delivery of parts and accessories direct from the factory is prompt and worldwide.

There are many other unique aspects to the F-Series® designs, evolved and perfected over many years of development. Multihulls are now clearly the new trend in sailing, so come aboard a Corsair and discover why it could be the ideal sport cruiser for you.



Milestones

1974

The original Trailertri prototype built and launched by designer in Australia.

1980

The first production version (the TRAMP) developed and launched. Voted 1981 Australian Boat of the Year.

May, 1985

The prototype production F-27 SUPER FOX launched.

July, 1985

Ian Farrier sails SUPER FOX to a new race record and handicap win 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 demonstrates the F-27's great versatility by again winning 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 OLJFE 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 Pattison'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.

August 1990

F-27s are the first multihull class invited to compete in the Audi National Offshore One Design Regatta, organized by Sailing World, at Newport, Rhode Island. Ten F-27s compete.

June, 1991

Dr. Werner Stolz and Roswitha Schadt's F-27 becomes the second to cross the Atlantic.

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 One-design MASTER BLASTER wins 1994 Australian Trailerable Multihull Championships

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) comparison, September 1989.**

To many folks, multihulls are the future of sailing, and one of the leaders towards that future is the F-27....there's not a similar sized production monohull in the world that can match its speed on any point of sail, in any strength of wind. **Northwest Yachting (U.S.), April, 1990.**

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.**

In five short years Ian Farrier's F-27 folding trimaran has grown from just another good idea into a speedy, soughtafter cruising machine that has taken the sailboat industry by storm. **Cruising World (U.S.), August 1991.**

It's no exaggeration to describe the F-27 trailerable trimaran as the greatest success story to come from the North American sailboat industry since the J24. **Pacific Yachting (Canada), December 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 knotmeter gone haywire). Add the very cozy, but functional accommodations and roadworthiness 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 benefitted 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.**



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

PRODUCTION TECHNOLOGY

All Corsair F-Series® boats are built according to a computer generated procedure, whereby every assembly step is specified, and must be signed for when completed. Construction begins with comprehensive lamination guides, detailing each individual reinforcement, to ensure nothing is overlooked.

All parts begin with the application of a premium NPG gelcoat, followed by a layer of glass mat with vinylester resin, to ensure maximum resistance to water penetration.

Corsair craftsmen then follow with a layer of a knitted bi-directional fabric, the PVC foam core, plus another layer of fabric. Resin is machine catalyzed and applied with a special "flow coater" that dispenses the optimum amount of resin for each part.

This entire laminate is then pressurized by vacuum bag, to extract all air and excess resin into a special bleeder cloth.

Corsair continues to be a leader among marine

manufacturers in the use of large scale advanced composite vacuum bagging. This process is used in the production of all hulls, decks, floats, beams, bulkheads, and even some interior moldings.

Multiple checklists guide subsequent assembly procedures, specifying when and how each task is to be performed.

Grade 316 stainless steel is used for most fasteners and fittings, combining strength and the best corrosion resistance of any of the stainless steels. A special high strength stainless steel alloy is used for the critical folding system pins where required.

All other fittings are obtained from top quality name brand manufacturers for superior performance, and dependability.

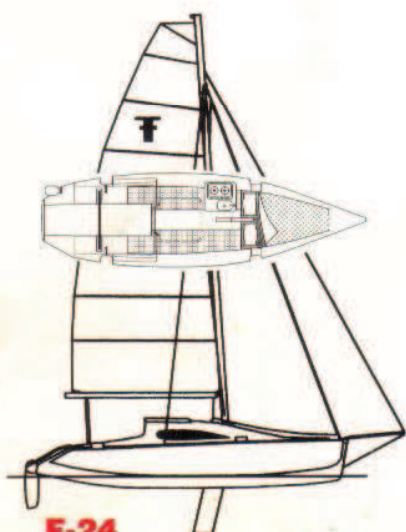
Quality is checked at every step and again with final completion checklists. Even the shipping procedure on trailer or cradle is guided by checklist to avoid any problems in transit. The quality and engineering standards of every Corsair that leaves the factory are unsurpassed by any other craft.

THE COMPANY

Corsair pursues a relentless cycle of continuous improvement in manufacturing processes and stands behind the design, technology and construction of every Corsair built. This ensures the boats we deliver are safe to sail, easy to maintain, and tough enough to withstand the rigors of wind, sea and sun for years to come.

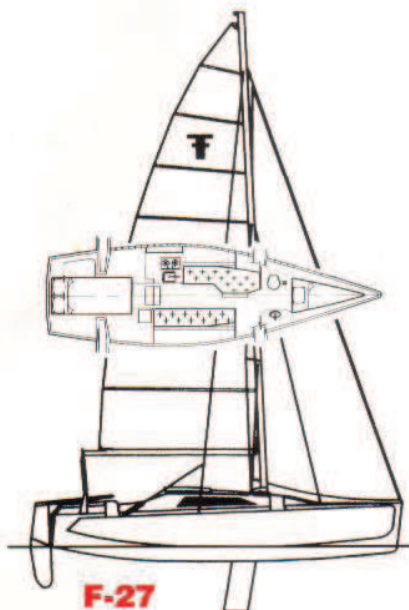
Advanced construction methods and high safety margins allow owners to enjoy a seven year warranty for the hulls, beams and folding systems and a five year warranty against hull blistering. All other components carry a one year limited warranty.

After independent interviews with our boat owners, *Practical Sailor* magazine noted that our F-27 owners completed their annual Boat Owners Survey "with raves about speed, construction, and company service." They concluded, "Corsair Marine appears to be an 'ideal' manufacturer."



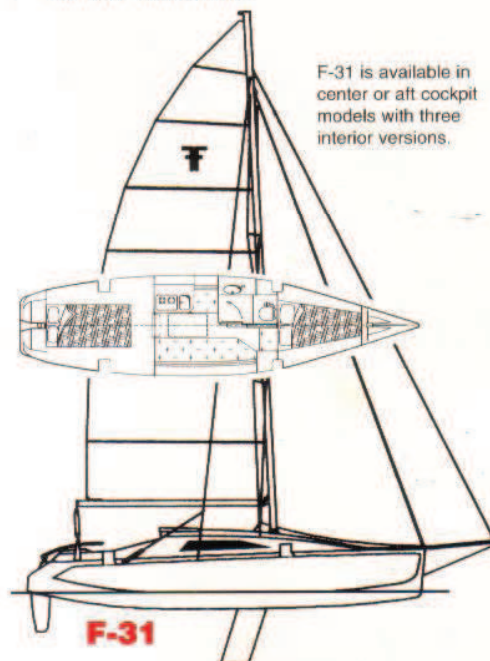
F-24

• LOA	24'-2" (7.3m)
• LWL	23'-7" (7.2m)
• Beam (overall)	17'-11" (5.5m)
• Beam (folded)	8'-2" (2.5m)
• Draft (hull only)	1'-0" (0.30m)
• Draft (d/b down)	4'-8" (1.4m)
• Weight (empty)	1690 lbs. (768 kg.)
• Sail area:	
Mainsail	243 sq. ft. (22.6 sq.m)
Jib	158 sq. ft. (14.7 sq.m)
Spinnaker	601 sq. ft. (55.8 sq.m)



F-27

• LOA	27'-1" (8.25m)
• LWL	26'-3" (8.00m)
• Beam	19'-1" (5.82m)
• Beam (folded)	8'-2" (2.5m)
• Draft (hull only)	1'-2" (0.36m)
• Draft (d/b down)	4'-11" (1.50m)
• Weight (empty)	2600 lbs. (1180 kg.)
• Sail area:	
Mainsail	270 sq. ft. (25.1 sq.m)
Jib	176 sq. ft. (16.3 sq.m)
Genoa	247 sq. ft. (22.9 sq.m)
Spinnaker	827 sq. ft. (76.4 sq.m)



F-31

• LOA	30'-10" (9.4m)
• LWL	30' (9.15m)
• Beam	22'-5" (6.8m)
• Beam (folded)	8'-2" (2.5m)
• Draft	1'-4" (0.41m)
• Draft (d/b down)	5'-6" (1.67m)
• Weight (empty)	3850 lbs (1750kg)
• Sail area:	
Mainsail	389 sq. ft. (36 m²)
Jib	210 sq. ft. (19 m²)
Genoa	268 sq. ft. (26 m²)
Spinnaker	864 sq. ft. (80 m²)

F-31 is available in center or aft cockpit models with three interior versions.

More detailed brochures, specifications and price lists for individual F-Series® models are available from your nearest Corsair dealer, or call:

OSTAC PTY. LTD.

3/925 Nudgee Rd. A.C.N. 010 474 989
Northgate Qld 4013 Ph (07) 267 0111
P.O. Box 146 Fax (07) 267 0602
Northgate East Qld 4013 Australia.

CORSAIR
MARINE

CORSAIR MARINE, INC. 150 Reed Court, Chula Vista, CA, 91911 U.S.A.

Phone: 619-585-3005 • Fax: 619-585-3092

© 1994 Corsair Marine, Inc. All features, options, specifications and prices subject to change without notice.
"F-27" and "F-Series" are registered trademarks of Ian Farrier, and "Farrier Folding System" is a trademark of Ian Farrier.
WARRANTY: Corsair Marine, Inc. warrants the hull, beams and folding structure for the F-24, F-27 and F-31 for seven years.
There is a five year warranty against osmotic blistering and voids. All other components carry one year manufacturers' warranties.